



Report of the Chief Planning Officer

PLANS PANEL NORTH AND EAST

Date: 30th March 2017

SITE-SPECIFIC REPORT: East Leeds Brownfield Land Programme

Site C: Residential development of 102 dwellings, new public open space and associated highway improvements at Wykebeck Mount and Wykebeck Avenue, Osmondthorpe, Leeds (Application 16/07348/FU)

APPLICANT

Keepmoat Homes Ltd

DATE VALID

30th November 2016

TARGET DATE

24th April 2017 (extension of time agreed with developer)

Electoral Wards Affected:

Temple Newsam

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 the conditions specified (and any others which he might consider appropriate) and the completion of a legal agreement within 3 months from the date of resolution unless otherwise agreed in writing by the Chief Planning Officer, to include the following obligations;

1. Affordable housing – 5 units on-site (see below for details);
2. Commuted sum *in lieu* of on-site greenspace – £231,689;
3. Travel Plan (including monitoring fee - £2510);
4. Residential Travel Plan Fund – £50,097.30
5. Bus shelter plus real-time display at nearby bus stop - £20,000;
6. Local employment.

1. Time limit – 5 years.
2. Development to be carried out in accordance with approved plans.
3. Section 106 agreement.

4. Wall and roofing materials.
5. Levels and retaining walls.
6. Landscaping (including surfacing and boundary treatments).
7. Method statement for protection of retained trees during construction
8. Landscape management plan to cover maintenance of all new landscaping for the first 5 years, and the management of on-site open space and areas of landscaping not within individual plots for the lifetime of the development.
9. Restrictions on vegetation clearance during bird nesting season.
10. Plan for bat and bird roosting/nesting features to be incorporated within the scheme.
11. Vehicle areas to be laid out prior to occupation.
12. Construction management plan/statement.
13. Cycle parking to be provided.
14. Electric vehicle charging points to be provided.
15. Development to be carried out in accordance with submitted sustainability statement.
16. Water efficiency – to comply with optional Building Regulations requirement of 110 litres per person per day.
17. Drainage details.
18. Scheme for the investigation and treatment of former mine workings on-site.
19. Submission of contaminated land report and remediation statement.
20. Amended remediation statement if unexpected contamination is encountered.
21. Verification report following remediation.
22. Importing of soil.
23. Incorporation of measures to reduce rail noise to acceptable levels in houses and gardens alongside the railway line (including acoustic fencing to boundaries).
24. Method statement for the carrying out of construction works close to the railway line.

C.1.0 INTRODUCTION

- C.1.1 This application is one of eight submitted as part of the Leeds City Council Brownfield Land Programme for sites in Seacroft, Halton Moor and Osmondthorpe. This report set out details of the proposals, site details and planning history for Site C, Wykebeck Avenue and Wykebeck Mount, Osmondthorpe, and assesses the site-specific planning matters relating to this site and application. This report should be read in conjunction with the Introductory Report elsewhere on the agenda, which provides details of the overall programme and considers the planning matters which are relevant across the Programme as a whole.

C.2.0 PROPOSAL:

- C.2.1 The application site is made up of two areas of land to the north and south of Wykebeck Mount. 102 houses are proposed (34 x 2-bed and 68 x 3-bed) across the two parcels of land. Based on the 102 units proposed, the affordable housing requirement for the site (5%) is 5 units, however as noted in Report A, one of these units is proposed to be provided on Cartmell Drive (Site A), at an earlier phase of the Programme, with the remaining 4 units to be provided on Site C (2 x 2-bed and 2 x 3-bed).
- C.2.2 A number of new access roads are proposed into the site at various points, and the housing would be laid out in blocks fronting onto the new access roads and the existing road frontages around the sites, with enclosed rear gardens backing onto one another in between. All properties would have two open off-street parking spaces, most of which would be provided on drives to the side or rear, with a few having parking to the front.

- C.2.3 The houses which would face onto the existing road frontages around the sites are proposed to be built in red brick, with buff brick proposed to the houses in the central parts of the sites, served by the new access roads. The housing would gradually step down in level across the site from north to south, following the existing gradients.
- C.2.4 The existing group of trees which runs along the north western boundary between the site and the adjacent railway line is proposed to be retained, with new properties proposed facing towards this belt of planting. A small group of trees along the site's southern frontage on Wykebeck Avenue is also proposed to be retained, with new housing within the site set back from Wykebeck Avenue behind the trees. A number of smaller trees are proposed for removal, but new planting is proposed as part of the scheme.
- C.2.5 A very small area of open space is proposed in the northern part of the site, however the majority of the Greenspace requirement for the development is proposed to be provided in the form of a commuted sum *in lieu* of on-site provision, as outlined in the Programme Overview Report. A sum of £231,689 has been calculated based on the number of dwellings and taking account of the small area of open space that is proposed on site.
- C.2.6 A claimed footpath currently runs to the north east of the site, leading from Wykebeck Mount across the railway footbridge to the north. This path is outside the site boundary and no changes are proposed to it as part of the development. However, it is proposed to remove the palisade fence which currently runs between the path and the site, and to develop new housing to the south, facing towards the footpath, with the aim of opening up and providing a greater degree of natural surveillance to this route.

