



MOORTOWN

Neighbourhood Design Statement 2016



Prepared by Moortown Community Group
in conjunction with Leeds City Council

Foreward

Moortown Community Group commends this Neighbourhood Design Statement to Leeds City Council and to the people of Moortown. Our development group has honourably tried to represent the views of local people in drawing together this supplementary planning document that describes Moortown as we see it and as we should like to see it develop. The content was correct at the time of writing.

We recognise that the boundaries taken for this analysis do not include the triangle of land between the Ring Road, Scott Hall Road and King Lane, in which many residents have indicated that they feel distinctly part of Moortown. It has not proved practicable to extend the original project to include this area, but it is intended that, as and when the NDS is reviewed in a few years time, the area will be included and in the meantime efforts have been made to inform those residents of what is proposed and to seek their views.

There is a great deal of which to be proud in our area, including its architecture, its greenness, its history and the qualities of those who live here. Nonetheless, in our preparation of this document we have learned a lot not only about what makes Moortown a great place to live, but also the changes that have already taken the shine off the area for some residents as well as threatening to further degrade the quality of life here. We believe that the development of a public park will be a major improvement to the area, but can see that much more could be done to improve Moortown by more comprehensive guiding of building developments, protection of key architectural and environmental assets, attention to pedestrian and motor transport issues, particularly around the retail areas forming the centre. We will be recommending a comprehensive review of this central area.

This document will help Leeds City Council to work with developers and others to protect and enhance what is good in our area. We also hope it will encourage residents and traders to recognise what is good and to work toward improvements, even those which may take many years.

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1 Introduction / Purpose

A Neighbourhood Design Statement may be defined as a document describing the qualities and characteristics local people value in their community and one which sets out clear and simple guidance for the design of all development in the area.

Such a document is to be used to influence developers and ensure that new buildings respect and reflect local character. The Moortown Neighbourhood Design Statement is to be a Supplementary Planning Document and is to be adopted as such by the City Council as part of the Leeds Local Development Framework. It will become a 'material planning consideration' in determining planning applications and appeals.

A key feature is that the local community have been involved in the preparation of the Neighbourhood Design Statement and took the lead in the public consultation process in liaison with the Local Planning Authority.

The key aims of this Neighbourhood Design Statement may be summarised as follows:

- To enable the local community to analyse and better understand the qualities that they value in their built and natural environment.
- To act as a tool for appraising and identifying the specific characteristics of the area, which give it a sense of place and identity.
- To assist Leeds City Council in ensuring that any future development requiring planning permission responds to and respects those characteristics.
- To provide design guidance for prospective developers and residents for all proposed developments, whether large or small, including alterations and extensions which may be 'permitted development,' so that the existing character may be maintained and enhanced.
- To promote local environmental improvements and opportunities for enhancement by making recommendations for action.
- To provide local residents, local authority planners and potential developers with a concise source of information and guidance on the historical development and character of Moortown.

Leeds City Council Statement

Leeds City Council welcomes this initiative and supports the aims of Neighbourhood Design Statements as expressions of both the characteristics of the area valued by local people and of their aspirations in guiding new development.

The design policy and guidance will be used by the City Council in determining planning applications. This Design Statement also recommends actions to enhance the neighbourhood through a Management Plan. All the actions and recommendations are based on residents' aspirations and while they have been the subject of consultation with Leeds City Council, the Council has made no specific commitments to their implementation. However, these actions and recommendations should be taken into account, where appropriate, by developers, and will assist in justifying any future bids for funding.

As a Supplementary Planning Document it forms part of the Local Development Framework for the city. This includes being read in conjunction with the saved policies of the Unitary Development Plan upon which it expands (see Appendix ii).

Statement by Moortown Community Group's NDS Development Group

We are grateful to Leeds City Council for their advice and assistance in the preparation of this document. We also acknowledge the support, advice and comment of so many Moortown residents, not least through responding to our opinion survey and public exhibition. We offer a more detailed description of how community involvement has shaped this analysis in appendix iv.

Although it is intended that the document will be a Supplementary Planning Document and as such may be seen as directed toward the Planning Authority, many of the "Recommendations" are made toward other departments of Leeds City Council and partner organisations with a view to a more comprehensive planning of development of the area.

We appreciate that the Council has made no commitment to implement any of the proposals outlined herein, but understand that this document will be read as a supplementary planning document and that our recommendations will be taken into account in planning decisions affecting our area. We hope that developers (whether private individuals or larger companies) too will find this (along with other Council planning guidance) helpful in preparing plans for any development in Moortown.

Section 2 Moortown Past and Present

2.1 The area from the air and by map

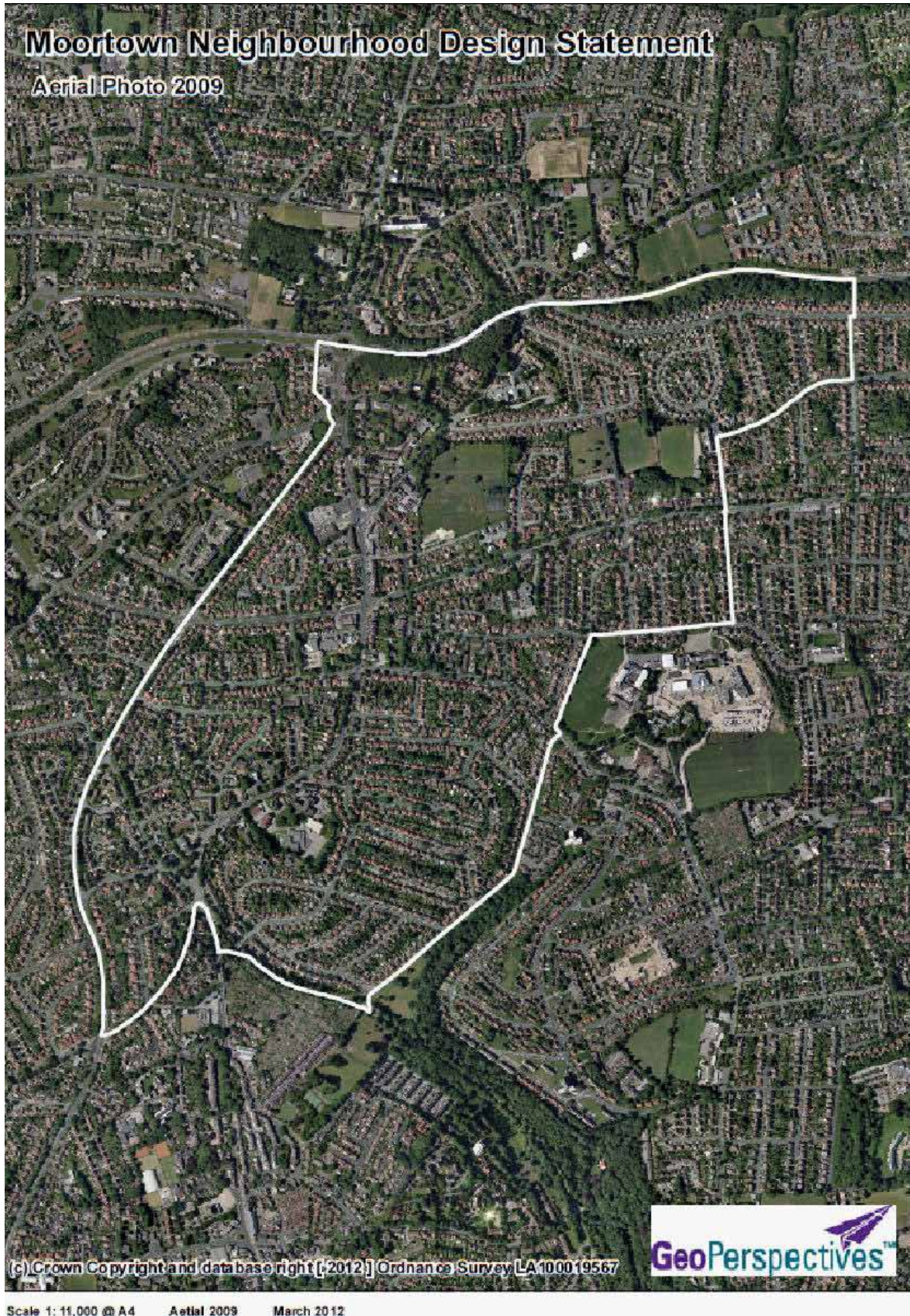
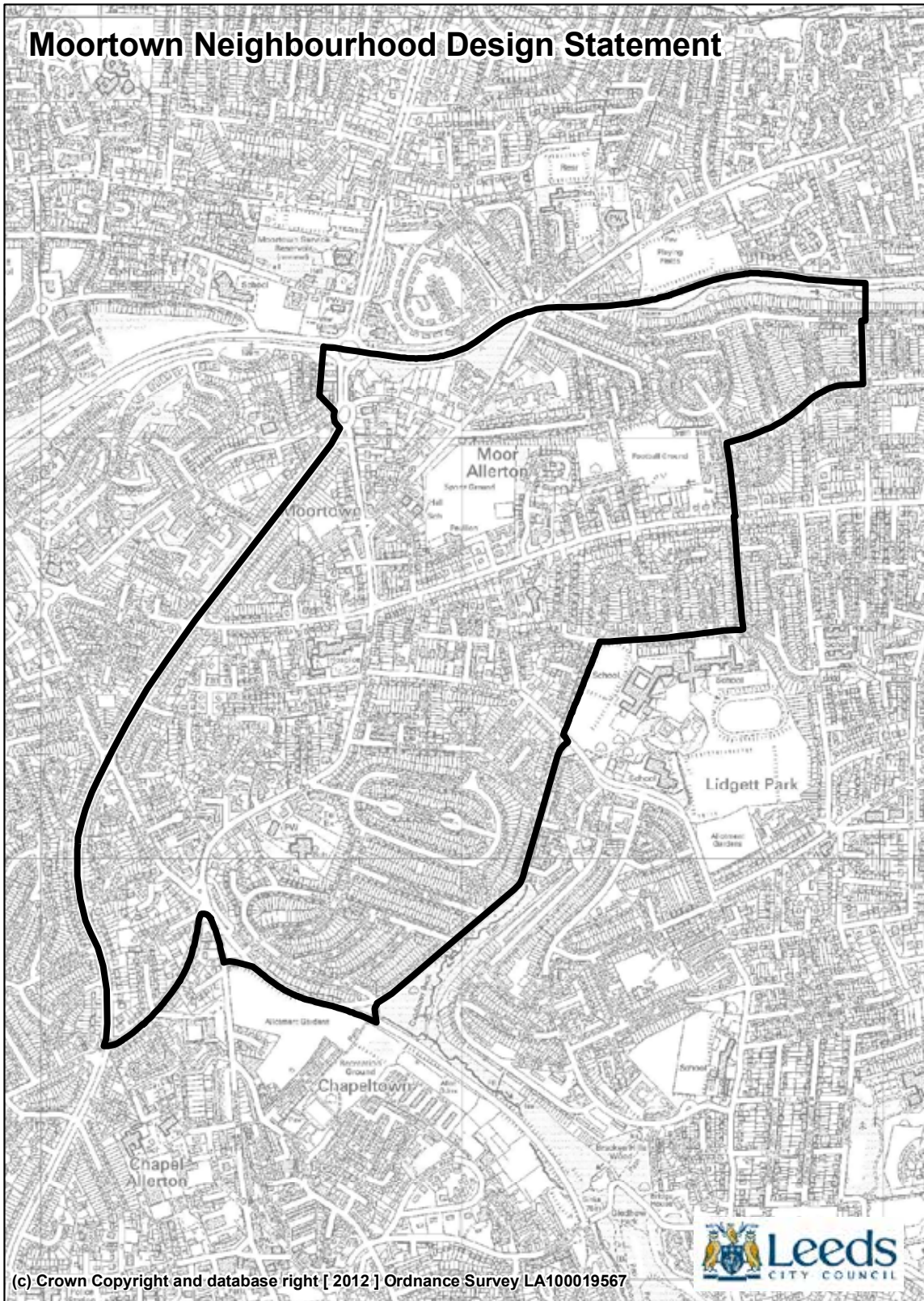


Fig. 2.1 Aerial view of Moortown



Scale 1: 11,000 @ A4 Raster March 2012

Fig. 2.2 Plan of Moortown

2.2 Moortown History and Development

Moortown is within an area that, following the devastation of the North of England by William the Conqueror, was described as ‘wasteland’ in the Domesday book and there is little or no remaining evidence from earlier periods. The Vikings had however subdivided the Anglo Saxon shire into ridings and wapentakes for administrative purposes. Within these, townships were created and the Chapel Allerton Township, only dissolved under boundary changes in the 19thC, included Moortown.

