



## Report of the Chief Planning Officer

### *CITY PLANS PANEL*

Date: 14th December 2017

**Subject:** Pre-application presentation for outline proposal 'City Reach 2' – mixed use scheme comprising private sector residential and private rented sector (PRS) residential with ancillary ground floor 'active' uses, small scale retailing, café/restaurants, bars (PREAPP/17/00602) at site south of Kirkstall Rd fronting the River Aire (former First Bus depot site) and proposed amendments to outline permission for neighbouring 'City Reach 1' site, approval ref. 15/06844/OT.

### PRE-APPLICANTS: INHABIT

#### Electoral Wards Affected:

City and Hunslet

Yes

Ward Members consulted

#### Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

**RECOMMENDATION:** This report is brought to Panel for information. The Developer will be asked to present the emerging scheme to allow Members to consider and comment on the proposals.

## 1.0 INTRODUCTION:

1.1 This presentation is intended to inform Members of a new major mixed tenure residential scheme proposed on the former First Bus Depot site and adjoining land currently occupied by office and light industrial buildings, on the south side of Kirkstall Rd and known as 'City Reach 2'. The land and buildings have been sold and the current owner, who also owns the adjacent former Yorkshire Chemical site to the east known as 'City Reach 1', wishes to pursue a joint redevelopment of both sites. Members will be asked to comment on the emerging scheme.

## 2.0 SITE AND SURROUNDINGS:

- 2.1 The City Reach 2 site is approximately 3 hectares and is located to the south of Kirkstall Rd with a frontage on to the River Aire, which runs along the southern side of the site. To the south of this is the now completed Holts Crest Way residential scheme which is to be linked to City Reach 1 by a pedestrian/cycle bridge in the location of the existing pipe bridge. To the west is the Benfield Ford car showroom. To the east of City Reach 1 is the City Gate development which has a large area of landscaped open space in its south eastern corner, fronting the river and adjacent City Reach 1
- 2.2 On the northern side of Kirkstall Rd are a run of low rise commercial units including the Northern Snooker Centre. To the north of this are the student residential buildings of Opal 1 and 2, Concept Place and The Tannery which are all clearly visible from Kirkstall Rd. Kirkstall Rd itself was upgraded as part of a Quality Bus Initiative and now carries a dedicated bus lane on both outbound and inbound carriageways.

### **3.0 PROPOSAL**

- 3.1 The scheme is for the redevelopment of City Reach 2, although during the negotiations with the applicant it is clear that there are revisions proposed to the approved City Reach 1 scheme. The presentation will therefore explain both aspects to this proposal.
- 3.2 The proposals comprise the following two applications across the City Reach 1 (CR1) and City Reach 2 (CR2) sites:
1. CR1 Reserved Matters Application (RMA), submitted pursuant to the extant outline planning permission reference 15/06844/OT;
  2. CR2 Hybrid Application, comprising a detailed (full) application for a small area of landscaped surface-level car parking, and an outline application for residential-led development on the remainder of the site.

#### **3.3.1 CR1 – Reserved Matters Application**

The proposal makes various amendments to the approved outline scheme which was originally approved as 4 blocks. The north-eastern block is now broken into two separate buildings and the two fronting the river are to be reduced in footprint which results in the increased size of the adjacent open space. Therefore the reserved matters proposal will indicate 5 blocks not the original 4. It will still comprise a mix of residential, student and supporting commercial uses with the residential development split between the Private Rented Sector (PRS) and Private For Sale (PFS) units. The PRS element would be retained and managed by the Applicant.

- 3.3.2 The development proposed falls within the maximum parameters that are established by the outline permission, with the intention being to spread a lower density of development across the CR1 and CR2 sites. This approach retains a high architectural design quality within a high density development and increases the amount of the CR1 site that can be allocated as public open space.

- 3.3.3 The resultant scheme includes 526 residential units and 309 student units split as follows:

- Block A: 309 student units, to be provided as 93% cluster flats and 7% studios. The building would extend to 11 and 12 storeys in height.
- Block B: 128 PRS units in a building extending to 7 and 9 storeys.
- Block C: 111 PRS units in a building of 5 and 8 storeys.

- Block D: 105 PFS units in a building extending to 5 and 9 storeys.
- Block E: 182 PFS units in a building extending to 7 and 9 storeys.