C.3.0 SITE AND SURROUNDINGS:

- C.3.1 The site is made up of two parcels of land: a rectangular area on the north western side of Wykebeck Mount and a larger, irregularly-shaped area to the south east. The sites generally slope downhill from north west to south east.
- C.3.2 A railway line runs immediately alongside the north western boundary, separated from the site by a belt of mature trees, and a footpath running to the north east of the site leads to a footbridge crossing the railway to the north. This northern part of the site was formerly occupied by houses and flats, which were demolished 15-18 years ago.
- C.3.3 The southern area of land was part of the former school (now the One-Stop Centre) to the south west, and has large areas of hard surfacing, parts of which have become overgrown. There is a prominent group of mature trees along the southern boundary, which have been identified as a positive feature of the site and as a priority for retention as part of the scheme.
- C.3.4 The site is in a residential area, surrounded mainly by mid-20th century semi-detached and terraced housing, mainly red-brick, with some render.

C.4.0 RELEVANT PLANNING HISTORY

- C.4.1 Outline planning permission was granted on the southern parcel of land in December 2010 for residential development (with a restriction for occupation by

residents over the age of 55). This permission lapsed in December 2013 (10/04369/LA). This application did not cover the northern part of the site.

- C.4.2 All other history relates to demolition notifications for former housing on the northern part of the site.

C.5.0 PUBLIC/LOCAL RESPONSE

Ward Members

- C.5.1 As discussed in the Programme Overview Report, regular monthly briefings with the Temple Newsam Ward Members have been held throughout the course of the Brownfield Land Programme, and have continued following the submission of the applications. The Ward Members have expressed their support for the Programme as a whole, and have also reviewed and commented on the site specific proposals and advised that they are supportive of these.

Other public response

- C.5.2 The application was advertised as a major development by site notices, posted 16th December 2016, and by press notice in the Yorkshire Evening Post, published 16th December 2016.
- C.5.3 Leeds Civic Trust have written in support of the Brownfield Land Programme as a whole, and provided comments on the approach taken and suggestions for optimising the development potential of brownfield sites in the city. Further details of their comments in this respect are provided in the Programme Overview Report.
- C.5.4 No other public comments have been received.

C.6.0 CONSULTATION RESPONSES

Statutory

Coal Authority

- C.6.1 No objection, subject to condition.

Non-statutory

Highways

- C.6.2 In terms of access to public transport and local amenities the site is suitably sustainable for the scale and type of development proposed. Based on the applicant's transport assessment, it is considered that the local highway network and junctions have sufficient capacity and that traffic generated by the development would not have a material adverse impact on the operation or safety of the local highway network.
- C.6.3 Comments were made on the layout proposals as originally submitted, and were discussed as part of the design workshop with the developer in January 2017, which was attended by the highways officer.
- C.6.4 Following the receipt of revised plans, highways officers have confirmed that the proposals are acceptable and that they have no objections, subject to conditions, including the provision of cycle parking and electric vehicle charging points.

Contaminated Land

- C.6.5 No objection, subject to conditions.

Flood Risk Management

C.6.6 No objection, subject to condition.

Yorkshire Water

C.6.7 No objection, subject to condition.

West Yorkshire Police Architectural Liaison Officer

C.6.8 Suggestions made regarding boundary treatments, external lighting and doors and windows (with reference to Part Q of the Building Regulations in this respect). These comments have been provided to the developer and taken into account in the formulation of their revised proposals.

Public Rights of Way

C.6.9 A claimed footpath is shown to the east of the site on the illustrative layout plan which is on the correct line. The railings on the western side of the footpath need to be removed; this will be more attractive to path users.

Travelwise

C.6.10 Comments provided on submitted travel plan and revisions are currently being discussed and considered. A travel plan monitoring fee (£2510) and Residential Travel Plan Fund to be used towards measures to encourage the use of sustainable travel modes by new residents (£50,097.30) are required.