William subsequently granted the Leeds area to Ilbert De Lacy of Pontefract. He founded the Cistercian Abbey at Kirkstall in 1147, and monks from there established many outlying farms; one such was Allerton Grange (meaning a farmstead where alders grew). The buildings were situated to the south of Lidgett Lane just outside our NDS area. At this time our area would have been largely moor land, probably with some woodland and marsh, but as farming was developed, the “waste land” boundaries were gradually pushed back. After the dissolution of Kirkstall Abbey in 1539 by Henry VIII, their farm lands reverted to the crown and were subsequently sold or granted to those in favour.

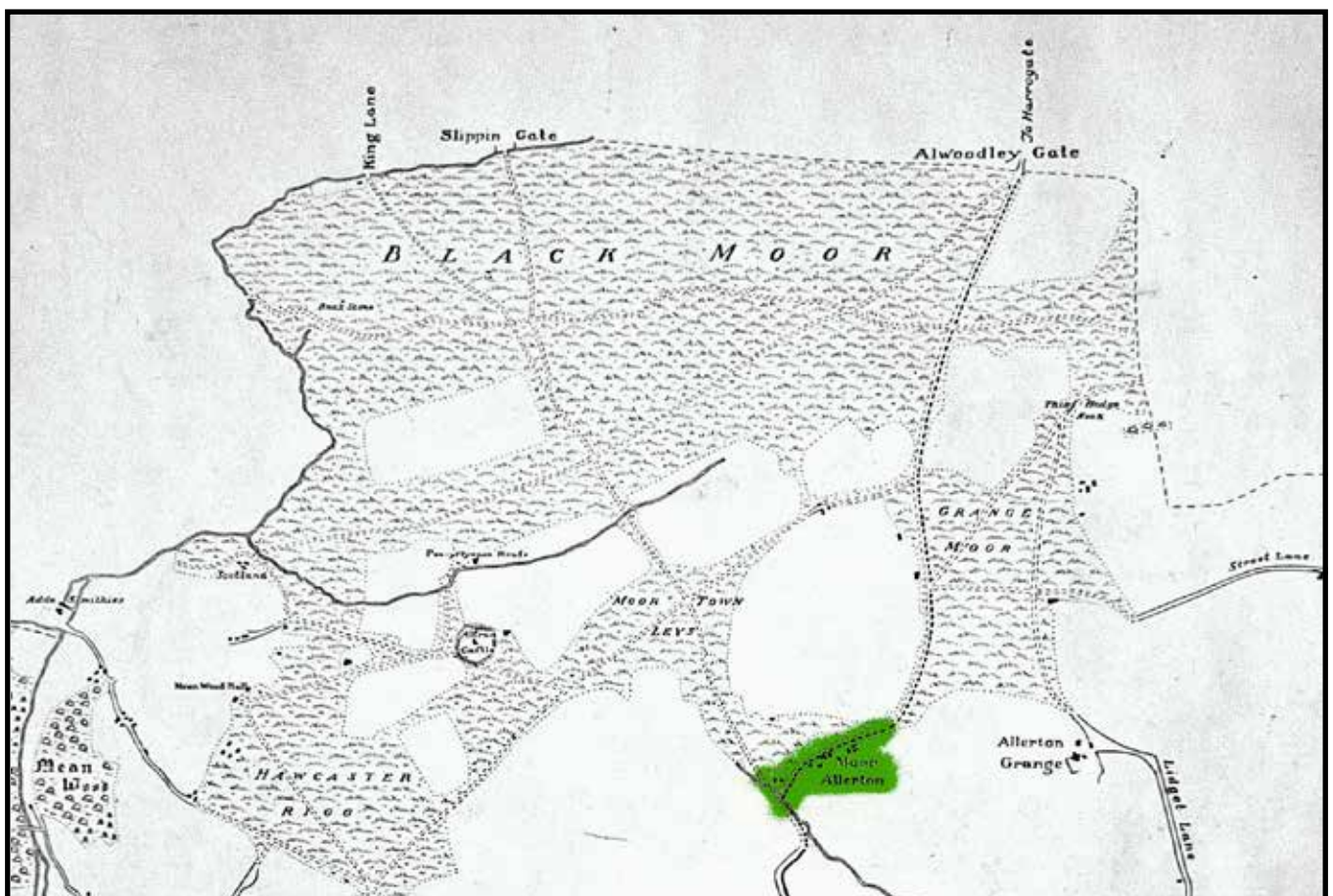


Fig. 2.3 1781 map

The 18th Century

A 1781 map (fig. 2.3) still shows our area as being substantially moor, and it also names as Moortown Leys an area where two tracks, on the lines of King Lane and Stonegate Road, cross the moor.

The first recorded settlement within the NDS area was named as Moor Allerton (Harrogate Road near the junction with Falkland Mount) which is shown on the 1781 map, followed later by Moor Allerton Bottoms (at the junction of Harrogate Road and Gledhow Valley Road) and High Moor Allerton (Harrogate Road north of Sand Hill Lane).

The hamlets were on an established route north from Leeds which became a Turnpike or Toll road called the Harrogate Trust following a Turnpike Act of Parliament in 1773. There were no toll bars in our area but one milestone remains opposite Lidgett Lane (fig. 2.4). The largest hamlet was Moor Allerton itself and a number of stone Georgian houses, both small and large, remain including both our Grade 2 listed buildings.



Fig. 2.4 19thC milestone (refurbished 2011)

The early 19th Century

By 1840 the area had become almost entirely enclosed farmland with some wooded areas, but with little or no remaining moor (fig. 2.5 1840 map). There were a few houses and the small population will mostly have comprised farm workers, a few traders with small businesses, particularly in High Moor Allerton, and perhaps domestic staff. There were several farms, none of which remain; two significant examples being Broomhill Farm on Harrogate Road (site of Stainburn Parade) and Home Farm on Street Lane (demolished for house building at the end of Talbot rise). There is also evidence of quarrying for sand (Sand Hill Lane) and of clay for brick making (Southlands Crescent).

The three hamlets were expanding, but remained discreet: a variety of maps and directories called the communities either Moortown or Moor Allerton and the names seem to have

become synonymous. New developments were limited in extent but significant, for example the establishment of the Chained Bull Coaching Inn (on Harrogate Road, the site of M&S, fig. 2.6) and the construction of larger houses for retreat of the wealthier classes from a grimy city centre to “the country”. There are several remaining examples of the latter, two are Holly Bank (later Donisthorp House) on Shadwell Lane and (Moor) Allerton Lodge (originally on Harrogate Road, now off Falkland Mount, fig. 2.7). For the recreation of the better-off in the area, The Sportsman’s Hall, probably a gentleman’s club, had also been built on Street Lane (now demolished, it was on the site of the current synagogue).

The Late 19th Century

Moortown continued to be dominated by agriculture for the rest of the 19thC, although

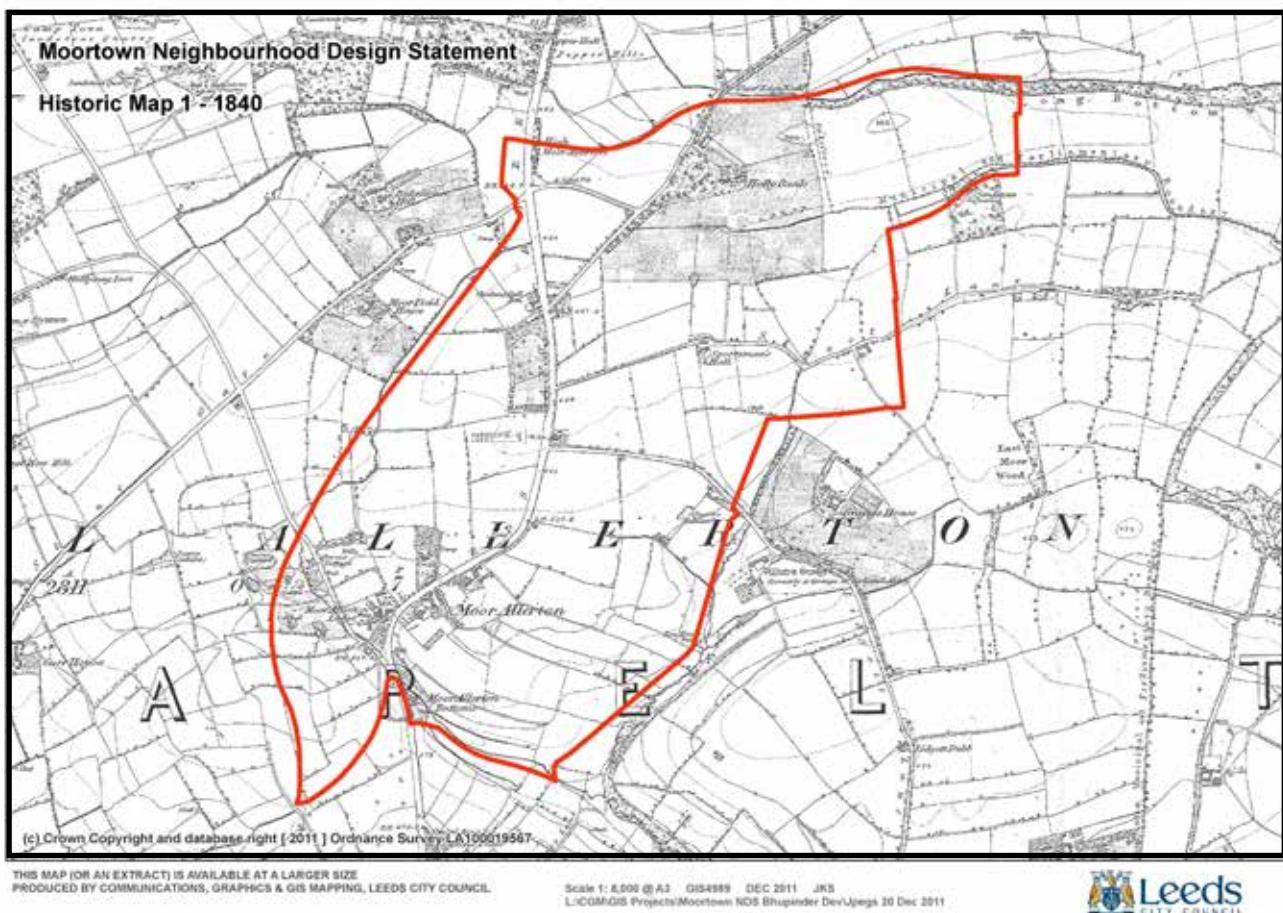


Fig. 2.5 1840 map



Fig. 2.6 Chained Bull coaching inn (photo 1925)



Fig. 2.7 Allerton Lodge (Grade 2 listed)



Fig. 2.8 Brick workers cottages on Street Lane

another clay quarry and brickworks opened on Street Lane, together with 8 adjacent workers' cottages built in 1870. The quarry and brickworks soon closed but the cottages remain (fig. 2.8). There was also an expansion of the High Moor Allerton hamlet (fig. 2.9) which already had a small trade / business community around a square called Providence Place and later included the first Post Office in our area.

An 1851 Directory Of Leeds refers to the "small village of Moor Allerton or Moortown", and in 1872 it records the "agricultural hamlet" of Moor Allerton as having "several good residences" and gives the population as 700 (although for a larger area than that covered by the NDS) within a Leeds Borough population of 260,000.

By the end of the century the area had a new



Fig. 2.9 High Moor Allerton (looking south along Harrogate Road from the Ring Rd.)



Fig. 2.10 Former Methodist chapel in Shadwell La



Fig. 2.11 Moortown Primary School

Methodist chapel (fig 2.10) and a new 1870 Education Act board elementary school (fig. 2.11), both built in the 1880s on Shadwell Lane. There was also an increase in the number of larger houses as more people could afford to escape the centre of Leeds. Some of these houses were “semis” and they were mostly alongside existing roads extending the built environment outside the original hamlets, whose boundaries were

becoming blurred. Many of these properties, which were initially surrounded by fields, remain and there are good examples along Harrogate Road (eg. Keldholme, Broomhill View, Nunbrooke and the Grange - now

St Gemma’s), and on Lidgett Lane (3 pairs of semis from no.254) (fig. 2.12).



