

Far Headingley, Weetwood and West Park Neighbourhood Design Statement Second Edition Draft October 2013 Changes resulting from Statutory Consultation Nov – Dec 2013	
PAGE NUMBERS RELATE TO CURRENT DOCUMENT (v8 FEB 2014)	
Comments	Changes Proposed
NGT Project Team. <i>(These comments were made, but the changes were not implemented, prior to the statutory consultation)</i>	
<p>General The final version should have paragraph numbers to make referencing easier.</p>	<p>The point is noted. However, it was felt important that the document should not read like a report which is off-putting to many lay people. The sections likely to be referred to by professional users – Guidance and Management Plan – are numbered.</p> <p>No change</p>
<p>Page 18 – para 2 I would not accept that the A660 is a ‘local distributor’ – it is unclear from the document whether it is trying to say it is a local distributor or simply fulfils some of those functions. While it obviously feeds many local residential areas it has a more strategic primary function. The adopted Street Design Guide in Appendix G covers three main types of ‘main road’; Strategic route, Main Distributor and Secondary Distributor. The A660 is defined as a Strategic Route (a local distributor would be expected perhaps be equivalent to a secondary distributor). This is reflected in the very high daily traffic flows and high percentage of those flows not being local in origin. The document should accept the strategic nature of the A660 corridor</p>	<p>Figures presented by the NGT team during their consultation showed that only 10% of the traffic on the Otley Road corridor was generated beyond the conurbation with 70% generated from “Headingley – outer”. Thus although classed as a strategic route, its function is also to provide local access to homes and businesses, not only into the city centre but also to and from destinations within the local area.</p> <p>The document refers to the function of Otley Road as a strategic route in the third sentence of the second paragraph (“It is also a heavily used radial route to the city centre...”). From a local perspective, however, the function of the road to distribute local traffic – vehicles, cycles and pedestrians is more important and this is what should be recognised in the design of the NGT route. The document now makes this clearer:</p> <p>Change p 18 para 2, second half to “ The design of its route, stops and key junctions must recognise the</p>

	<p>function of Otley Road in distributing local vehicles, cycles and pedestrians around the area and must also respect and contribute positively to the character of the three Conservation Areas it lies within or alongside. The Otley Road corridor through Far Headingley and West Park is an attractive and historic route into the city characterised by wide verges and mature trees and its unique non-urban character must be retained.”</p>
<p>Page 19 – para 3 While there is no cycle lane inbound on the A660 there is a bus lane, although this is not of adequate width to allow buses to pass cyclists without crossing into the general running lane. This shortcoming should perhaps be recognised.</p>	<p>Change 2nd sentence of 3rd para to There is a cycle lane outbound on Otley Road, with a combined bus and cycle lane inbound, although this is not of adequate width to allow buses to pass cyclists without crossing into the general running lane.</p>
<p>Page 78 & 79 The Three Horseshoes. I am not convinced that the bottom end of Weetwood Lane is appropriate for a shared space as shown due to the high number of vehicle movements, servicing requirements and proximity to a very awkward junction. I would appreciate a view on this from colleagues in Highways (DC, Road Safety and Traffic Management). In my view the proposal does nothing to resolve the existing issues and the junction and potentially makes it less safe for all users. The layout shown in the NDS would not allow for an NGT stop at this location. The current NGT proposal is to close the bottom end of Weetwood Lane, which is given as a possibility in the NDS text, and divert movements via St Chad’s Road. This is considered a far safer solution that also allows for a NGT stop and a new urban plaza. This location is subject to a Plans Panel site visit on the 29th August (tbc) to consider the NGT proposals. I would suggest there might be some benefit to Members giving a view on the NDS proposals at the same time.</p>	<p>Omit sketch of 3 Horseshoes proposal. Substitute sketch of Moor Road proposals (p32 in v7) with amendments to omit cycle lane, add parking to north-east side and provide “gateway” tree planting at junction with Cottage Road to assist in reducing traffic speed and improving traffic safety. Make consequential changes to pp 79, 80 and 83 (section 3.0)</p>