West Yorkshire Combined Authority

C.6.11 Request for installation of a shelter with real time information display at bus stop 12053 close to the site (£20,000), plus the provision of Residential Travel Plan Fund (£50,097.30 as referred to in Travelwise comments).

Environmental Studies

C.6.12 The Environmental Studies team have advised that, whilst broadly agreeing with the approach taken by the applicant's consultant in the submitted Noise Impact Assessment, they would favour using mechanical ventilation (rather than trickle vents) in rooms within the development which are assessed to require closed windows to achieve acceptable internal noise standards. Additionally, they do not agree with the interpretation of acceptable amenity garden area noise which allows for intermittent events such as train noise being ignored, and therefore have requested an acoustic fence of sufficient height and weight to bring garden LAeq 16 hour levels to at least below 55 dB, and ideally to below 50dB, when *including* rail noise events.

C.6.13 Additional and revised information has subsequently been submitted to address the comments received, and the Environmental Studies team have advised that they have no objections on this basis, subject to conditions requiring the incorporation of noise mitigation as part of the scheme.

Neighbourhoods and Housing

C.6.14 Conditions recommended aimed at minimising disturbance during the construction phase.

Network Rail

C.6.15 Network Rail have advised that they have no objection in principle to the development, but have detailed a series of requirements and restrictions relating to various aspects of the development, including works being carried out on land within certain distances of the adjacent railway land and any works to the boundaries. Network Rail have requested a method statement detailing how various such works are to be carried out. These comments have been drawn to the developer's

attention, and a condition requiring a method statement covering the points raised is recommended.

C.7.0 PLANNING POLICIES:

C.7.1 The site is unallocated in the Development Plan, but is identified as a proposed allocated housing site in the draft Site Allocations Plan (SAP). The railway corridor immediately adjacent to the site's north western boundary is within the Leeds Habitat Network.

C.7.2 In addition to the list of planning policies and guidance which are relevant to all schemes within the programme, set out in Section 6 of the Programme Overview Report, the following policies and guidance are relevant to this specific site and/or proposals:

G8 – Protection of important species and habitats

G9 – Biodiversity improvements

C.8.0 MAIN ISSUES

C.8.1 Those planning considerations which are relevant to or which have been considered across the Brownfield Land Programme as a whole are assessed and detailed in the Introductory Report above. The main issues for consideration in relation to this specific site and development proposals are:

1. Principle of development
2. Noise
3. Design, landscaping and visual amenity
4. Residential amenity
5. Highways and access
6. Greenspace
7. Affordable housing
8. Nature conservation
9. Sustainability
10. Legal agreement
11. Other matters

C.9.0 APPRAISAL

Principle of development

C.9.1 The site is unallocated in the development plan and is located within an existing residential area, close to public transport links and local amenities. In addition, whilst the weight that can be attached to it remains limited at present, the site is also identified as a proposed allocated housing site in the draft SAP. Residential development is therefore considered acceptable in principle of the site, subject to other material planning considerations.

Design, landscaping and visual amenity

C.9.2 The proposed layout would provide strong active frontages to existing streets around the site and to the new roads proposed within the development, with secure rear gardens in the centre of these 'perimeter blocks'. Houses on key junctions have been designed to incorporate main windows to the front and side to provide visual interest and natural surveillance to both frontages. The buildings are well-spaced, reflecting the principles in *Neighbourhoods for Living*, and it is considered that the layout achieves an appropriate balance in minimising the visual impact of vehicular

parking areas within streetscenes, with the majority of parking being provided on drives to the side and rear of the houses.