Fig. 2.12 Imposing Victorian villas in Lidgett La

Leeds public transport reached Moortown in this period with a horse drawn omnibus service to the

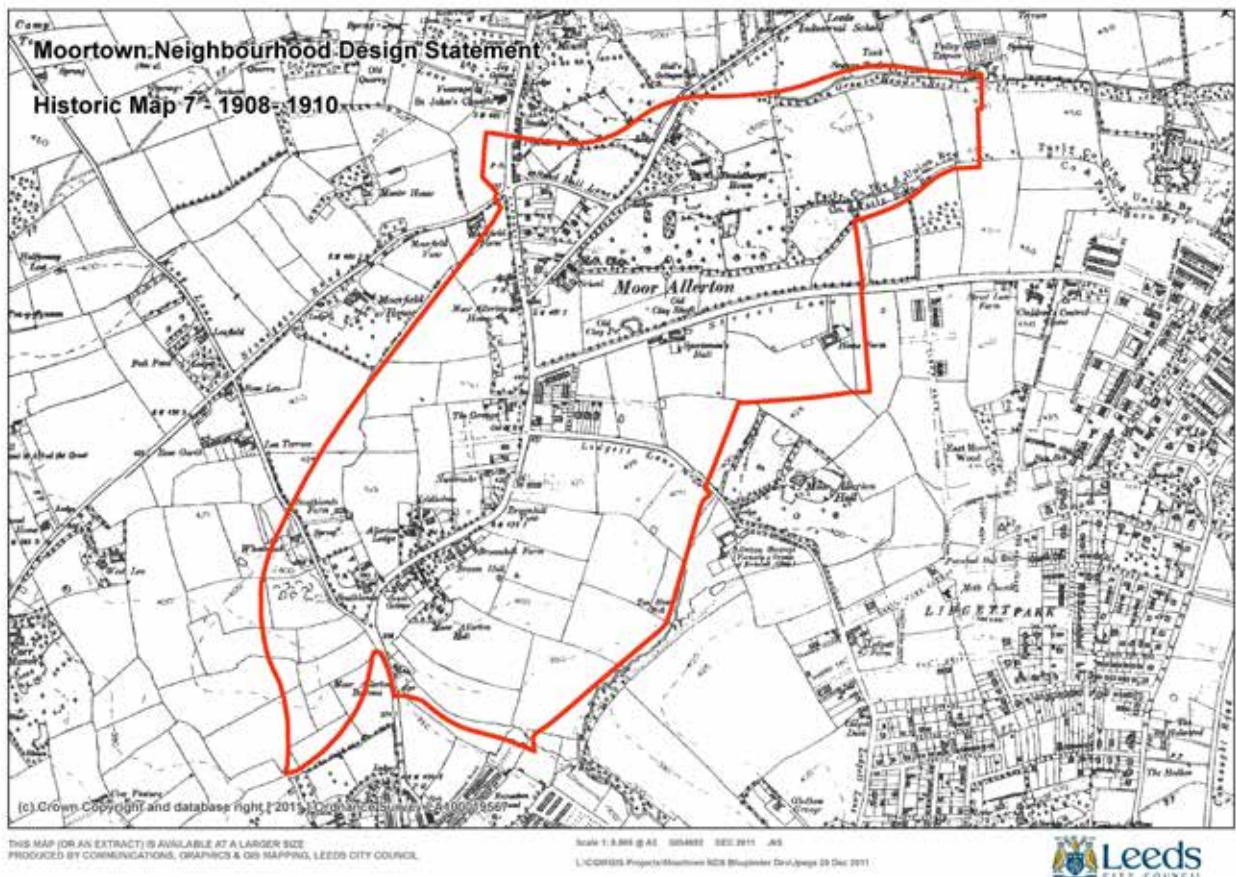


Fig. 2.13 1908-1910 map

city centre, and later to accommodate the trams which initially ran only to Chapeltown. Street Lane was also straightened and widened.

20thC Development to WWII

Little changed in the first decade of the 20thC, with limited new housing (fig. 2.13), though the tram system was extended up Harrogate Road to Moortown Corner (fig. 2.14) and along Street Lane and this presaged the serious development of Moortown as a suburb of Leeds.



Fig. 2.14 Tram on Harrogate Road passing Lidgett Lane

The inter war years saw the elimination of farmland in favour of housing and associated facilities; private developers constructed mini estates of family houses for the general populace throughout the area.

They were often initially isolated and can be readily identified by their differing styles, but



Fig. 2.15 Moortown Garage 1939 (398 Harrogate Road)

soon linked to form a contiguous built up area. Farms lost their lands, Broomhill for instance contracted to a nursery and its buildings were demolished to construct the Stainburn Parade shops in 1936. There were already shops on Moortown Parade at this time, including the Midland Bank which established a branch in 1928. There was also a variety of businesses on Harrogate Road between Street Lane and what is now Scott Hall Road including two garages (fig. 2.15) and the substantial building business of Leonard Lax (who built many houses in Moortown) though these were later demolished.

As well as new estate roads, main routes were enhanced by the establishment of Scott Hall Road and Street Lane (west of Harrogate Road) in the 1930s and of the Ring Road section in our area in the 1940s. The latter required the demolition of a number of small early 19thC “High Moor Allerton” stone houses on Harrogate Road, including Providence Place and its old smithy. Public transport was enhanced by motor



Fig. 2.16 Chained Bull public house (now demolished)

buses to include new estates not close to tram routes, taking in Lidgett Lane, Scott Hall Road and Shadwell Lane.

Social and leisure facilities were also developed; the original Chained Bull Inn being replaced by a new public house of the same name (fig. 2.16 demolished 2008 for M&S) with adjacent cricket, tennis and bowls facilities at different times; the “Yorkshire Bank” sports ground was also established.



Fig. 2.17 Corner House cinema 1938

The Corner House cinema (Moortown Corner, later a casino and shops, fig 2.17) opened in 1938 with squash courts and a café included, but only 2 years later the cinema closed and it became a dance venue “The Assembly Rooms”. Another cinema, the Kingsway on Harrogate Rd. (fig. 2.18) opened in 1937, this lasted for 20 years



Fig. 2.18 Kingsway cinema 1937

before closing and reopening as the Central Vilna synagogue in 1959; the art deco building was subsequently demolished in the 1990s after a fire (now Beechwood Court flats).

Moortown had transformed in some 30 years from an agricultural village on the outskirts of Leeds to a fully developed suburb (fig 2.19 1933-1953 map)

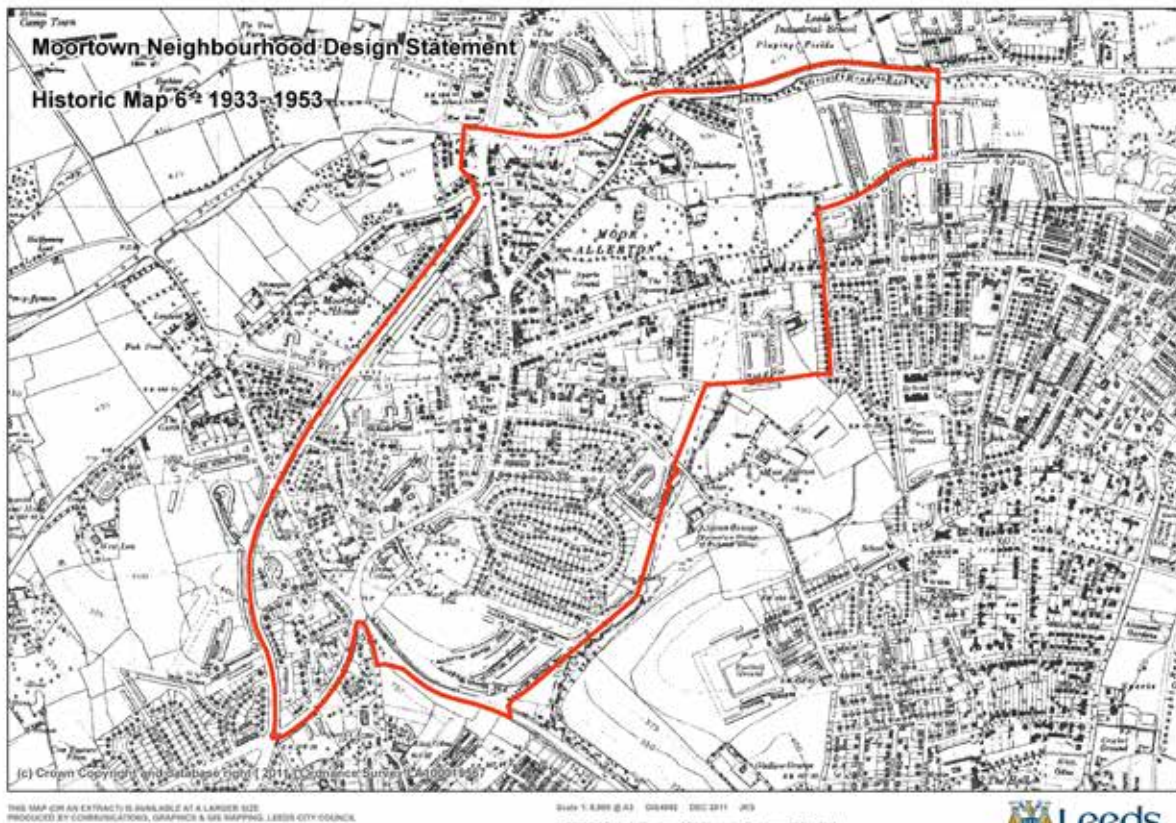


Fig. 2.19 1933-53 map

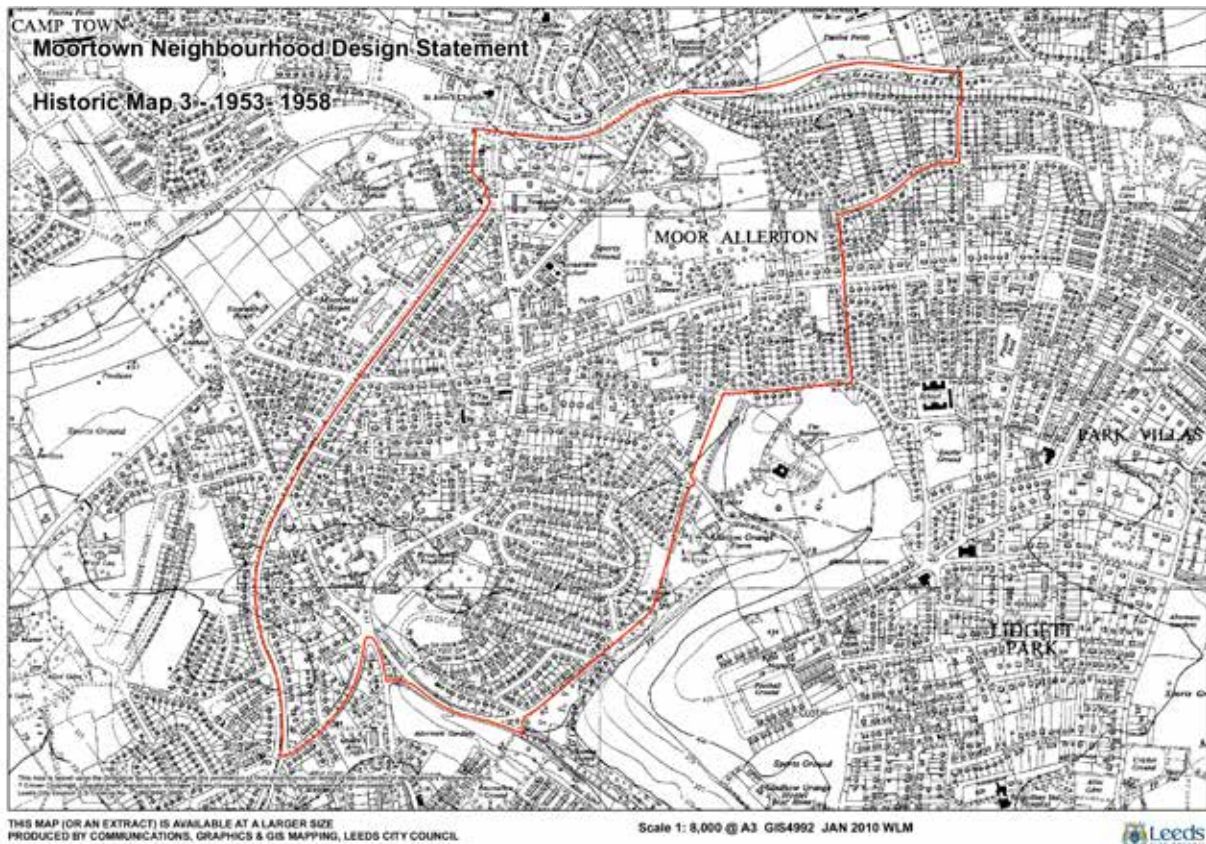


Fig. 2.20 1953-58 map

for the burgeoning middle classes, complete with shops, entertainment and established transport for commuting. There was only one (primary) school however and spiritual needs were also largely met outside our area, requiring many people to travel to worship.