3.3.4 This represents a reduction from the originally intended 202 no. PFS units, 574 no. PRS units and approximately 234 no. student residences in both cluster flats and studios). The residential mix for the PFS and PRS development comprises 9% studios, 37% 1 bed, 48% 2 bed and 7% 3 bed apartments.

3.3.5 The proposals would be set around a landscaped public realm that maximises access to, and enjoyment of, the river frontage through the provision of considerable public open space and a river park. A new village square would be established centrally within the site that would be located at the intersection of the north-south and east-west routes. The east-west link will extend through into the CR2 site and will comprise different character areas to help to distinguish the route and enhance the pedestrian environment. The proposed architectural strategy is to include predominantly brick facades supplemented with cladding.

3.3.6 210 car parking spaces would be provided within the site at street level. The applicants had previously proposed to provide 500 car spaces in a basement, however, this is no longer part of the scheme.

3.3.7 Alongside the additional 42 spaces provided in the adjoining CR2 site, this equates to a parking provision of 0.4 spaces per PRS unit and 0.7 spaces per PFS unit. An appropriate quantum of cycle parking (both resident and visitor) will be provided and is subject to further discussions with officers.

3.3.8 The parking demand has been subject to detailed market testing by the Applicant and is in accordance with the Council's adopted standards. Riverside connections both along and across the River Aire would be provided consistent with the terms of the existing S106 Agreement.

#### 3.4.1 CR2 – Hybrid Application

The CR2 site is seen as a continuation of CR1, and the design approach has addressed the two sites comprehensively as a result.

3.4.2 A hybrid application is proposed to progress CR2 through the planning process.

#### 3.4.3 Full (Detailed) Element

Firstly, this includes a full (detailed) element for a small surface level car park in the north-east of the CR2 site and provides for 42 car parking spaces to meet the parking requirements of the CR1 development (and align with the above mentioned ratios). Full planning permission is sought to enable this element to be delivered alongside the CR1 scheme. The area will be heavily landscape focussed, with an emphasis on the use of trees and softer materials to create shared spaces.

#### 3.4.4 Outline Element

An outline planning permission is sought for the remainder of the CR2 site to comprise a residential-led development of four blocks. The blocks would be set at a lower height than the adjoining CR1 development to achieve a staged reduction in density as the distance away from the City Centre increases. This directly responds to the aims of the Kirkstall Road Renaissance Area Planning Framework.

3.4.5 The four buildings would sit two to the north and two to the south of the continuation of the east-west route from the CR1 site. These would then be separated by a north-south oriented linear park that assumes central position within the site and provides

a continuous and green pedestrian connection from Kirkstall Road through to the River Aire, mirroring that proposed within the CR1 site.

- 3.4.6 The residential mix will largely be translated across from the CR1 site and at the moment is envisaged to be 8% studios, 38% 1 bed, 47% 2 bed and 6% 3 bed residential apartments. These will be split between PRS and PFS unit.
- 3.4.7 The CR2 site would be served by 252 surface level car parking spaces ensuring a consistent parking ratio with CR1. Supporting commercial uses would be provided at ground floor to generate activity and interest. An appropriate quantum of cycle parking (both resident and visitor) will be provided and is subject to further discussions with officers.
- 3.4.8 The north-western residential block has a cranked footprint in order to present an elevation to the inbound traffic on Kirkstall Road with the objective of creating a gateway to the site and to the city centre when approaching from the west.
- 3.4.9 A single point of vehicular access/egress would be provided on Kirkstall Road to City Reach 2 meaning that in total there would be only two points of access from Kirkstall Rd to the combined City Reach 1 and 2 sites.
- 3.4.10 The applicant is in discussion with officers in respect of the affordable housing provision across CR2, with the on-site provision for CR1 having already been assured through the S106 agreement.