- C.9.3 The proposals would retain the existing group of trees along the site's north western boundary, where they would maintain a positive landscaped screen between the site and the adjacent railway. Similarly, the retention of the large trees on the site's southern frontage, which are prominent features within the Wykebeck Avenue streetscene, would provide a strong mature landscaped setting to this part of the development. In both cases, new development is proposed facing towards these existing groups of trees, and around the small open space area in the northern part of the site, taking the opportunity to provide natural surveillance of these areas and an attractive outlook for new residents. Elsewhere, new planting is proposed, which would further enhance this soft landscaped setting and replace some smaller trees which are proposed for removal in other parts of the site.
- C.9.4 All of the new houses would be 2 storey in design, and all of the houses which front onto existing roads around the sites would be built in red brick, reflecting the prevailing scale and character of surrounding housing. As the new roads extend into the site, materials would change to buff brick, adding variety and visual interest to the streetscenes. The house designs would incorporate detailing such as decorative brick courses and head/sill details to add interest and articulation to the elevations, and these, together with the proposed materials, are proposed to be appropriate to the character of the surrounding area.
- C.9.5 In the light of the above, it is considered that the proposals would represent a significant enhancement to the visual amenities of the area, and are acceptable in this respect. Conditions relating to materials and landscaping are recommended.
- C.9.6 As part of the development, the existing palisade fence between the north eastern boundary of the site and the adjacent footpath is proposed to be removed. This was discussed with the developer and the public rights of way officer at pre-application stage, and is aimed at reducing the sense of enclosure to this footpath and opening up the area to the south through the provision of a small verge between the path and the new access road proposed to the south. The layout of the scheme has also been designed to include new housing facing northwards towards this area and the adjacent footpath, enhancing natural surveillance of this route and the adjacent land. The public rights of way officer has advised that they are supportive of the scheme on this basis. The police liaison officer has raised concerns about the potential for the removal of the fence to facilitate an escape route or encourage trespass onto the site. However, while this concern is acknowledged, when taking into account the experience of those using the footpath, it is considered on balance that the removal of the fence would be positive, reducing the sense of enclosure for users of the path, and that this, combined with the provision of new housing facing this area, would enhance the level of natural surveillance of this area. It is therefore considered that the proposal to remove the fence from this boundary is acceptable.
- Residential amenity
- C.9.7 The garden areas to all properties would exceed the 2/3 floor area recommended in *Neighbourhoods for Living (NFL)*, and it is considered that appropriate levels of separation are proposed between properties within the development, and between the new housing and existing houses around the site.
- C.9.8 The area of land to the north west of Wykebeck Mount slopes upwards away from the highway towards the railway line. In order to develop this site, some works to the existing levels are proposed. In some of the garden areas in this part of the site,

sloped areas are proposed, allowing the provision of suitable areas of useable amenity space while reducing the need for hard engineering solutions such as retaining walls within the gardens themselves. Some retaining walls are proposed between gardens in some areas, although according to the submitted plans these would all be relatively low (mainly between around 0.5m and 0.9m in height). Where there are levels changes within gardens, a level areas are always proposed directly outside the rear of each property, ensuring that there is the opportunity for all users, including those with mobility difficulties, to make use of gardens. Some properties on the parcel of land north of Wykebeck Avenue use the same approach to manage topography change, however the topography in this area changes less and therefore any potential impacts in terms of amenity are lower than on the northern part of the site.

- C.9.9 In the light of the above, it is considered that the proposed development would provide an appropriate level of amenity for future residents and would not have significant implications for the amenities of neighbouring residents in terms of overlooking, overshadowing or overdominance.
- C.9.10 Following feedback from Plans Panel at pre-application stage in October regarding the Nationally Described Space Standards, revisions have been made to a number of the proposed house types. Reflecting the feedback received from Members, all of the affordable housing units would now meet or exceed the relevant Nationally Described Space Standard for their size, and all others would be within 15m² of the relevant NDSS requirement. All of the affordable houses would also be built to Lifetime Homes standards.
- C.9.11 Although Leeds is seeking to adopt the national standards as part of the development plan and whilst this is a material consideration, this process is still at a relatively early stage and the weight that can be attached to the standards is limited at present. All of the houses would all have good levels of separation, outlook and external amenity space. In the light of the above, and the relatively limited weight that can be given to the NDSS at this stage, it is considered on balance that the proposals are acceptable in this respect.
- C.9.12 The northern part of the site is adjacent to a railway line, and a noise report has been submitted as part of the application. This includes proposals for measures to be incorporated into the construction of the new dwellings, and for the use of acoustic fencing to gardens backing onto the railway line, in order to mitigate noise from the railway to an acceptable level. This has been considered by the Council's Environmental Studies section, who have confirmed that the proposals are acceptable, subject to conditions requiring the implementation of a scheme of agreed noise mitigation measures, which is recommended as part of the decision.
- C.9.13 In the light of the above, it is considered that the proposals would provide an appropriate level of outlook and amenity for future residents without compromising the amenities of existing neighbouring residents. The proposals are therefore considered acceptable in this respect.

Highways and access

- C.9.14 The highways officer has advised that the proposals would not have an adverse impact on the local highway network, and that the proposed layout is acceptable, following the submission of revised plans to address earlier feedback on the initial proposals. The proposals are considered acceptable in this respect, subject to conditions, including the provision of cycle parking and electric vehicle charging points, and the carrying out of the agreed off-site highway works.