Arncliffe Grange flats (fig. 2.21), built on the site of the 19thC. Allerton House and recent blocks on Street Lane built on the site of 20thC. houses. The character was also being

Post war Development

Post war house building continued to complete estates on the previously established pattern and by 1956 the area was almost fully built (fig. 2.20 1953- 1958 map) Thereafter new build was necessarily confined to smaller in-fill plots that became available, increasingly by the demolition of earlier buildings, often to build flats which were not a common feature in the original development of our area. Examples are the



Fig. 2.21 Arncliffe Grange flats

modified as many larger houses were converted to multiple occupation and house extensions became popular; these trends of course continue today.

Public transport was enhanced by expanding the provision of buses which fully replaced trams in late 1957 when the last tram ran to Moortown Corner.

The lack of purpose-built places of worship in the vicinity for the Roman Catholic and rapidly expanding Jewish communities was addressed by



Fig. 2.22 Church of the Immaculate Heart of St. Mary

conversions and new build.

Although overall changes to the area were on a smaller scale than the inter war period, some were particularly significant for the community such as :-

- The Grange was converted initially to an R.C. presbytery and Church of The Immaculate Heart of Mary (1945), then to a school, and finally expanded to become St Gemma's Hospice , opened in 1978.
- The R.C. presbytery moved to Broomhill House around 1950 and a new Immaculate Heart Church was built in the grounds and opened in 1956 (fig. 2.22); a school was later added, opening in 1976.
- The establishment of The Roundhegians Me-

morial Grounds off Chelwood Drive in 1952, with the planting of 88 trees in remembrance of former Roundhay School pupils who gave their lives in the 2nd world war, for their Old Boys Rugby Club and its later development as a Sports Association including badminton. These are the only remaining permanent sporting facilities in Moortown

- Donisthorpe Hall became a Jewish home for the elderly and infirm in 1956 and a convalescent home was relocated to its grounds. Subsequent expansion on the site has included the establishment of a synagogue.
- The new Beth Hamidrash Hagadol Synagogue, constructed on the Street Lane Sportsmans Hall site was consecrated in 1969 after the initial establishment of a temporary building more than 10 years earlier.
- The sports facilities behind the Chained Bull Pub were lost, a Marks & Spencer supermarket built on the site and the renamed "Bull" pub was demolished in 2008 to enlarge the M&S car park.
- The former Yorkshire Bank sports ground on Allerton Grove, closed in 2000, is currently being developed as approximately one third housing and two thirds a public park with additional play space for the Primary School.

Thus the original 3 Moor Allerton hamlets became a continuous built up area, a modern residential suburb called Moortown, and the name Moor Allerton came to be used for an area around the Ring Road and King Lane, away from the original hamlets (and indeed the Ordnance Survey map naming, fig. 2.23 1956-1970 map). Moortown became a separate ward in 1950 when the City Council revised boundaries, but their proposed pedestrianised District Centre based on Moortown Parade, published in June 1965 was never realised.



Fig. 2.23 1956-70 ordnance map

2.3 Moortown Today

Moortown is a residential suburb focused around Harrogate Road as it runs northward from Leeds out past Chapel Allerton, separated by the Ring Road from Alwoodley, which also had been part of “Moor Allerton”. The government ward of which Moortown is a part includes Meanwood, to the west and there is no readily identified boundary between the two areas, although the land which slopes down into the Meanwood valley seems comfortably to fit with that centre. To the east however, the boundary is taken as the ward boundary separating Moortown from Roundhay.

Moortown rests between the gentle, south-facing, sandstone escarpment to the north and west of the ring road, the north-facing escarpment further east and the well formed down-slope to the south which becomes the Gledhow valley, towards Leeds. In between is the east-west ridge of high ground on which the Moortown Corner parade is built and along which runs Street Lane. Between this ridge and the Ring Road lies a shallow east-west valley noted by its clay soil and consequent tendency to flooding.

The ward population as at 2011 was just short of 23,000 (fig 2.24), with more young men than women and more women than men in the older age groups.

The population of Moortown alone is approximately ten thousand and may have a somewhat higher proportion of older people possibly due to the historical connections of families or the attractiveness of the accommodation. There is a rich mix of religious and ethnic groups with a record of harmonious relations.

Moortown is typified by family homes, with front and rear gardens, mostly built as small private estates during the 20th century: there is relatively little low- cost or social housing. Many of the roads are tree-lined and although there has been some loss of street trees over recent years tree lined roads are still a defining and important characteristic that softens the appearance of the built environment. Due to the way the area has grown and the pace of that development however, there has been little provision for publicly accessible recreational space leading to those who live in the centre of Moortown being further than 10 minutes walk from any publicly accessible green space.

Whereas neighbouring areas such as Chapel Allerton have seen development of a flourishing café, restaurant and bar culture, Moortown has suffered from the loss of such facilities and although it still retains several parades of shops, it no longer has any pubs and few restaurants and its only cinema was lost decades ago. The shopping parades have tended to lose their traditional shops which is a theme seen throughout the country and has instead acquired agencies, and fast food outlets although some smaller independants do remain. Section 3 includes recommendations for the improvement of these areas.

Most residents speak highly of Moortown as a place to live, particularly praising their fellow residents, the quality of housing and shops and accessibility to both Leeds and the countryside to the north. There is nonetheless a widespread desire to see the best of Moortown protected from overdevelopment and to see the facilities improved.

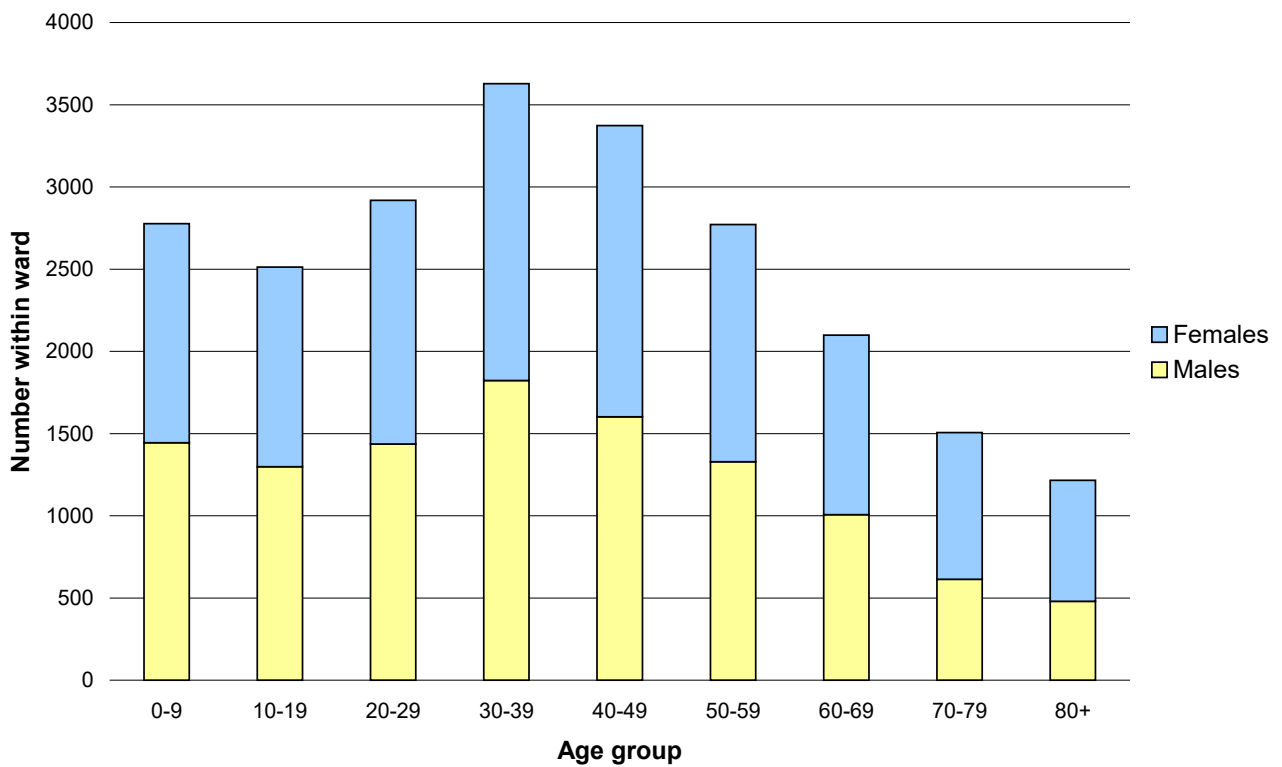


Fig. 2.24 Distribution of population in Moortown and Meanwood ward by age and sex (Office of National Statistics 2011 census).

Section 3 Built Environment and Streetscape

The built environment includes all man-made structures from large scale civic buildings to homes, shops, schools, roads, pavements and other infrastructure etc. Their design, construction and layout, and the spaces between them, give us our streetscape and provide the setting for our activities and daily lives. This chapter will lay out what we feel are the principal assets of the built environment of Moortown as it exists now, an exploration of the concerns we have about the current status, issues we see as threats for the future, followed by aspirations and recommendations for specific action.

3.1 Introduction – Key Features

Section 2 outlines how Moortown has become a predominantly residential area. The small estates with subsequent infilling have resulted in an interesting variety of mainly 20th century detached and semi detached family homes –, plus a scattering of bungalows, terraces and pockets of older buildings that hint at the identity of the older settlements (fig. 3.1).

There are, for example, some highly attractive villa style properties; inter-war semi-detached houses, some that retain their original 1930s

detailing ; distinctive individual houses such as the art deco house in the Falklands (fig 3.2); distinctive streets such as the arts and crafts style houses in Bentcliffe Drive; older cottages on Street Lane and Harrogate Road; public buildings worthy of note such as Moortown Primary School and the church of the Immaculate Heart of Mary. More recently apartments have been built either in the grounds of former large houses or on the footprints of former houses and gardens.



Fig. 3.1 Variety of family homes in Moortown



Fig. 3.2 Art deco house in Falklands

Of the modern additions to the housing stock, some apartment buildings such as Arncliffe Grange at Moortown Corner, Green Court



Fig. 3.3 Green Court in Bentcliffe Ave

in Bentcliffe Ave (fig. 3.3) exhibit varied and interesting elevations. Sandhill Lawns in Sand Hill Lane (fig. 3.4) echoes the appearance of the Victorian villas which it replaced, with brick facing and pitched roofs, and despite being on three floors, as it is set below the road level, it does

not dominate the road. Those built very recently in Harrogate Rd (fig. 3.5) match well in style, materials and mass the adjacent late Victorian villas: here too advantage has been taken of the



Fig. 3.4 Sandhill Lawns in Sand Hill Lane

low lying land. The largest modern development of houses has been in the Spinney (fig. 3.6) , where curved roads, variation in style, the size of the



Fig. 3.5 Match of style of new apartment building to Victorian villas in Harrogate Rd

houses and the brick facing contribute to a homely feel in the development.

There are a number of buildings of historic interest



Fig. 3.6 The Spinney



Fig. 3.7 Trees surrounding Harrogate Rd / King La junction



Fig. 3.8 Roadside trees in Sand Hill Lane

which are detailed under each area. Only two of them are listed; the others, in the opinion of the NDS group are regarded as heritage assets which should be protected.



Fig. 3.9 Roadside trees in Stainbeck Rd

The area is densely built up with little open space. Most of its pleasant greenness comes from its many roadside garden trees (figs. 3.7, 3.8, 3.9), avenues with street trees (figs. 3.10 3.11), grass verges (figs. 3.12), hedges (figs. 3.13) and residential gardens (figs. 3.14).



Fig 3.10 Tree-lined avenue with grass verges in Stainburn Cres.