#### **4.0 HISTORY OF NEGOTIATIONS AND RELEVANT PLANNING HISTORY**

- 4.1 Officers have had a series of meetings with the developer team which have dealt with planning, design and highways matters in order to develop the layout, scale, massing, road network and parking.
- 4.2 Outline planning consent (15/06844/OT) was granted on 14 July 2016 for a mixed use development on the City Reach 1 site, subject to a S106 agreement.
- 4.3 The development comprises a maximum floor space of 97,750sqm (GIA), of which:
- A maximum of 69,500sqm will be used for residential (Use Class C3), comprising a maximum of 51,000sqm for PRS and up to 18,000sqm of units for sale.
  - A maximum of 8,750sqm of student accommodation (Use Class C3).
  - A maximum of 2,000sqm of supporting uses comprising retail (A1 - A5) (with A1 retail capped at 500sqm), business (B1), and non-residential uses (e.g. crèche D1) leisure uses (e.g. gymnasium D2)
  - A basement car park of circa 17,500sqm (516 spaces).
- 4.4 The residential development comprised 3 types of residential tenure, PFS approx. 202 units, PRS approx. 574 units and student residences approx. 234 bed spaces in both cluster flats and studios. There are also a number of other supporting uses which will exist to service the residential occupiers. The scheme was to be provided in 4 quadrants of development ranging in size between 2 and 15 storeys with the building layout sculpted to provide a taller outer rim with lower central buildings and a central focal point building. Parking was to be provided in a basement which sat under the entire development.

4.5 The associated S106 Agreement was completed and required the following Obligations:

- a) Requirement for public access to and maintenance of all routes through the scheme and public spaces
- b) The provision of on-site Affordable Housing
- c) Junction improvement works and off-site highways contributions
- d) Travel Plan initiatives to include:
  - i) £7,050 Travel Plan Review fee
  - ii) Sustainable Travel Fund of £155,850
- e) Provision of river crossing
- f) Retention of student accommodation to be occupied by students only
- g) Relocation and up-grade of bus stop on Kirkstall Rd (£5,000)
- h) Local Employment Initiatives

## 5.0 RELEVANT PLANNING POLICIES

### 5.1 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied, only to the extent that it is relevant, proportionate and necessary to do so. It identifies 12 core planning principles (para 17) which include that planning should:

- Proactively drive and support sustainable economic development to deliver homes
- Seek high quality design and a good standard of amenity for existing and future occupants.

Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development.

Paragraph 50 states that local authorities should deliver a wide choice of homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

The Government attaches great importance to the design of the built environment. Section 7 (paras 56-66) states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important that design is inclusive and of high quality. Key principles include:

- Establishing a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimising the potential of the site to accommodate development;
- Respond to local character and history;
- Reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Development to be visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 64 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions

Paragraph 66 states that applicants will be expected to work closely with those directly affected by development to evolve designs that take account of the views of the community.

## 5.2 Development Plan

### 5.2.1 The adopted Leeds Core Strategy 2014

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. For the purposes of decision making, the Development Plan for Leeds currently comprises the following documents:

- The Leeds Core Strategy (adopted November 2014).
- Saved UDP Policies (2006), included as Appendix 1 of the Core Strategy.
- The Natural Resources & Waste Local Plan (NRWLP, adopted January 2013) including revised policies Minerals 13 and 14 (adopted September 2015).
- Aire Valley Area Action Plan (adopted November 2017).
- Any Neighbourhood Plan, once adopted.

### 5.2.2 Relevant Core Strategy policies include

- Spatial Policy 1 sets out the broad spatial framework for the location and scale of development. This policy prioritises the redevelopment of previously developed land within Main Urban Areas, in a way that respects and enhances the local character and identity of places and neighbourhoods.
- Policy P10 requires new development to be based on a thorough contextual analysis to provide good design appropriate to its scale and function, delivering high quality innovative design and enhancing existing landscapes and spaces.
- Policies EN1 and EN2 – sustainability policies which seek to reduce total predicted carbon dioxide emissions, provide low carbon energy sources.

Housing Policy H4 requires a mix of unit types and sizes within housing developments. H5 requires the provision of affordable housing across the site (excluding student accommodation) and H6 controls the provision of student accommodation.

Housing Policy H8 encourages the provision of residential accommodation designed to independent living standards for major schemes.

Green Space Policy G4 requires that on site provision of green space of 80 square metres per residential unit, will be sought for development sites of 10 or more dwellings that are outside the City Centre and in excess of 720 metres from a community park, and for those which are located in areas deficient of green space. In areas of adequate supply, contributions of an equivalent value towards the safeguarding and improvement of existing green space will take priority over the creation of new areas. The document accepts that not every development site is capable of accommodating the required green space within the site boundary. The majority of these cases arise in town centre or high rise locations. In these circumstances, and taking into account the characteristics of the site, it may be acceptable to deliver the green space off-site, within the same locality, or potentially a combination of off-site and on-site.