<p>The NGT team have considered tree planting in front of The Three Horseshoes but decided that from a townscape and visual perspective this would in time obscure views of the prominent building as approached from the south.</p>	
<p>LCC Landscape</p>	
<p>It might be helpful if the boundary of the study area was shown on all maps?</p>	<p>No change The boundary is indicated by greying out the surrounding area.</p>
<p>Conservation Areas (CA) & listed Buildings map- emphasise the titles of the CAs more as they are not obvious i.e. West Park , Weetwood, Meanwood etc</p>	<p>No change This is how the map came from LCC Graphics. The conservation areas seem to be clearly marked. The are also marked on the Character Areas map</p>
<p>This plan defines the CAs with a blue line. For reference it would be helpful to have the blue line only (without the shading) repeated on the other plans (e.g. Character Areas map)to save looking back to check if specific areas are in a CA. Links to the CAs are worth stressing as they have such material weight in Planning Legislation</p>	<p>No change The CAs are marked with a red line on the main Character Areas map, so it should be clear whether a particular site is in a CA. In any event, guidance in the document should generally apply whether or not a particular site lies in a Conservation Area.</p>
<p>Areas outside the CA - given the fact that CAs are very controlled in planning terms it is therefore the areas outside of the CAs where the focus needs to be in the NDS. Areas outside are therefore more vulnerable to development pressure. These areas need to be emphasised in the document and the distinction made. In the present form there are overlaps and the distinction is lost with what looks like double working the CA appraisal in some areas</p>	<p>No change CAs are less controlled than maybe they ought to be – the only statutory controls are the requirement for conservation consent for complete demolition of a building and notification of tree works. Conservation Area Appraisals and Management Plans provide guidance to CAs only. This document provides guidance for all areas including conservation areas and as the emphasis is on encouraging good design everywhere it is right that no distinction is made between CAs and other areas except where specific differences have been noted.</p>
<p>It should be mentioned that garden and street trees make an important contribution to the character of the area.</p>	<p>Agreed. Add to p22 1st para line 7:</p>

	<p>“...augmented by the soft landscape structure, including garden and street trees, which overlies the built form of the rest of the area and its hard landscape of boundary walls, stone paving and kerbs.”</p>
<p>Reference is made to the desire to having Woodland Management plans. It is worth picking out the woods that actually do have one already e.g. Queens Wood</p>	<p>No change Met Woodland Management Plan is mentioned on p60</p>
<p>The desire to reduce the scale of Moor Road by way of chicanes with trees. It is worth adding to this that any street trees need to include an Engineered Load Bearing Rooting Zone otherwise any new trees will be unsustainable due to restrictions to root development</p>	<p>Noted – include in text to Moor Road diagram</p>
<p>3 Horseshoes sketch- I would not recommend tubs for trees but rather have them in the ground and provide an Engineered Load Bearing Rooting Zone. Tubs require high maintenance and any trees will quickly outgrow the confines</p>	<p>This proposal will be omitted</p>
<p>Landscape map could possibly also show desirable/ aspirational infill links for any green corridors?</p>	<p>None identified</p>
<p>Footpath network map could possibly also show desirable/ aspirational infill links</p>	<p>Nothing practical identified during the workshop process or since</p>
<p>Street Trees – I understand that the Council has no longer the resources to replace street trees once they are removed which means that tree cover will undoubtedly reduce over time. it is therefore worth having a section in the document under Tree Management that refers to a Council Policy whereby the public can apply to “cultivate in the Highway”. This in essence means community groups could apply to plant trees in the Highway verges</p>	<p>P 23 Change heading “Tree Protection” to “Tree Management”</p> <p>Verge maintenance is considered to be LCC responsibility and Licences to cultivate involve payments to LCC and are not likely to be popular. However it prompts the question of community involvement in all improvement proposals, thus: Add to para. 2, Management Plan p82 “2. Some improvements may need to be made by various statutory authorities in consultation with the local community and should be</p>