Fig. 3.11 Trees in Street Lane



Fig. 3.12 Well kept verges

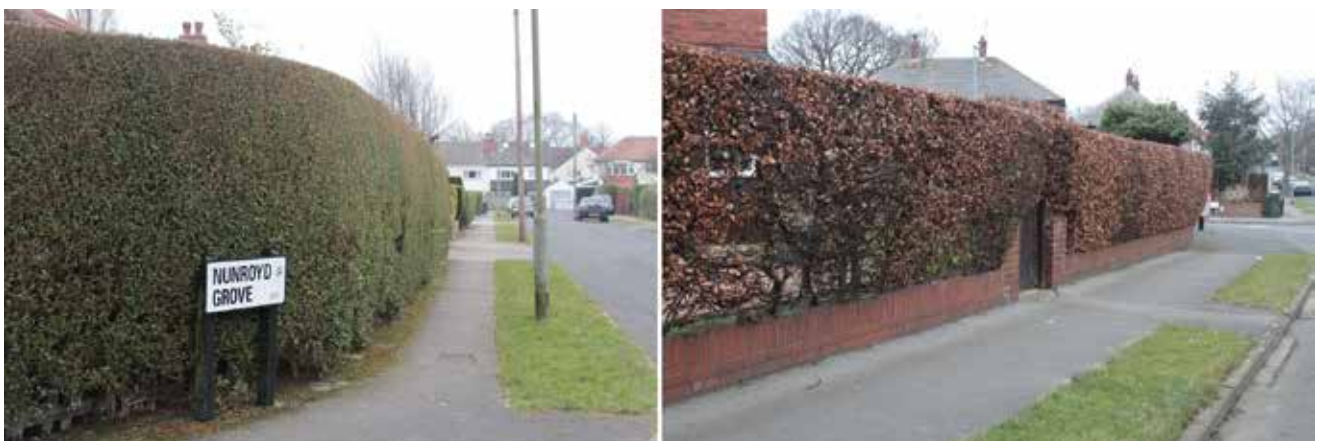


Fig. 3.13 Well maintained hedges



Fig. 3.14 Attractive gardens visible from the road

Many houses remain as they were built, reflecting the relatively recent building of Moortown and the individual styles of the mini estates in which they are set. Where houses have been extended it has often proved possible to keep the extension sensitive to the size, form and materials of the existing building and its surroundings (figs. 3.15).



Fig. 3.15 Extensions which match mass materials and design of originals

Boundary walls in stone (figs. 3.16) or brick (some with rounded coping stones) (figs. 3.17) have been characteristic features of the area lending harmony to the streetscape. The higher stonewalls along both sides of Harrogate Road (fig. 3.18) are particularly important in giving a cohesive quality to that route through the area. Cast iron street signs remain in places and contribute to the quality of the built environment. (fig 3.19).



Fig. 3.16 Stone boundary walls



Fig. 3.17 Brick boundary walls



Fig. 3.18 Original stone wall in Harrogate Road



Fig. 3.19 Original cast iron street sign

General Issues

The general quality of housing, good road links and bus services, excellent primary schools etc make Moortown a popular place to live. However, as in most cities, there are pressures, identified in our questionnaires and walkabouts, which can lead to the deterioration of the streetscape and the visual amenity of the area, as well as creating practical problems for residents.

For example there are concerns about:

- Extensions (figs 3.20-3.23) which overwhelm the original building, change the roof line, sometimes these have features such as classical style porticos on inter-war semi-detached houses or they are finished in materials which are unsympathetic to their surroundings. We welcome the recommendations for good practice in the Householder Design Guide adopted by Leeds City Council in 2012 (see appendix ii) and would like to see these become part of the criteria for permitted development.



Fig. 3.20 Extension markedly changing original roof line



Fig. 3.21 Extension finished in unsympathetic materials

- The demolition/alteration of bungalows to



Fig. 3.22 Extension with portico out of keeping with original building



Fig. 3.23 Extension which overwhelms the original flat-roofed art deco building

build houses, especially where this would lead to an overcrowded site. There are few bungalows in the area and they are needed by certain groups of people and so form an important part of the housing offer in Moortown.

- Houses in multiple occupation which can lead to insufficient parking provision and issues with rubbish collection.



Fig. 3.24 Stone paving lost to tarmac and setts covered



Fig. 3.25 Grass verge damaged by parking



Fig. 3.26 Loss of trees in Street Lane

- The loss of gardens for development or parking. The loss of trees, shrubs, hedges etc has detrimental visual as well as an ecological impact on the area.
- Maintenance of an attractive and accessible streetscape: stone paving lost to tarmac (fig. 3.24); grass verges damaged, sometimes severely, by parking (fig. 3.25); the non-replacement of trees (fig. 3.26); removal of, or changes to boundary walls or walls not in keeping with surroundings (fig. 3.27); general anti-social parking e.g. causing an obstruction on pavements.



Fig. 3.27 Boundary wall not in keeping with surroundings

Detailed analysis

An analysis of individual areas within Moortown allows more detailed consideration of positive aspects of the built environment and streetscape as well as some issues. These areas are mapped out in fig. 3.28.

- 1: Moortown Corner and North West
- 2: Street Lane and North East
- 3 Bentcliffes, Moor Allertons, Talbots
- 4 Nunroyds, Stainburns and Allerton Granges
- 5: West of Harrogate Rd South

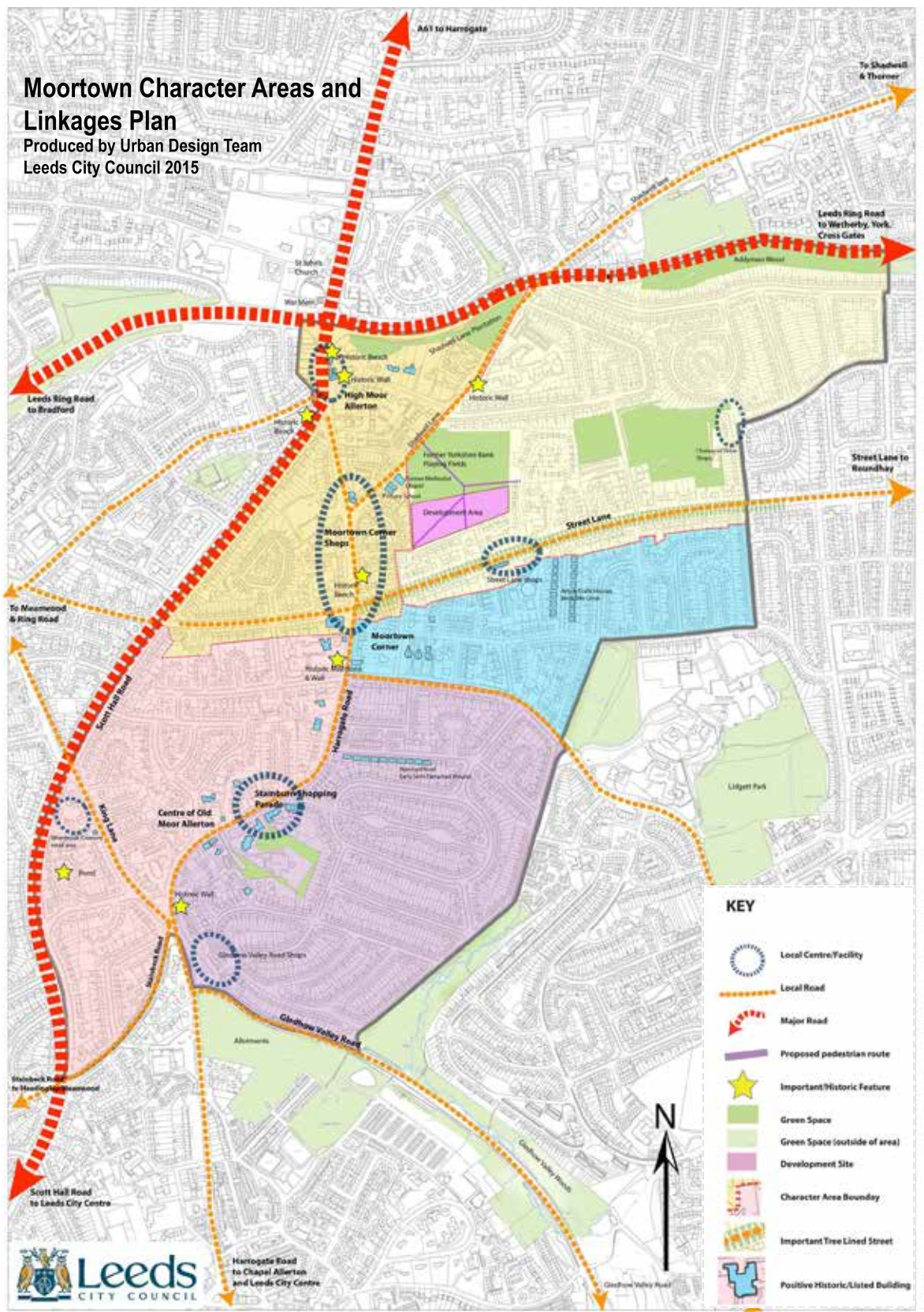


Figure 3.28 Moortown Analysis Plan

3.2 Area 1: Moortown Corner and North West

This is the area west of Shadwell Lane and the former Yorkshire Bank sportsground bounded on the east by Scott Hall Rd and incorporating the Harrogate Road / Street Lane crossroads known as Moortown Corner, the main shopping street within the NDS area. It is a focal point for this part of Moortown and a point of orientation.

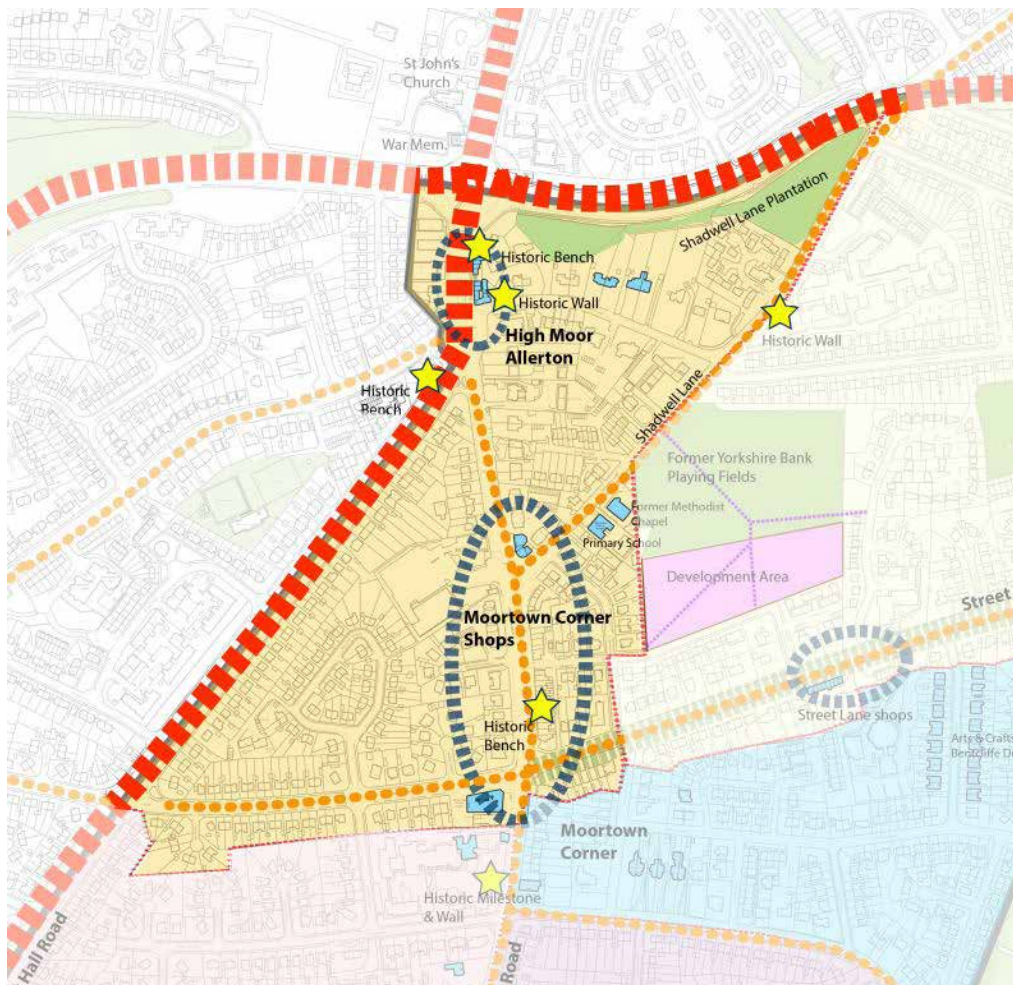


Fig. 3.29 Moortown Corner and North West



Fig. 3.30 Northern shopping parade at Moortown Corner



Fig. 3.31 Southern parade at Moortown Corner

Built Form and Streetscape

The main parade of shops on the east side of Harrogate Road (figs. 3.30, 3.31) comprises two blocks. To the north is a 3 storey 1970s flat roofed, brick built block with apartments above and balconies overlooking the main road. There is an older pitched roof 3 storey row to the south, with bay windows at first floor level and attics above. This has a render finish.

The parade extends further north across Shadwell Lane to a small corner development, the most significant building being the 1928 art deco style HSBC bank (fig. 3.32).