### 5.2.3 Leeds Unitary Development Plan Review 2006 (UDPR) – Saved Policies

- GP5 all relevant planning considerations
- BD2 design and siting of new buildings
- BD5 Residential amenity. The Council is keen to promote good standards of daylight and sunlight in the interests of both mental and physical wellbeing, and in order to avoid a wasteful use of energy in providing unnecessary artificial light.

#### 5.2.4 Leeds Natural Resources and Waste DPD 2013

The Natural Resources and Waste Development Plan Document (Local Plan) is part of the Local Development Framework. The plan sets out where land is needed to enable the City to manage resources, like minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Relevant policies include:

- Water 4 development in flood risk areas
- Water 6 flood risk assessments
- Water 7 surface water run-off
- Land 1 contaminated land
- Land 2 development and trees
- Air 1 all major applications required to incorporate low emission measures

### 5.3 Supplementary Planning Documents

- 5.3.1 Neighbourhoods for Living: A Guide for Residential Design in Leeds (December 2003) aims to provide further guidance on good design in residential schemes in Leeds. Neighbourhoods for Living is relevant to all residential development in Leeds and provides advice and principles for good residential design across the themes of use, movement, space and form. It promotes local character, analysis of landmarks, views and focal points, and quality buildings. It also states that the scale, massing and height of the proposed development should be considered in relation to its surroundings. It needs to respond well to that of adjoining buildings, the topography, the general pattern of heights in the area and views, vistas and landmarks. Buildings also need to be carefully positioned to relate to the spaces around them. The enclosure of the street, and the ratio of building height to the space, needs to be carefully considered in order to create the correct feel for that space and the people who will use it.'
- 5.3.2 Biodiversity and Waterfront Development: Objectives are to: identify and safeguard existing habitats; provide ecological design guidance on waterfront developments; provide guidance on the conservation of protected and important species; identify opportunities for habitat enhancement, creation and restoration; encourage appropriate long term habitat management. It requires development to be set back from river banks.
- 5.3.3 Sustainable Design and Construction: Advocates the use of a range of measures to ensure that the best possible practices are used to ensure a sustainable environment is created.
- 5.3.4 Waterfront Strategy: This advocates public access to the waterfront as well as its laying out with landscape treatment, which seeks to soften the bank edge. In addition, open space oriented towards the river, uses which take advantage of the

amenity offered by the river and the protection of any wildlife habitats are also advocated.

#### 5.4 Other Material Considerations

##### 5.4.1 Draft Site Allocations Plan (SAP):

Both this site and the site to the west (former Arla Foods site to the west of Benfield Ford) have been identified as site MX2-9 which is allocated for mixed use development which has been submitted for Examination. This allocation sets out the following:

- This site is suitable for a mixed use development, mainly housing and office, but other uses would be acceptable subject to adopted planning policy
- Highway Access to the Site: Suitable primary access should be provided onto the A65 that minimizes delay to public transport.
- Local Highway Network: The development will have a direct impact on the congested Willow Rd junction and A65/A58/Wellington St gyratory. A contribution towards mitigation measures at these locations will be required. There will also be a cumulative impact at Armley Gyratory and at M621 junction 2. A contribution towards the Leeds city centre Package scheme and the Highways England RIS scheme will also be required. There is also likely to be a cumulative impact at the junction of Willow Rd/Burley Rd, and a contribution will be required towards mitigation works.
- Flood Risk: The site, or part of the site is located within Flood Zone 3. Flood risk mitigation measures set out in the SAP Flood Risk Exception Test and site specific flood risk assessment should be applied.
- Ecology: An ecological assessment of the site is required. Biodiversity Buffer (not private garden space) alongside the River Aire
- Education Provision: Part of the site should be retained for the provision of a school.

##### 5.4.2 Kirkstall Rd Renaissance Area Planning Framework (KRRAPF):

This is adopted as Informal Guidance for planning purposes. It aims to promote the regeneration of the area in a manner which will establish a real sense of place and guide developers in formulating proposals for the re-development of land using positive urban design principles. This is underpinned by a need to ensure that a consistent approach is taken to all development in the area.