- C.9.15 A travel plan has been submitted as part of the application and is being revised following comments from the Travelwise team. As part of this, the creation of a Residential Travel Plan Fund of £50,097.30 has been requested, in accordance with guidance in the Travel Plans SPD which refers to measures such as travelcards as a means of encouraging sustainable travel. This is based on the cost of providing Metrocards for future residents, however the developer may still choose to spend the fund on the provision of these if they wish, subject to agreement with the Travelwise team. An obligation to this effect is to be included in the legal agreement for the development, together with the Travel Plan, once agreed, and the monitoring fee of £2510.
- C.9.16 Strategic public transport projects are on the Regulation 123 list of measures which can be funded by the Community Infrastructure Levy (CIL). However, the Public Transport Improvements and Developer Contributions SPD also refers to the need for the provision of 'basic public transport site access' measures as part of new developments, making the distinction between the provision of these measures as part of site-specific proposals and the provision of contributions to strategic infrastructure which are covered by CIL. West Yorkshire Combined Authority (WYCA) have been consulted on the application and have identified the provision of a shelter with a real-time information display at an existing bus stop on Halton Moor Avenue to the south east of the site as an improvement related to the proposed development. The cost of this would be £20,000, and this has been agreed by the developer and is intended to be included in the legal agreement. WYCA have also referred to the provision of the Residential Travel Plan Fund of £50,097.30, which is also to be included in the legal agreement as discussed above.

Greenspace

- C.9.17 In accordance with the principles detailed in the Programme Overview Report, and as agreed in principle with the Ward Members, the greenspace proposals for the site comprise a combination of on-site open space together with the provision of a commuted sum contribution towards improvements to existing greenspaces in the area.
- C.9.18 Taking into account the number of units proposed and the amount of on-site provision proposed, a contribution of £231,689 has been calculated as a commuted sum *in lieu* of on-site provision in order to comply with policy G4. Discussions are currently ongoing with Parks and Countryside officers and Ward Members, in consultation with the local community, to identify schemes for this sum to be used towards. Once agreed, the sum and the proposals for its use will be secured through the legal agreement for the application.

Affordable housing

- C.9.19 The site is in affordable housing zone 3 (5%). Based on the number of units proposed (109), this generates a requirement for 5 affordable units. Reflecting the principles agreed at pre-application stage, detailed in the Programme Overview Report, 4 of these units are proposed to be provided on-site as part of this development, and the remaining unit is proposed to be provided on another site within the same Ward – Site A, Cartmell Drive.
- C.9.20 Site A is intended as the first of the sites in Temple Newsam to be developed. Site C is intended to follow, but would not be released to the developer by the Council until an agreed number of units have been developed on Site A. As such, and as the provision of an additional unit from this site on Site A would 'front load' the provision of affordable units and not leave them to a later phase with the associated risk of

non-delivery, this proposal is considered acceptable. The legal agreement for the development is to be worded to reflect this, and to require the provision of 4 units on this site.

Nature conservation

- C.9.21 The site is adjacent to part of the designated Leeds Habitat Network, and an ecological survey has been submitted as part of the application. This has been reviewed by the nature conservation officer, who has confirmed that there should be no significant nature conservation issues, subject to conditions to protect nesting birds and provide biodiversity enhancements in accordance with core strategy policies G8 and G9, which are recommended as part of the decision.

Sustainability

- C.9.22 A sustainability statement has been submitted as part of the application confirming that the proposed development would exceed the Optional Building Regulations water efficiency standard of 110 litres per person per day (l/p/d) (as opposed to the standard Building Regulations requirement of 125l/p/d), and would include roof-mounted PV panels to achieve on-site low carbon energy targets and achieve at least a 20% reduction in CO₂ beyond Building Regulations, in accordance with Core Strategy policies EN1 and EN2 and NRWDPD policy WATER1. Conditions covering these matters are recommended.

Legal Agreement

- C.9.23 It is intended that the application will be supported by a legal agreement to cover the following planning obligations which are required to make the development acceptable:

- Affordable housing – 5 units on-site (see below for details);
- Commuted sum *in lieu* of on-site greenspace – £231,689;
- Travel Plan (including monitoring fee - £2510);
- Residential Travel Plan Fund – £50,097.30
- Bus shelter plus real-time display at nearby bus stop - £20,000;
- Local employment.

- C.9.24 The obligations above have been identified and, in the case of contributions, calculated in accordance with development plan policies and supporting guidance, and as such are considered to meet the statutory tests for planning obligations in that they are:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development;
- Fairly and reasonably related in scale and kind to the development.