	included in forward programmes as soon as possible
Allotments- again worth mentioning a Council policy that allows new allotments to be applied for. Ensure that the issue of allotments is addressed in the document	This has been raised previously and changes made: P 22, "Major open space" section, second para., first sentence: "The allotments (for which there is a long waiting list) and the former Highbury Cricket Club field....." The procedures for new allotments have already been followed by residents groups.
Sue Bentley, Ward Councillor	
In issues of concern on page 27: There is a real problem at the junction of Cottage Road and Moor Road where there have been a number of accidents over the years but due to the nature of the accidents they are not reported to the police as few injuries were incurred. Recently there was a spate of accidents thought to be an insurance scam which were reported to the police. The problem is pulling right out of Cottage Road into Moor Road to get a decent sightline of the traffic on Moor Road. This problem is further exacerbated by Moor Road widening at this junction going south east which results in vehicles travelling faster on this stretch of the road in both directions. Unfortunately north west of this point Moor Road becomes narrow and bendy and as few houses have off street parking there are many parked cars causing further issues. This is likely to be further exacerbated by the housing developments in Adel and at Bodington where Weetwood Lane is likely to be the road of choice to get into town.	Omit sketch of 3 Horseshoes proposal. Substitute amended sketch of Moor Road proposals (p32 in v7)
Far Headingley Village Management Plan I was surprised that there was mention of improvements to create a high quality public space. The stopping up of Weetwood Lane at this junction	Omit sketch of 3 Horseshoes proposal. Substitute amended sketch of Moor Road proposals (p32 in v7)

with Otley Road to provide such a space had been out for consultation with shopkeepers, residents and councillors in February this year resulting in over 100 residents being against it. The main objections included the impact on St Chad's Road where there are to sheltered housing complexes, Moor Road and Hollin Road and concerns that the pedestrianised area adjacent to the Three Horse Shoes which has outdoor drinking tables which could be encroached on by its customers across the whole width of the realigned footpaths. Highways dropped the idea in the end although the proposed NGT scheme incorporates this idea.

West Park Residents Association

Re Page 18 second para
 "Otley Road is proposed as a New Generation Transport (NGT) – trolley-bus route. The design of its route, stops and key junctions provides the opportunity to enhance the public realm and the experience of pedestrians and cyclists. It must recognise the local distributor function of Otley Road and also respect and contribute positively to the character of the three Conservation Areas it passes through or alongside. The Otley Road corridor through Far Headingley and West Park is characterised by wide verges and mature trees and its unique non-urban character must be respected."

Comment : It is vital that the local issue is respected in current and future road developments/proposals. There is a very real danger that the whole character and charm of the area is blighted through increased rat-runs consequent to ill-advised projects to the detriment of the area and the attraction of Leeds as a city.

Change p 18 para 2, second half to
 " The design of its route, stops and key junctions must recognise the **function of Otley Road in distributing local vehicles, cycles and pedestrians around the area** and must also respect and contribute positively to the character of the three Conservation Areas it **lies within** or alongside. The Otley Road corridor through Far Headingley and West Park **is an attractive and historic route into the city** characterised by wide verges and mature trees and its unique non-urban character must be retained."

Page 20, first photo caption

Change to:

<p>“Otley Road is a main radial route into the city with high volumes of traffic, particularly at peak times. Its character of mature trees and wide verges could be at risk from insensitive design of the trolleybus (NGT) route”</p> <p>Comment : Otley Road is the least used of the roads into the city centre (compared to York Road and others), and there is a real danger that the role as a commuter route is taken out of context as regards development proposals through ill-conceived widening and road alterations. This is especially so as regards the NGT scheme.</p>	<p>“Otley Road's character of mature trees and wide verges should be respected by the design of the trolleybus (NGT) route.”</p>
<p>Pg62 - Add to last sentence ‘and the West Park School (Centre) demolished in 2014’</p>	<p>Change as suggested</p>
<p>Page 63 last but one para “Otley Road is attractively lined by mature trees, including in the central reservation as it approaches Lawnswood roundabout”</p> <p>Comment : An issue which contributes greatly to the attractiveness and character of the area, and which should be maintained in any current and future road development proposals.</p>	<p>No change The paragraph is descriptive rather than aspirational. The aspirations are covered in the Management Plan on p66 final bullet point: “Mature street trees should be retained wherever possible and actively managed”</p>
<p>Pg64 - Second sentence amend to read ‘Also at the junction was the West park centre (ex-School) (rest deleted) built on land originally part of Kirkstall Grange.....</p> <p>Third bullet point under Management Plan amended to read ‘The uses associated with the West Park Centre provided a much valued community facility.....</p>	<p>Change as suggested</p>
<p>Page 86 para 5.2. In particular, the design of the NGT (New Generation Transport – trolleybus) route, including road widening and the overhead line system,</p>	<p>No change The comment is directed towards the NGT proposals, rather than the Design Statement.</p>