The framework area is split in to a series of character areas. The area between the River and the Kirkstall Rd is allocated as the 'Kirkstall Road Riverside'. Within this area the framework advocates that the buildings are laid out in a 'flexible configuration on a grid based block pattern. Development sites/blocks and building envelopes will be determined by the requirement for public realm and safe and attractive pedestrian movement'. New buildings must contribute to the formation of these objectives by resolving:

- Appropriate height, scale and massing
- Siting and orientation
- Landscape settings
- Emphasis of corners
- Locating entrances on public access streets/paths
- Facilitating pedestrian access through the area and avoid potential conflict with traffic.

There is a requirement to create a boulevard along the A65 Kirkstall Rd corridor, to be achieved in conjunction with works already undertaken as part of the Quality Bus Initiative (QBI) and is considered to be a fundamental part of the future growth of this area.

Heights are set out on a plan but broadly envisage 8 storeys at the north-eastern corner of the current site reducing towards the river. A link across the river is also indicated as is public access to the river banks.

#### 5.4.3 Residential Amenity Standards:

The Council's aspirations for good standards of amenity and living conditions responds to guidance within the National Planning Policy Framework which states that a good standard of amenity for future occupants is one of the core planning principles. More recently the Council's Executive Board (September 2014) agreed to bring forward the Leeds Standard which sets out the importance of excellent quality housing in supporting the economic growth ambitions of the Council. This standard closely reflects the Government's Technical Housing Standards – Nationally Described Space Standard which seek to promote a good standard of internal amenity for all housing types and tenures. Whilst neither of these documents has yet been adopted as formal planning policy in Leeds, given their evidence base in determining the minimum space requirements, they are a material consideration in the determination of development proposals.

#### 5.4.4 Flood Alleviation Scheme 2 (FAS2):

The Council, with advice from the Environment Agency, are currently assembling a package of measures which are to contribute to flood resilience in the Kirkstall Rd corridor. One of the measures being considered involves the widening of the existing river channel on the northern side of the river between Viaduct Rd and the Inner ring-road bridge by 20m and a reduction in the bank height by 3m. This would increase the capacity of the river. This proposal is at consultation stage.

## 6.0 KEY ISSUES

### 6.1 Principle of Use

The site is located in a mixed use area which in recent years has seen a gradual replacement of the traditional industrial uses with a wider mix of city centre type uses, including residential development. The existing consent on City Reach 1 is for a mixture of uses, predominantly residential across a mix of tenures (PRS, PFS and students) with supporting commercial uses. City Reach 2 is proposing an almost exclusively PRS and PFS scheme. Given the planning policy support for residential use on this site, it is considered that the proposed uses are acceptable in principle.

6.2 The Draft Site Allocations Plan (SAP) has been submitted for examination and therefore is a material planning consideration. The plan identifies this site along with adjacent sites to the west for major mixed use redevelopment (SAP ref. MX2-9), comprising housing and office uses. The SAP also indicates that a school is to be considered as part of the combined area. The current proposal site represents approximately half of the MX2-9 site.

6.3 At the time of writing this report discussions are taking place with LCC Education Services and Planning Policy colleagues in respect of how to deliver this infrastructure requirement. Empirical evidence from other high-rise city centre developments suggests that the pupil generation from these uses is lower than

more traditional housing schemes. It is the case that this scheme does not provide the numbers of pupils that would justify a school in this location. On this basis it is likely that officers would be recommending that a contribution is sought to expand existing school sites in order to meet the more limited demand generated by the proposed nature of the development. Discussions are on-going and Members will be updated verbally at Panel.

- 6.4 In respect of affordable housing, the applicant has advised that they will be adopting a similar approach to that adopted as part of City Reach 1 which is to provide the affordable units on site. The introduction of new benchmarking figures in May of this year is to be taken into account as part of this process.

**1. Subject to resolution of the Education infrastructure matter, do Members support the proposed uses on the site?**

6.5 Design and Massing

City Reach 1 and 2 occupy a prominent position on the southern side of Kirkstall Rd, which is the city's main western arterial route. The scheme has to relate well to the city-scape of buildings which already exist in the area, primarily to the north of Kirkstall Rd where the taller student residential buildings on Burley Rd are visible.