Fig. 3.32 Art deco style HSBC building

Traffic and parking are major issues which are discussed in detail below.

On the other side of Harrogate Road is a mix of interwar housing and more recent flat roofed apartments (see fig. 2.21, p15) culminating at the northern end in the Marks & Spencer development and car park, built partially on the site of the former Chained Bull public house (fig. 2.6, p11 and fig. 2.16, p13) and the former bowling green. Here is a small but attractive area laid out with quality seating, railings and wall with a motif referring to the former pub (fig. 3.33). The pub was historically important and formed a social and



Fig. 3.33 Seat with motif recalling Chained Bull
visual landmark to the area. Its loss is regrettable.

South of this a semi detached house serves as a GP surgery this is being replaced with larger modern buildings which will provide much needed up to date medical facilities and reinforce the practicality of the centre. There remains an Edwardian cast iron seat on the pavement by the bus stop (fig. 3.34).



Fig. 3.34 Edwardian cast iron seat opposite shops

South of Street Lane there is a smaller parade of shops adjoining two sides of the Corner House (figs. 3.35, 3.36), the whole comprising a distinctive 1936 development by Pudsey architect James Brodie, which hugs the corner. It is brick built with mullion windows and the main entrance at the corner is taller and boasts a mock oriel style window. Behind, and not obvious from the



Fig. 3.35 The Corner House at Moortown Corner roadside, was a substantial block which housed the original cinema.

Although this venture was short lived, new uses were found for the building (see history of Moortown section) until the closure of the casino four years ago. A change of use and 2-storey extension with 13 apartments was approved in June 2012 and further change, to provide additional retail space on the ground floor, was



Fig. 3.36 Mock oriel window on stone face of Corner House

approved in September 2013. This extensive refurbishment is currently under way and involves the raising of the roof and installation of velux windows and the complete realignment of the interior space to make it more usable for modern

retailing. The outer facades will remain .

The Yorkshire Bank building (fig. 3.37) opposite the Corner House provides a great contrast being of modern (1970s) angular construction, with substantial redbrick facing and large areas of glass bordered by aluminium.



Fig. 3.37 Yorkshire Bank building at Moortown Corner

There is an important group of stone buildings (figs. 3.38, 3.39), several used for commercial purposes at the junction of Sand Hill Lane and Harrogate Rd, a remnant of the old hamlet of High



Fig. 3.38 Stone cottages on Harrogate Rd

Moor Allerton.

Sand Hill Lane has some attractive houses (fig. 3.40) on the north side and a mix of apartment blocks on the south, some of which are reasonable in scale and materials, such as Sandhill Lawns.



Fig. 3.39 Stone houses on corner of Sand Hill La

In the southern part of Shadwell Lane is Moortown Primary School (fig. 2.11, p12), one of the more distinctive buildings in the area. Originally Moortown Board School, opened in 1889 and designed by John Peacock. It is stone built with a slate roof and is single story with high windows. Enclosed by a low stone wall and black railings, the building retains its original external features.



Fig. 3.40 Substantial early 20thC semis in Sand Hill Lane

The adjacent stone building (fig. 2.10, p11) was opened in 1882 as the United Methodist Free Chapel. It was later used as a synagogue, then in commercial use and is now a nursery. There is a

modern extension to the side but otherwise many of the original external features remain.

Generally the area between Scott Hall Rd, Harrogate Rd and Street Lane (fig. 3.41) consists of two-storey, 3-4 bedroom semi-detached houses in brick, some rendered, though there is a cluster of detached houses at the south east corner of the area. Boundary walls are in stone on Street Lane and brick in the quieter Wynccliffe Gardens.



Fig. 3.41 Street Lane west of Moortown Corner

There are substantial grass verges to the road side in Street Lane West and Scott Hall Rd, the latter including a number of mature sycamore and ash trees.

Spaces

Apart from the woodland bordering the Ring Road, there are no green spaces of any size in this character area, making the verges, referred to above, and mature trees, such as those in Sand Hill Lane and the east side of Harrogate Rd all the more important.

The triangular area at the junction of Stonegate Rd and Scott Hall Rd has been improved with a rockery planted by Moortown in Bloom and another small grassy area between Scott Hall Rd and Harrogate Road has been enhanced by a professional landscaping company.

The copses to the south side of the Ring Road provide an important backcloth to Sand Hill Lane and are Protected Green Spaces and Local Nature Areas (no 87). There are footpaths from Harrogate Road to the Shadwell Lane junction.

Local Notable Buildings and Structures, which are considered by the NDS group to be suitable for recognition as 'non-designated heritage assets:

- Stone properties even numbers, 484-498 Harrogate Road,
- 1, 1A, 1B Sand Hill Lane (original High Moor Allerton hamlet)(figs. 3.38, 3.39).
- Stone wall to north side of Sand Hill Lane (boundary of no. 7).
- Early 20th C semis at 21, 23, 25, 27 Sand Hill lane (fig.3.40)
- Corner House, Moortown Corner (figs. 3.35, 3.36).
- Moortown Primary School, Shadwell Lane (fig. 2.11, p12).
- Former United Methodist Free Chapel (then Synagogue), Shadwell Lane (fig. 2.10, p11).
- HSBC bank building, Harrogate Road/ Shadwell Lane (fig. 3.31)
- Edwardian public seats with cast iron supports at Scott Hall Road roundabout and Moortown Corner (fig. 3.34).

Moortown Corner – Case Study

Throughout this document reference is made to Moortown Corner being the retail and commercial centre of the area. However like many such shopping parades it is in decline and is in danger of becoming unviable and undesirable for visitors. This document presents an aspirational vision for the future to reverse this downward spiral which results partly from the unwelcoming environment which discourages shoppers and leads to more shop closures. A people/pedestrian friendly place with attractive public realm and shop frontages, and reduced clutter can all help to give a sense of place again – a place which local people want to visit.

Issues and opportunities

Traffic congestion, parking difficulties and conflict between cars and pedestrians are major problems (fig. 3.42) and there have been serious injuries to pedestrians and damage to property as a result. For example, existing parking spaces on the forecourts of both the northern and southern parades along Harrogate Road, are not always well maintained and are not managed.

Northern parade:

- Space is limited for cars moving in and out of parking spaces, making it especially difficult for larger vehicles (fig. 3.43). Occasionally vehicles drive over the footpath to pass others which are protruding.
- The markings on the tarmac for the space for disabled parking is so faded it has almost disappeared.
- Vehicles often queue, in Harrogate Rd, waiting for spaces.
- The one way system is not always followed and vehicles entering from the Shadwell Lane end cause further congestion and have to reverse out.
- There are signs, which are easy to miss, that parking should be for an hour and no return in two but it is not clear if that is ever enforced.
- A coffee shop, which has recently opened, has placed tables on the narrow footpath so that pedestrians have to walk in front of exiting cars. Both parades lack space for such outdoor facilities.



Fig. 3.42 Conflict between cars and pedestrians on southern shopping parade



Fig. 3.43 Footpath on northern parade

Southern parade:

- There is no one way system. Vehicles have to turn, if they can, or reverse out.
- There is no provision for parking for disabled people on this parade.
- There is no footpath here between the vehicles and the shops – people queue to use the cashpoints in the path of manoeuvring cars (fig 3.42).
- The fencing marking the line between the forecourts and public pavement is unattractive and damaged in places (fig. 3.44).

Crossings

- The intersections of Harrogate Road with Street Lane and Harrogate Road with Shadwell Lane result in a dispersed retail centre



Fig. 3.44 Barrier outside southern parade

with major busy roads having to be crossed to reach different shops and services. This often requires waiting for two phases of traffic lights which offer no pedestrian priority

- There are many pedestrian railings and, while some of are necessary for road safety reasons, others act as visual and physical barriers, adding to the divided nature of the centre. Also some are damaged and unsightly.

proposals for redevelopment of Moortown centre, their analysis contained many of the issues that remain today. Below is a quotation from the introduction.

“The Council is examining the established suburban residential areas and the suburban shopping centres, in order to provide a measure of separation of pedestrians and vehicles, and a general improvement of the environment. It has been felt that priority in the existing built up districts should be given to the areas around the suburban shopping centres for it is in these localities, where most of the demand for redevelopment will arise; where there is already conflict and congestion due to the way in which these centres have grown up astride main traffic routes, or at busy intersections; where arrangement for servicing and parking are already inadequate even at today’s traffic levels, and where there is insufficient amenity, convenience or safety for the pedestrians.”

That development did not take place, and was a part of endeavours at this time to fully segregate traffic and pedestrians. These alterations often created some of the worst public realm and architecture from the 1960s and such an approach would not be acceptable today. However the analysis and some of the issues are still very relevant.

The shop forecourts, including paths taken by parking vehicles, are owned by the owners of the shop premises and are therefore not under the control of Leeds City Council. The difficulties of making changes when property is in many different ownerships is acknowledged but incremental small changes can be sought and longer term plans put forward for future consideration. It should be noted that reducing / reconfiguring car parking or investing in a quality public realm and people friendly spaces have been proven to pay dividends and create more viable, vibrant and enjoyable places to visit.

It is interesting to note that when in 1965, Leeds City Council Engineers Department published

The proposals on pp38-40 were developed taking into account the “Key Principles to Good Quality Public Space” adopted by Leeds City Council:

- Provide a context and venue for social interaction
- Design primarily for the pedestrian
- Design the space as ‘an outdoor room’
- Create a clear and lively relationship between indoor and outdoor uses
- Cater for different users, provide an inclusive not exclusive place
- Plan a 24hour space
- Key elements must be robust and attractively designed
- Provide options for shade, shelter and security
- Not one space but many
- Ensure the space becomes part of the existing urban hierarchy

and applying the “Leeds City Council Making Spaces Principles”:

- Understand the place
- Develop high quality buildings and spaces
- Increase connectivity, respect desire lines
- Remove clutter
- Retain/add trees and enhance landscaping
- Build with quality, simple & robust materials
- Reveal beautiful architecture & respond to the character of Leeds.
- Design places to sit comfortably, whilst avoiding obstructions to pedestrian flow.
- Integrate public art
- Co-ordinate signage
- Provide quality lighting
- Work together
- Manage & maintain the place (long-life, loose-fit).

Community Aspirations for the improvement of the public realm at Moortown Corner

To improve appearance

- Use the area at the end of Allerton Grove, where it is closed with bollards, for a community garden (including seats, planters, community notice board, litter bin etc) (fig. 3.45). The small space created would provide a meeting place, opportunity for resting and socialising and for small scale community activities. This is an achievable proposal which already has the support of the North East Area Community Committee. It could act as a catalyst for other businesses to improve their property and work with councillors and Moortown Community Group to form a Town Team to develop further ideas together. It presents an opportunity to build links with the investment which is currently accruing in Moortown: the park, the new health centre, the Corner House development.
- Encouragement of landlords to repair the parade surfaces, replace bollards (or remove totally?), repair/remove fencing
- Removal of redundant signs and repair of damaged ones
- Removal of damaged and/or unnecessary pedestrian railings. Consideration should be given to a crossing facility which allows for crossing diagonally in one phase and gives some more pedestrian priority.
- Construction of a formal footpath, with a raised kerb alongside the shops on the southern parade and widening and raising the height of the footpath kerb by the northern parade.
- Enforcement of one hour parking restrictions so that staff cannot park all day.
- Develop a one way system on the southern parade.
- Improved signage to encourage the use of the Marks and Spencer car park for short term parking.
- Repositioning of parking spaces outside both parades to extend onto what is now the footpath adjacent to the highway, to allow for a formal footpath of adequate width adjacent to the shops and separation of pedestrians from motor vehicles (fig. 3.46).

Reducing through traffic

- Longer term there is need for a wide ranging review of Moortown Corner to reduce the dominance of car traffic. This should include:
- Support for a Park and Ride scheme adjacent to the A61, where it enters the Leeds built up area, near Alwoodley Gates
- Signage to encourage through traffic to use Scott Hall Road
- Restriction of parking in major routes such as Shadwell Lane, to allow free movement of traffic, while also imposing calming measures.
- A parking management strategy for the area as a whole.
- Explore the scope for narrowing the main road reducing traffic speeds but also providing parking and quality spaces for pedestrians, including small scale landscaping, seating, cafes, community activities etc.