<p>will need the utmost care to ensure that impacts on character and on the mature treescape, grass verges and stone paved footways are minimised. “Following the pre- Inquiry consultations on the principles of the scheme, consultations with residents on the details post- Inquiry (if approved) should be full and meaningful.”</p> <p>Comment: Severe reservations about what is being proposed by NGT, most of the proposed changes conflict with the maintenance or improvement of the area</p>	
<p>P 81 Butcher Hill shops sketch proposal In view of closure of West Park Centre and probable development, amend captions re “overspill parking” and omit caption re “bottle bank”.</p>	<p>Change as suggested</p>
<p>Drummond and Churchwoods Residents' Association</p>	
<p>1. We hope and believe that the large scale conversion of family houses into HMOs may be over with a significant number of houses now returning to their original ownership purpose. We would wish the report to stress the necessity of ensuring that no change is made in LCC's regulations and planning requirements on this issue which might have the effect of reversing this process in our area. Constant vigilance on this is required.</p> <p>2. We believe that the proposed trolleybus scheme will have a dramatically detrimental environmental impact on the area and are in total opposition to its implementation. We cannot accept anything in the report that might suggest that it will bring desirable changes to the look and feel of the area.</p> <p>Therefore we would like the Far Headingley, Weetwood and West Park</p>	

Neighbourhood Design Statement to be amended as follows:	
Page 15 Para 4 line 4 Replace " clearly " with " was " having an adverse	Accept proposed change
Also line 8 Replace " may help " with " has helped and should continue to operate in its present form"	Accept proposed change
Page 18 Para 2 line 6 Replace the sentence from " The design.....pedestrians and cyclists. " with " The design of its route, stops and key junctions is a major threat to the quality of public transport provision and the pedestrian and cyclist experience on the A660 route"	As the document is not independent of council policy, it needs to address the possibility that NGT may go ahead. If it does, there is a danger that design elements could be “value-engineered” or, more bluntly, dumbed down. The document should therefore be promoting high quality design rather than assuming the worst. Change p 18 para 2, second half to “ The design of its route, stops and key junctions must recognise the function of Otley Road in distributing local vehicles, cycles and pedestrians around the area and must also respect and contribute positively to the character of the three Conservation Areas it lies within or alongside. The Otley Road corridor through Far Headingley and West Park is an attractive and historic route into the city characterised by wide verges and mature trees and its unique non-urban character must be retained.”
Also line 11 Replace " respected " with " retained "	Accept proposed change
Page 20 line 6 Replace " could be " with " are " at risk	Accept proposed change
Page 27 2nd bullet point Replace " are " to " have been " converted ..	Accept proposed change

John Dickinson	
<p>p18/90: 2nd para. sentences 1&2 OK. For remainder, substitute: "It is also a heavily used radial route to the City centre. Only a small proportion of vehicles originate from outside the contiguous Leeds conurbation, so that, although of strategic importance for the Wharfedale towns and villages, it has predominantly the character of a local, albeit extended, distributor road. With its main tributaries of Otley Old Road and Adel Lane leading to Weetwood Lane, it carries from the considerable residential areas lying immediately outside the A6120 Leeds Outer Ring Road (which forms the northern boundary of the Statement Area) almost half of all vehicles using the inner section of the road. Together with its northern and southern extensions, the Otley Road through the Statement Area is a uniquely attractive and historic route into the city, bordering on, or passing through 3 Conservation Areas (5 on the total route). The Otley Road corridor through Far Headingley and West Park is characterised by wide verges, gritstone walls and mature trees and its unique non-urban character must be respected. However, the heavy traffic at times on the Otley Road creates a significant psychological barrier to movement across it (even allowing the 4 signalised crossings in rather less than one mile of road), while providing frequent bus services both to the city and to neighbouring towns. The Otley Road is proposed as part of an unique trolley bus route. If implemented, the necessary works must respect, sustain and preferably enhance the established character and function of the road."</p>	<p>Change p 18 para 2, second half to</p> <p>Change p 18 para 2, second half to " The design of its route, stops and key junctions must recognise the function of Otley Road in distributing local vehicles, cycles and pedestrians around the area and must also respect and contribute positively to the character of the three Conservation Areas it lies within or alongside. The Otley Road corridor through Far Headingley and West Park is an attractive and historic route into the city characterised by wide verges and mature trees and its unique non-urban character must be retained."</p>
<p>p 18: 3rd para. 1st sentence, substitute: " Weetwood Lane is a valued local link and bus route but carries high levels of commuter traffic which may increase as planned residential developments further out are realised."</p>	<p>Change as proposed</p>