- 6.6 The proposed reduction in the scale of City Reach 1 from the maximum developable envelope is acceptable to officers in this edge of city centre location as the scale is still one of a relatively dense high rise scheme which makes more efficient use of the land when set against a more traditional residential estate type scheme.

- 6.7 The proposal for City Reach 2 is clearly of a city centre type high-rise development but with an increased open space provision compared to City Reach 1. This is considered to be appropriate given the site is further away from the city centre where it might be expected that densities are reduced.

- 6.8 The alignment of the buildings within the site has been considered in order to create views through the scheme to assist in legibility and pedestrian permeability. The alignment of the east-west spine route allows views through to the neighbouring scheme and even on to the western edge of the city centre and the taller buildings on the former Yorkshire Post HQ site.

- 6.9 Officers consider that the emerging approach to scale and massing is likely to be acceptable within the immediate context of Kirkstall Rd and the riverside setting.

**2. Do Members support the emerging scale and design of development for City Reach 1 and 2?**

6.10 Public Realm and Connections

The main publicly accessible open space areas for both City Reach 1 and 2 are to be located adjacent the river. This follows the pattern set by the existing open space provision to the east of City Reach 1. This is the most logical place to put the green-spaces as they relate to waterfront accessibility objectives and also face south-west, which is beneficial for sunlight penetration. These connections between the sites also means that City Reach 2 would have easy access to the pedestrian bridge in City Reach 1 which would provide a link across to Holts Crest Way and the Leeds/Liverpool Canal towpath (Trans-Pennine cycle Route 66). To the north the spaces and connections would allow easy access to Kirkstall Rd with its Quality Bus Initiative routes both into and out of the city along the A66. Open space provision

will need to recognise the requirements of Core Strategy Policy G4 which may include a possible off-site green space contribution.

6.11 Car Parking Provision

The current proposal seeks to locate the car parking on the surface as opposed to the originally approved basement in City Reach 1. The applicants propose to locate the parking in areas that reduce its visual impact from the primary routes and to screen views of the car parking with extensive landscaping. The applicants have also made the point that it means each resident parks close to their respective building.

3. **Do Members support the emerging approach to public space, car parking and landscaping provision on the site?**