Management of parking

- Parking is important for local shops and facilities but it can adversely affect the viability of parades and community facilities. Managed car parking that allows easily accessible spaces but without extensive clutter or pedestrian obstruction should be the aim. Some examples that may help are:

To improve the business environment

- As the shopping parades at Moortown Corner and the Stainburns are the heart of Moortown, consideration needs to be given to how to encourage small independent traders to establish and maintain businesses here. A key motivator of such tenants is the quality of the public realm. This may well require Council policies preferential to these small enterprises and a focused plan to develop a cohesive shopping centre, as suggested in Chapter 6, Community Aspirations 6.1 - 6.3.



Fig. 3.45 Artist's impression of proposed community space at Moortown Corner

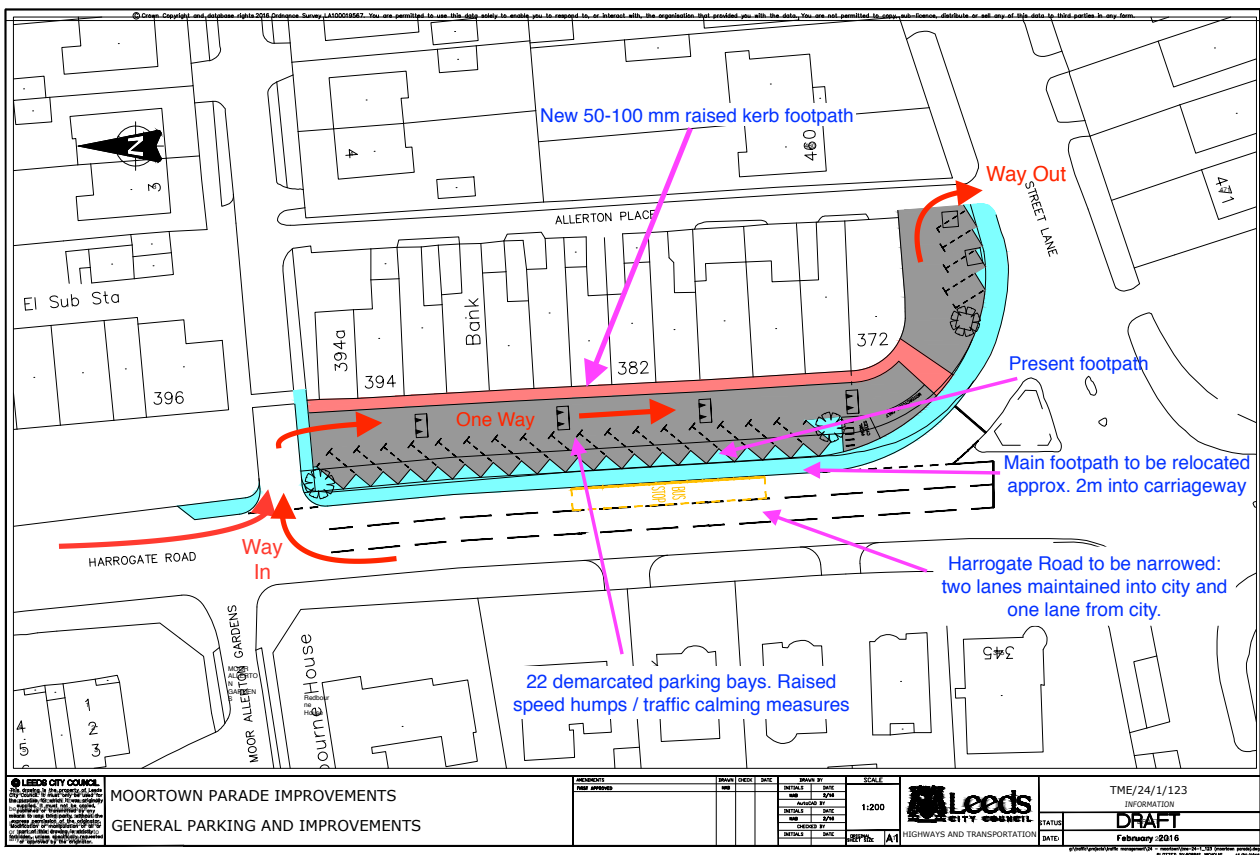


Fig. 3.46 An option for improvements to pedestrian safety, car parking and throughflow at the southern shopping parade at Moortown Corner (plan courtesy LCC Highways)

3.3 Area 2: Street Lane and North East

This area to the east of Harrogate Rd and north of, and including Street Lane comprises predominantly mid-20th century housing, but includes the only sizeable recent and current housing development, the only large areas of open green space and the late 19th century school and chapel.

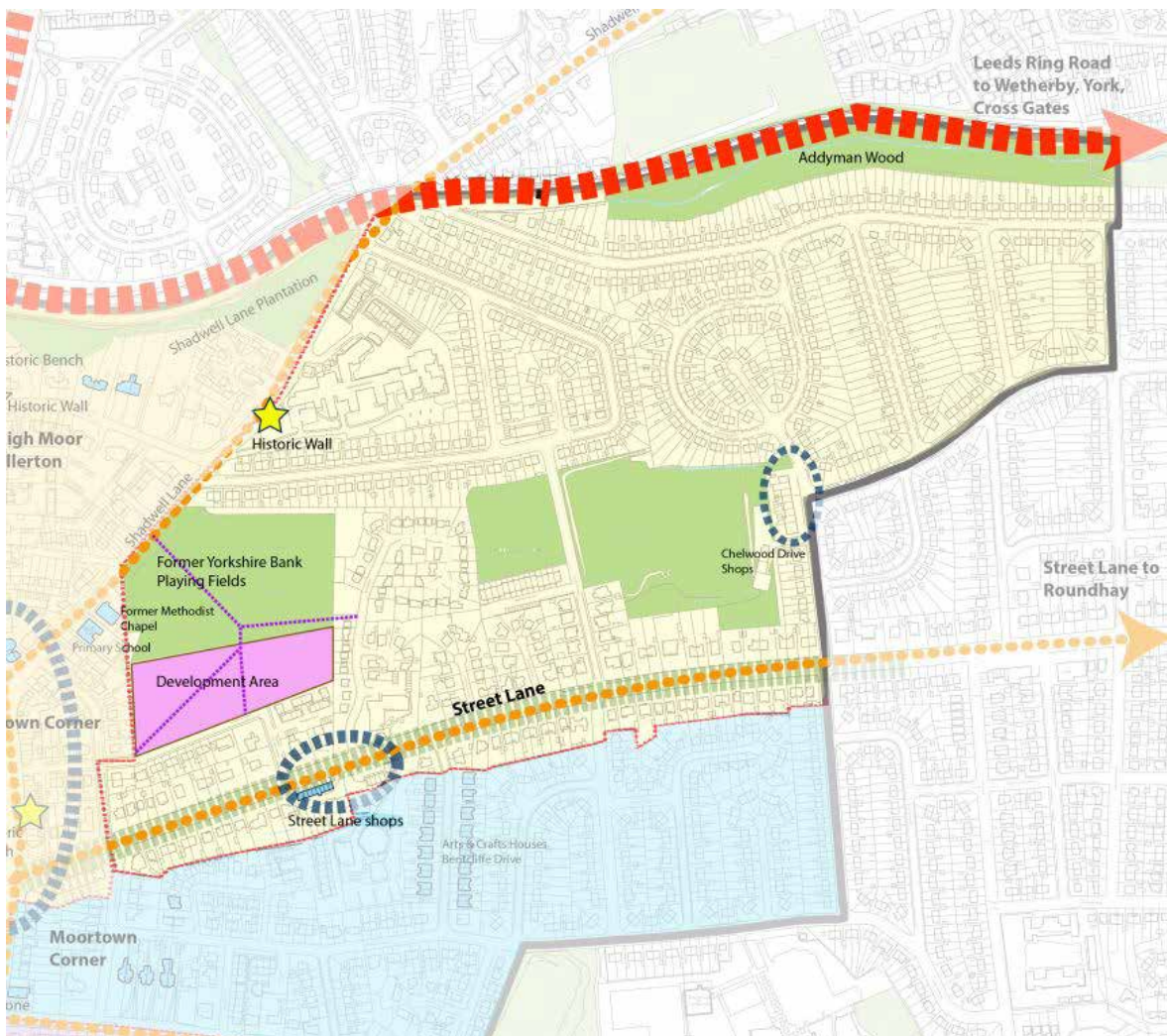


Fig. 3.47 Street Lane and North East

Built Form and Streetscape

Area 2 (fig. 3.47) is a predominantly residential area of 3- or 4- bedroom mainly semi-detached houses (figs. 3.48-3.50), built mostly between the wars, but with some later apartment blocks and bungalows giving the area a mixed character but with an overriding residential mid twentieth century suburban feel.

Street Lane is characterised by avenues of mature lime trees that were planted no more than

100 years ago, stone flagged pavements (fig. 3.51) and cobbled aprons to driveways. These features, together with the red brick boundary walls and stone copings add significantly to the visual amenity and streetscape.

There is a good mix of residential properties, detached, semi-detached and bungalows, ranging in age from late Victorian, pre and post war to modern infill which usually replaces previous residences. This variety reflects the ribbon development on individual well spaced

plots which took place along the frontage of Street Lane as the suburb developed (see section 2 for history). Some houses are archetypal examples of their period, including beautifully maintained



Fig. 3.48 Detached house in Southfield Dr.

1920-30s semis with sympathetically styled double glazing and well maintained gardens. Some, especially on the south of Street Lane, have extensive back gardens. Most are brick or a combination of brick and render with a few stone faced properties.



Fig. 3.49 Semi-detached house in Street Lane

There are two 3-storey blocks of flats built within the last 10 years which replaced a family house and bungalow (fig. 3.52). They are brick built with pitched roofs and small square bays. Behind is the 4-storey, flat-roofed Windsor Court flats (fig. 3.53) built in a 1970s angular style with grey-brown brick facing and set in well kept gardens..



Fig. 3.50 Semi-detached houses in Street Lane



Fig. 3.51 Original flags in Street Lane



Fig. 3.52 Lime Tree Lodge and Parkway Lodge

The Spinney (fig. 3.54) is a cul-de-sac of 1980s redbrick houses, and a 3-storey apartment block (fig. 3.55) of sheltered accommodation. This is set back from the road and fronted by attractive gardens.



Fig. 3.53 Windsor Court

On the opposite side of Street Lane is single storey, pitched roof 1980s retail development now used for takeaway fast food and a restaurant (fig. 3.56). There is car parking in front, bounded by a low brick wall and no landscaping: the appearance could be further improved with planting.



Fig. 3.54 The Spinney - houses

Adjacent is a terrace of 8 Victorian cottages (see fig. 2.8, p11) close to the road, some with original features; others with modern alterations. They were built to house workers at the former brickworks on the other side of Street Lane. The modest frontage belies the long south facing

gardens at the back, several which have mature trees. That's great until the last line! Perhaps this could go in the first section on Street Lane but the issues are left until later?

The upper part of Shadwell Lane retains some features of the country lane it once was. Donisthorpe Hall is a care home and although it



Fig. 3.55 The Spinney - apartment building

is much extended it was an Edwardian country house of some grandeur and is important to the understanding of the development of the area. Part of the original high stone boundary wall is also retained that adds significant character and



Fig. 3.56 Fast food outlets and restaurant in Street Lane

definition to Shadwell lane. (fig. 3.57).

The High Moors comprise the only substantial development of bungalows (fig. 3.58) in the whole

NDS area. They have two bedrooms and were built on land bought in 1956 from the Donisthorpe estate. High Moor Crescent has an interesting small terrace of residences converted from redundant shops (fig. 3.59).

High Moor Court (fig. 3.60) is a terrace of mainly timber and glass, pitched roof flats, built at right



Fig. 3.57 Original boundary wall at Donisthorpe Hall

angles to High Moor Avenue overlooking an area of green open land, not developed for public use as it was, until recently, owned by the occupants of the flats. The frontage contains lock up garages and parking. The 1970s style is at variance with



Fig. 3.58 Bungalows in High Moor Ave the surroundings.

High Moor Close is an interesting cul-de-sac off Shadwell Lane with 1960s terraced, 2 storey, low cost, brick houses, a small community hall

and a beech copse adjacent to and overhanging Shadwell Lane

The Chelwoods and Kingswoods (fig. 3.61) comprise mostly semi-detached houses, brick built between the wars, some with large bays,



Fig. 3.59 Shops converted to residences in High Moor Cres

others with extensions. Front and rear verges have been retained. The small parade of shops in Chelwood Drive has been mostly converted into offices and the once green frontage covered in tarmac. Conversion of redundant retail premises



Fig. 3.60 High Moor Court to residential accommodation may be suitable here in future and the parade would benefit from landscaping.