Other matters

- C.9.25 In the development programme for the East Leeds Brownfield Land Programme, works are scheduled to commence on this site within 3 years, and the standard condition requiring the development to commence within 3 years is therefore appropriate in this instance.

- C.9.26 Network Rail have advised that they have no objection in principle to the development, but have detailed a series of requirements and restrictions relating to various aspects of the development, including works being carried out on land within certain distances of the adjacent railway land and any works to the boundaries. They have requested a method statement detailing how various such works are to

be carried out. These comments have been drawn to the developer's attention, and a condition requiring a method statement covering the points raised is recommended.

CIL

- C.9.27 The site is within CIL zone 3. Based on the floorspace currently proposed, (discounting the affordable units which are eligible for CIL relief, subject to the submission of the appropriate paperwork), the development is likely to generate a CIL requirement of around £36,500. Infrastructure requirements associated with this application are greenspace and education. This is presented for information only and should not influence consideration of the application. Consideration of where any Strategic Fund CIL money is spent rests with Executive Board and will be decided with reference to the 123 list.

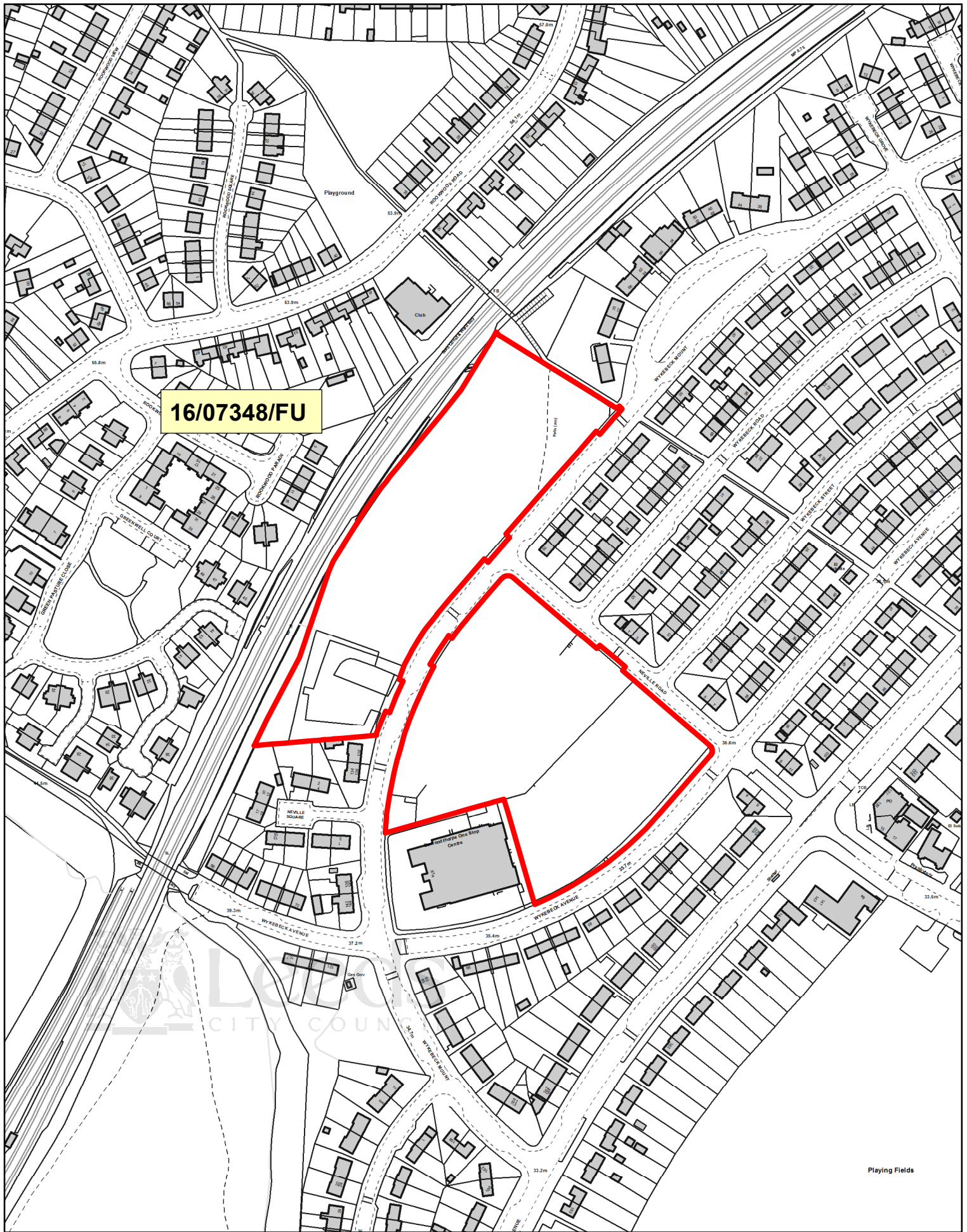
C.10.0 CONCLUSION

- C.10.1 It is considered that the proposed development would provide considerable regeneration benefits locally, and, together with other developments in the programme, to the wider area. The design proposals are considered appropriate to the site and its surroundings, and it is considered that the development would provide a high level of amenity for future residents without compromising the amenities of existing neighbouring residents or highway safety. The proposals are considered to comply with relevant policies in the Development Plan and other relevant planning guidance, as listed above and in the Programme Overview report, and with the National Planning Policy Framework. It is therefore recommended that the application is approved, subject to the conditions suggested above and completion of a legal agreement covering the planning obligations detailed at the start of this report.

Background Papers:

Application and history files.

Certificate of Ownership: Signed on behalf of applicant and notice served on Leeds City Council.



16/07348/FU

NORTH AND EAST PLANS PANEL

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

SCALE : 1/2500



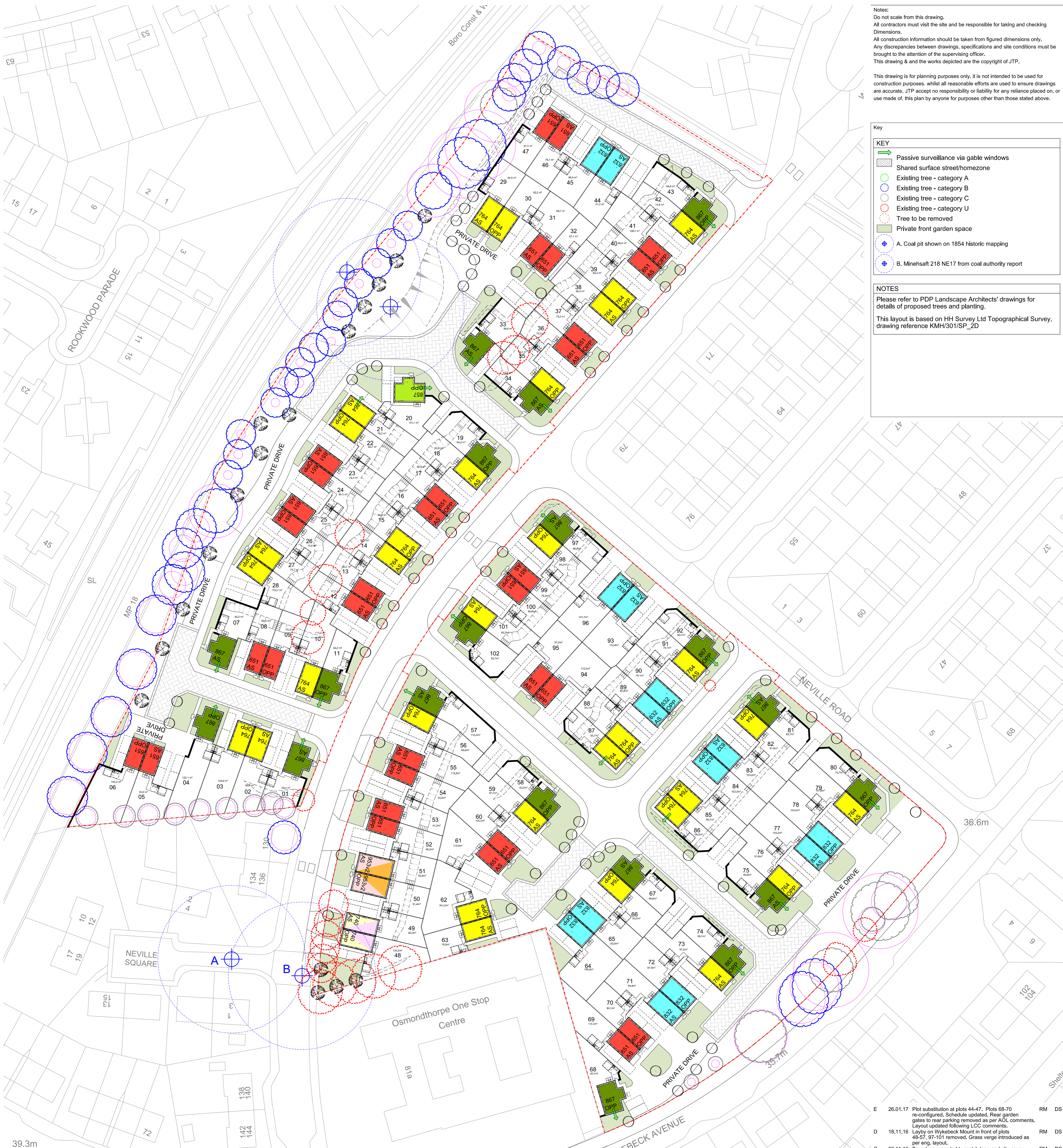
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Key