**7.0 CONCLUSION:**

7.1 Members are asked to provide responses on the following matters:

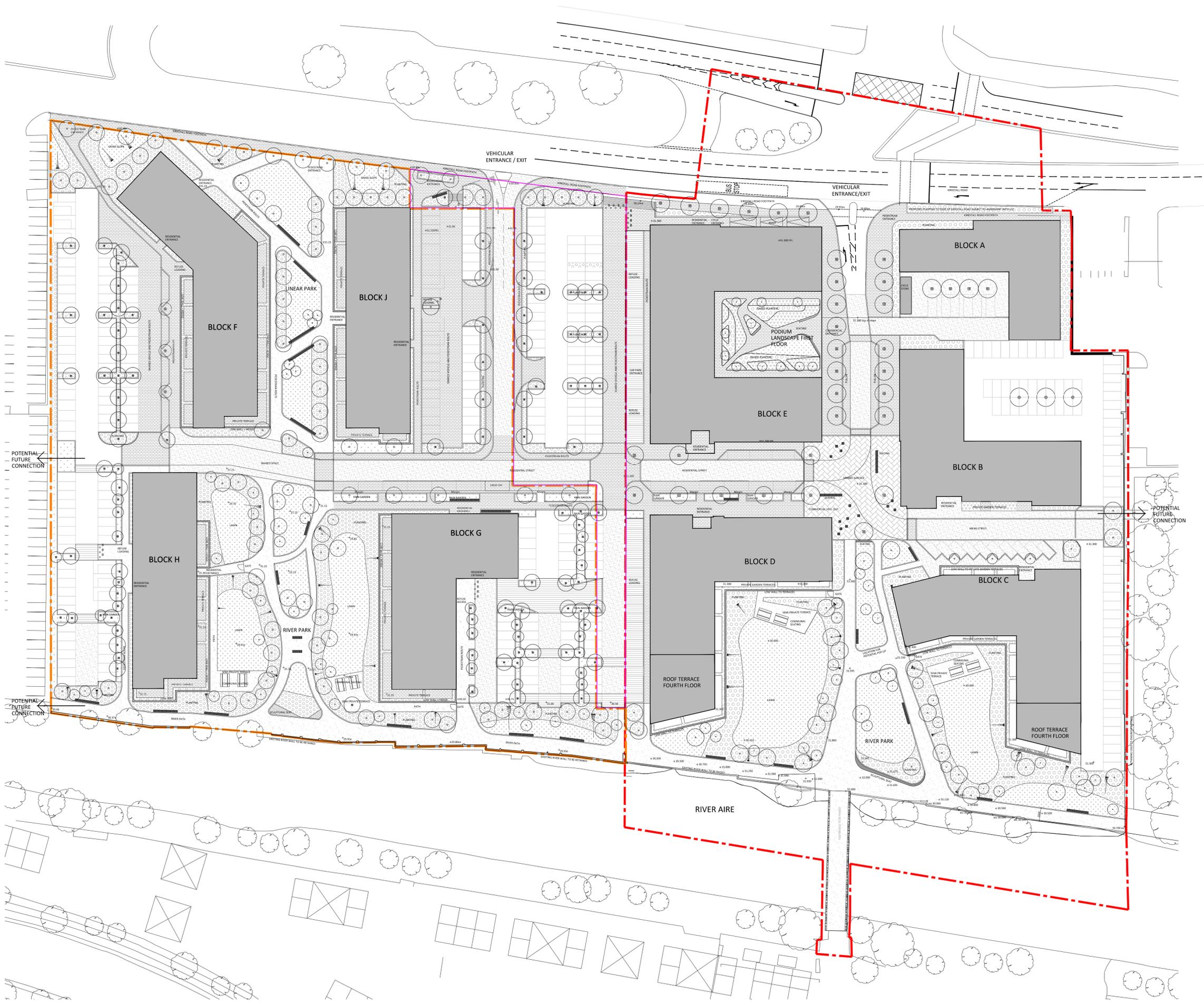
1. **Subject to resolution of the Education infrastructure matter, do Members support the proposed uses on the site?**
2. **Do Members support the emerging scale and design of development for City Reach 1 and 2?**
3. **Do Members support the emerging approach to public space, car parking and landscaping provision on the site?**

**BACKGROUND PAPERS:**

Pre-application file: PREAPP/17/00602

Application file: City Reach 1 approval ref. 15/06844/OT

Application file: Holts Crest Way approval ref. 13/05566/FU



- Key**
-  Planning application boundary City Reach One
  -  Planning application boundary City Reach Two
  -  Planning application boundary Surface car park
  -  BLDG Proposed building
  -  Paving type 1 Granite block paving
  -  Paving type 2 High quality concrete block faced with natural aggregate mix
  -  Paving type 3 Coloured tarmac
  -  Paving type 4 Resin bound gravel to pedestrian areas
  -  Paving type 5 Permeable block paving
  -  Proposed edgings: Road edgings - granite kerbs 255 (w) x 255 (d) Path edgings - granite kerbs 145 (w) x 255 (d) Metal edgings to be used within park
  -  Indicative street furniture element pending final design. Number, location and specification to be confirmed.
  -  Semi-mature trees with rootcells to achieve soil volume of 15m<sup>3</sup> per tree
  -  Heavy standard/semi-mature tree in soft landscape
  -  Existing trees to be retained
  -  Proposed lawns
  -  Proposed herbaceous planting
  -  Proposed shrub planting
  -  Proposed rain gardens 1m deep: 400mm topsoil, 100mm sand, 500mm gravel for attenuation

04.12.17 HS	CLIENT MEETING	P05	GD
28.11.17 PL	ANNOTATIONS ADDED	P04	GD
24.11.17 HS	DESIGN DEVELOPMENT	P03	GD
20.11.17 HS	PARKING ARRANGEMENT REVISED	P02	GD
Date	Drawn	Description of revision	Revision Checked

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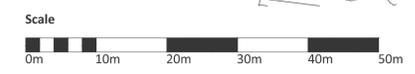
**Project**  
CITY REACH, LEEDS  
RF15-258