<p>4th para, 3rd sentence, substitute: "By contrast, the surprisingly wide southern section of Moor Road not surprisingly tends to encourage higher vehicle speeds."</p>	<p>No change</p>
<p>p69/90: 3rd para. 2nd sentence, delete "the private school on Otley Road,". at end, add: "The private school on Otley Road now has dedicated parking and set-down/pick-up areas, accessed from Glen Road, which have reduced, but not eliminated, that contribution to congestion."</p>	<p>Change as proposed but: "Richmond House School on Otley Road now has dedicated parking and set-down/pick-up areas, accessed from Glen Road, which have reduced, but not eliminated, that contribution to congestion."</p>
<p>p78/90: 1st sentence OK. For rest of para. substitute: "The acute angle of the junction of Weetwood Lane with Otley Road makes it awkward for vehicles turning to and from the north on Otley Road - and for mainstream traffic. Such turns should be banned, the sight lines on the corner outside the Three Horse Shoes cleared and the badly placed outbound No. 28 bus stop moved further along Weetwood Lane. A suggestion for improvement (Drawing p80) of closing the end of Weetwood Lane, pedestrianising the junction area, providing limited parking in the created cul-de-sac and using St Chad's and Hollin Roads as the accesses to the Otley Road has been made. However, knock-on effects on residents, on school access, on parking for shops and businesses, on bus routes and stops and likely effects on traffic flows suggest this would create more difficulties than any it might alleviate."</p>	<p>Omit description sketch of 3 Horseshoes proposal. Substitute description and amended sketch of Moor Road proposals (p32 in v7)</p>
<p>P 72 Legend for the photo of the school: " Hollin Hall, built in the 1890's as a home for "Waifs and Strays", was extended in the 1990's to accommodate Weetwood Primary School. The extensions demonstrate how, and the retention of many mature trees in the grounds heightens the integrated feel of the whole."</p>	<p>Change as proposed</p>

Martyn Thomas	
My comments are strong objections to the current inclusion of hand drawn sketches about a detailed and contentious but small part of the trolley bus plans but very little is included on the grander more serious impact of the plans elsewhere in Far Headingley:	
Firstly your sketch of the possible mods to the Weetwood Lane/Otley Rd junction do not reflect my view nor the views of many Weetwood residents. We continue to fight the absurd plans for the trolley bus and its impact at this junction. There are things which could be done to the junction to improve its effectiveness and we will continue to discuss them. I do not support the inclusion of sketched "plans".	Omit sketch of 3 Horseshoes proposal. Substitute amended sketch of Moor Road proposals (p32 in v7)
The threats to our neighbourhood from the trolley bus plans are mentioned but not strongly enough. I recognise the difficulty in doing this because the trolley bus may or may not happen	Change p 18 para 2, second half to " The design of its route, stops and key junctions must recognise the function of Otley Road in distributing local vehicles, cycles and pedestrians around the area and must also respect and contribute positively to the character of the three Conservation Areas it lies within or alongside. The Otley Road corridor through Far Headingley and West Park is an attractive and historic route into the city characterised by wide verges and mature trees and its unique non-urban character must be retained."
Consequential amendments	
P30 Far Headingley Village Management Plan. Omit 5 th bullet point <ul style="list-style-type: none"> • "Parking bays should be marked out on the southern part of the wide section of Moor Road (see p25 – Tetley Hall)." Moor Road proposals plan now include parking on both sides	Change as proposed
P31 last sentence. Omit "..next page" add "on pp78/79 of this Design	Change as proposed

Statement”	
<p>P 78 First sentence: Omit “There are three focal points in the area where improvements could be made – around The Three Horseshoes at the junction of Weetwood Lane and Otley Road;.....”</p> <p>Add “There are three areas where improvements could be made – Moor Road:.....”</p> <p>Omit description of Three Horseshoes suggestion</p> <p>Add description of Moor Road suggestion</p>	Change as proposed
P89 Acknowledgements	Add List of Acknowledgments
Throughout: amend typos, grammar etc.	Amended