	Passive surveillance via gable windows
	Shared surface street/homezone
	Existing tree - category A
	Existing tree - category B
	Existing tree - category C
	Existing tree - category U
	Tree to be removed
	Private front garden space
	A. Coal pit shown on 1854 historic mapping
	B. Minehaft 218 NE17 from coal authority report

NOTES
 Please refer to PDP Landscape Architects' drawings for details of proposed trees and planting.
 This layout is based on HH Survey Ltd Topographical Survey, drawing reference KM/301/SP_2D



C: WYKEBECK MOUNT ACCOMMODATION SCHEDULE

Private Sale Units	House Type	ft²	m²	ft²	m²	No.	%
651	2 bed 3 person	651	60.5	13,020	1,210.0	20	43%
764	3 bed 4 person	764	71.0	12,224	1,136.1	16	34%
832	3 bed 4 person	832	77.3	1,664	154.6	2	4%
857	3 bed 5 person	857	79.6	857	79.6	1	2%
867	3 bed 5 person	857	79.6	6,856	637.2	8	17%
Private Sale Totals				34,621	3,217.6	47	100%

GIA is same as house type name as per Keepmoat requirement; actual measured area can differ across house type range

	Acres	Hectares
Site area	3.58	1.45
POS	0.54	0.22
Non developable areas (excl. POS)	0.64	0.26
Developable area	2.40	0.97
Density	20	48
Density	15	38

Calculated using developable area only
 Calculated using site area excluding POS

C: WYKEBECK AVENUE ACCOMMODATION SCHEDULE

Private Sale Units	House Type	ft²	m²	Sub-total GIA	m²	No.	%
651	2 bed 3 person	651	60.5	7,812	726.0	12	24%
764	3 bed 4 person	764	71.0	12,224	1,136.1	16	31%
832	3 bed 4 person	832	77.3	9,984	927.9	12	24%
857	3 bed 5 person	857	79.6	0	0.0	0	0%
867	3 bed 5 person	857	79.6	9,427	876.1	11	22%
Private Sale Totals				39,447	3,666.1	51	100%

Affordable Units	House Type	ft²	m²	Sub-total GIA	m²	No.	%
740	2 bed 3 person	740	70.0	1,504	140.0	2	50%
953	3 bed 4 person	953	88.6	1,906	177.1	2	50%
Affordable Units Totals				3,410	317.1	4	100%

Total ft² / m² for site	42,857	3,983.2	55	100%
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GIA is same as house type name as per Keepmoat requirement; actual measured area can differ across house type range

	Acres	Hectares
Site area	3.85	1.56
POS	0.26	0.10
Non developable areas (excl. POS)	0.70	0.28
Developable area	2.90	1.17
Density	19	47
Density	15	38

Calculated using developable area only
 Calculated using site area excluding POS

Rev	Date	Description	Drawn	Chkd
E	26.01.17	Plot substitution at plots 44-47. Plots 69-70 re-configured. Schedule updated. Rear garden gates to rear parking removed as per AOL comments. Layout updated following LCC comments.	RM	DS
D	18.11.16	Layby on Wykebeck Mount in front of plots 48-57, 97-101 removed. Grass verge introduced as per eng. layout.	RM	DS
C	09.11.16	Boundary amended to match topo and site areas. Key added. Existing PROW reinstated to foot bridge. Title block updated. Cycle stores added.	RM	DS
B	24.10.16	Rear paths, gates and bin store locations added.	RM	DS
A	07.09.16	Layout amendments following LCC drawing workshop	RM	AS
-	26.07.16	First Issue	RM	AS

Rev Date Description Drawn Chkd
 Drawing Status
Planning



Project
**LCC Brownfield Sites
 Phases 1 & 2**

Drawing Title
**Planning Layout
 C: Wykebeck Mount / Avenue**

Scale @ A1 1:500 Job Ref. 00969B
 Drawing No. 00969B_S-C_02 Revision E
 Scale Bar 0 5 10 15 20 25m