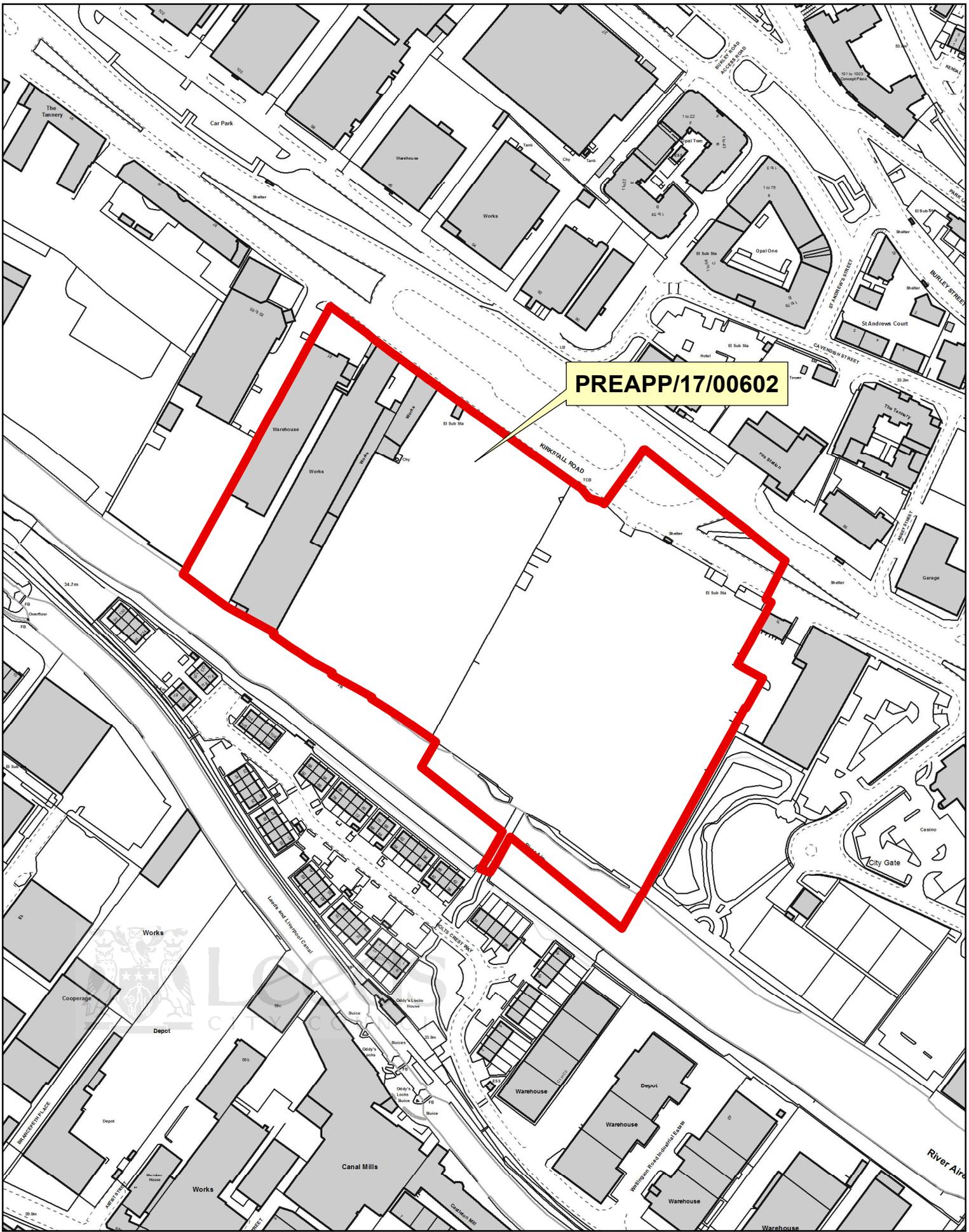
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COMBINED LANDSCAPE MASTERPLAN

**Client**  
INHABIT

Drawing scale	1:500	Drawn by	PL	Drawn date	07.11.2017
Paper size	A1	Checked by	GD	Checked date	07.11.2017

<b>Drawing number</b>	RFM-XX-00-DR-L-0001	<b>Status</b>	S3	<b>Revision</b>	P05
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# CITY PLANS PANEL

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SCALE : 1/2500