Fig. 3.61 Houses typical of the Chelwoods and Kingswoods

Spaces

Area 2 lacks any significant *publicly accessible* open space. However a new public park is to be created (see below). Even though public access is not available to much of the greenspace within the area it still provides substantial amenity value in providing vistas, green space and trees that can be seen or experienced from the public realm.:



Fig. 3.62 Former Yorkshire Bank sports ground, now to become Moortown Park

- The former Yorkshire Bank sports ground (fig. 3.62), is an area of green space which has been protected as playing field and has been unused for over 12 years. Planning permission has now been granted for the erection of 29 dwellings on the southern one third of the site, the remainder being gifted to Leeds City Council as a public park. [Construction is underway at the time of writing.] The proposed children's play area will use natural materials to stimulate imaginative

play, the wetland area will address drainage problems as well as providing for associated wildlife, there will be mown areas for informal games and wild flower beds. This facility will be a huge asset to Moortown; our survey showed that the use of this land for the benefit of the health and well being of local residents was the single largest concern to emerge. Some land has also been made available to improve the outdoor facilities of the school (see Chapter 4)

- The open space in front of Highmoor Court (fig. 3.63) is mown grass with a few residual trees. Although public access is discouraged the open space provides visual amenity and proximity to the park above may help to promote a wildlife corridor.



Fig. 3.63 Open area of private grassland in High Moor Ave

- The Roundhegians Rugby Club ground which again is privately owned but is a protected playing field in the UDP. (the UDP has now been superseded by the Core Strategy.

- Part of Addyman Wood, a Leeds Nature Area adjacent to the Ring Rd is in the area, and helps to provide a wildlife corridor to Roundhay Park and walking for those who are agile (more details in Natural Environment).

Issues and Opportunities

Addyman Wood is unsuitable for small children and the elderly. The survey showed that it was seldom used, perhaps reflecting the fact that the entrance was difficult to find. There is considerable potential to improve footpaths and access here.

Highmoor Court is protected playing field but the sign makes it unwelcoming?

The apartment blocks, Lime Tree Lodge and Parkway Lodge have a scale and mass which is substantial compared with neighbouring house and the house and bungalow which they replaced. The cumulative effect of such developments would reduce the space, open views, gardens with associated trees etc which are redolent of suburban living and characteristic of Moortown.

The loss of bungalows to developments such as above or by conversion into houses is concerning. Small properties with ground floor living and within reach of shopping facilities are highly valued by those with limited mobility.

Recommendations for improvement - Area Two:

3.1 Further to planning approval for development of 29 houses on the southern aspect of the former Yorkshire Bank sports ground we fully support remainder of the site being retained as publicly accessible open land and developed to maximise the benefit for the whole population of Moortown.

3.2 Any application to build on the grassed area in High Moor Avenue should be resisted and ideally the area should be open to the public.

3.3 Addyman Wood should be protected and enhanced as a valuable backdrop to Shadwell Walk and West Park Drive West.

3.4 Replacement of family homes and bungalows by apartment blocks and/or more densely built houses on the same plot should consider the mass and style of the proposals in relation to the streetscape, the loss of suburban gardens and the loss of bungalows. Although such proposals will provide more homes on the same footprint the cumulative effect of these changes could negatively affect the character of Moortown.

Community Aspirations

CA 3.1 The establishment of a “Friends” group for Moortown Park with support from LCC Parks and Countryside Department

CA 3.2 The establishment of a “Friends” group for woodland along the Ring Road with support from LCC Parks and Countryside Department and / or other supporters or sponsors.

CA 3.3 Support should be given to improvement of the frontage at Marlows’ restaurant by landscaping and planting along and within the frontage.

Local Notable Buildings and Structures, which are considered by the NDS group to be suitable for recognition as ‘non-designated heritage assets’,

- Stone wall at Shadwell Lane boundary of Donisthorpe Hall and extending north to the top of the hill (fig. 3.57).
- Row of 8 terraced cottages on south side of Street Lane (fig. 2.8, p11)

3.4 Area 3: Bentcliffes, Moor Allertons, Talbots

This is the area south of Street Lane stretching to Lidgett Lane in the south, bounded by Allerton Grange School to the east and Harrogate Rd to the west.

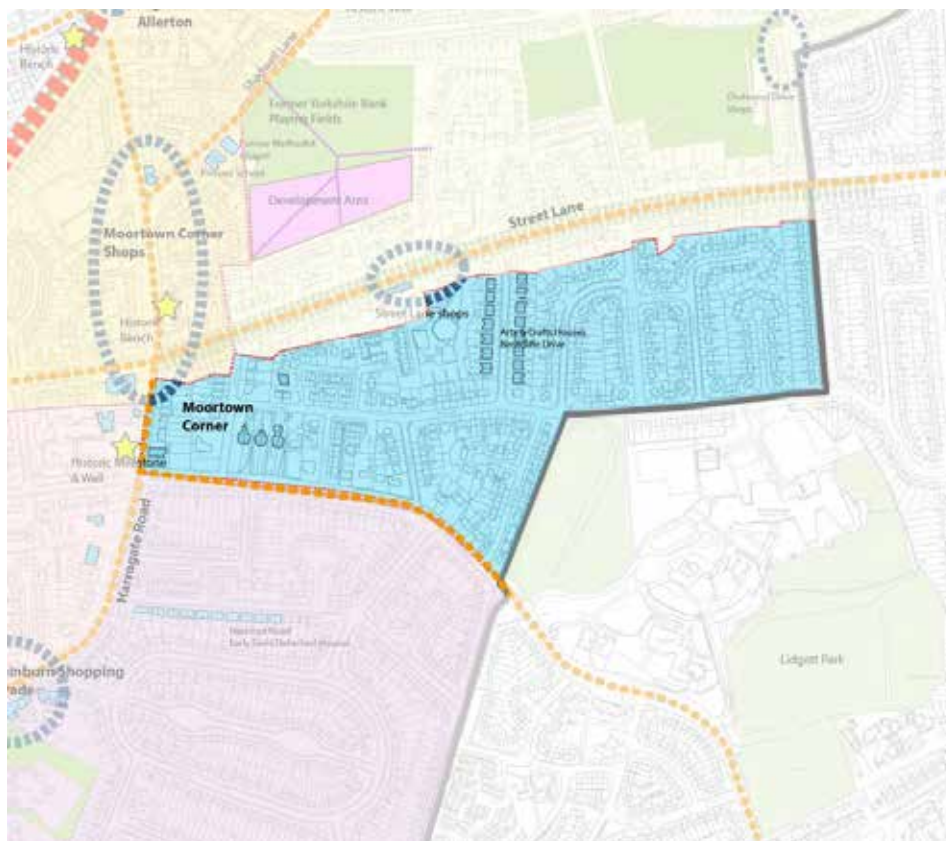


Fig. 3.64 Bentcliffes, Moor Allertons and Talbots

Built Form and Streetscape

This is a residential area of mainly brick built detached and semi-detached houses (fig. 3.65) ranging from older late Victorian/Edwardian villas towards Harrogate Rd and more modest 1930s and immediate post war development in the Moor Allertons (fig. 3.66).

There are late Victorian villas fronting Harrogate Rd, some with original, attractive stained glass fanlights and brick boundary walls. They are similar in date and style to the houses around the corner on Street Lane and demonstrate the growing significance of what is now Moortown Corner as transport facilities enabled wealthier residents to move to the suburbs. Most are now in multiple occupation.

At the corner of Lidgett Lane and Harrogate Rd lies the Corner House Club (fig 3.67), a two storey, white painted Victorian house, formerly Lidgett Lodge. A blue plaque identifies this as the



Fig. 3.65 Detached houses in Bentcliffe La

former home of Alistair MacKenzie (1870-1934) the international golf course designer. Much of the original stone boundary wall remains.



Fig. 3.66 Semi-detached houses in Moor Allertons

Along Lidgett Lane, east of Bentcliffe Lane are three pairs of distinctive, spacious semi-detached villas (fig. 2.12, p12), again late Victorian and distinguished by their high, steeply pitched roofs with extensive skylights and their long south facing gardens. The gardens have mature trees which add considerably to the streetscape of this



Fig. 3.67 The Corner House Club

section of Lidgett Lane. Some of the properties have some insensitive extensions and have lost some of their original character and quality because of this. They are mostly in multiple occupation.

Bentcliffe Drive (fig. 3.68) is a road of 1930s 4-bedroom semi-detached stone-faced houses,

unique to this area, built by Micklethwaite builders on land which was originally part of the Sportsman's Hall farm. It was the first street to be laid out in the area at right angles to Street Lane. The houses have stone fronts and each is slightly different, but the overall style shows characteristics of the arts and crafts movement with cat-slide roofs, and stone pillars to the porches.



Fig. 3.68 Arts and crafts houses in Bentcliffe Dr

At the top of Bentcliffe Drive is the entrance to the Beth Hamidrash Hagadol Synagogue (fig. 3.69), built in 1969 on the site of the former Sportsman's Hall. This modern building, with a capacity of 1200, making it one of the largest synagogues in the North of England, is set back from the road and is only just visible above the retail development in front.



Fig. 3.69 Beth Hamidrash Hagadol Synagogue in Street La.

Inter war housing in the Moor Allertons, Talbot Rise and Talbot Gardens is mostly brick built, two storey, 3 bedroom semi-detached. There are few trees but some grass verges remain which are a strong characteristic of this area..

Spaces

There are no areas of public green space in this area. However, the south eastern boundary borders the former playing fields of Allerton Grange School which is now publicly accessible greenspace known as Allerton Grange Fields.

Issues

- Danger that the cost of renovation of the high roofed semis on Lidgett lane would tempt requests to build in the gardens and possibly remove the trees which, although inside the gardens, border the road and are an important element in the streetscape.
- Multiple occupation can lead to removal of boundary walls to ease vehicular access to paved over gardens and proliferation of bins.
- Parking on footpaths and degradation of grass verges is an issue here, as in other parts of the NDS area.

Recommendation for improvement Area Three:

3.5 Support should be given to any plans to preserve and enhance the external condition of the high-pitched-roofed houses in Lidgett Lane.

Local Notable Buildings and Structures,

which are considered by the NDS group to be suitable for recognition as 'non-designated heritage assets':

- Corner House Club and surrounding wall, 266 Lidgett Lane (originally Lidgett Lodge) (fig. 3.67)
- Lidgett Lane – 3 pairs Victorian large red brick semi-detached houses from no. 254 Lidgett Lane eastward (fig. 2.12, p12)
- Arts and Crafts houses Bentcliffe Drive (fig. 3.68).

3.5 Area 4 : Nunroyds, Stainburns and Allerton Granges

This area between Lidgett Lane to the north, Allerton Grange Way to the south and Harrogate Road to the west is almost entirely residential with some mix of uses along side Harrogate road. As with the interwar housing in Area 2 above these developments demonstrate the mass suburban expansion of Moortown from between the wars and beyond.



Fig. 3.70 Nunroyds, Stainburns and Allerton Granges

Built Form and Streetscape

This is a residential area comprising mostly semi-detached 3 and 4 bedroom homes with some individual houses. The Nunroyds have some interesting and attractive variations in style: Nunroyd Road was one of the earliest 20th century housing developments in the area. The Stainburns are of the more standard inter-war

semi-detached style (figs 3.71-3.74). The Allerton Granges (figs. 3.75, 3.76) were developed in the 1950s and again are mainly semi-detached with some detached houses and most are rendered.

The layout of Stainburn Drive allows for two small "islands" of grassland. One has a tree (fig. 3.77) and the other some shrubs. The Stainburns in general have tree-lined streets and grass verges



Fig. 3.71 Nunroyd La.



Fig. 3.72 Stainburn Cres.



Fig. 3.73 Nunroyd Ave.



Fig. 3.74 Nunroyd Rd



Fig. 3.75 Allerton Grange Vale



Fig. 3.76 Allerton Grange Rise



Fig. 3.77 Mature sycamore in grassy island in Stainburn Dr.



Fig. 3.78 Stainburn shopping parade



Fig. 3.79 Obtrusive signage at Stainburn parade



Fig. 3.80 Roman Catholic presbytery adding greatly to the pleasant character of the area.



Fig. 3.81 Stone cottages at nos 284, 286 Harrogate Rd

Stainburn Parade (fig. 3.78) is a very distinctive mock Tudor shopping development at the junction of Stainburn Drive and Harrogate Road. Built in 1936 it housed the Leeds Industrial Cooperative Society store along the Harrogate Rd frontage with independent retailers in the other units. The buildings are little changed but their appearance is harmed by advertising banners and other signage which is insensitive to the buildings. (fig. 3.79).

The Roman Catholic Church of the Immaculate Heart of Mary (fig fig 2.22, p16), an impressive 1955 building, designed by Robert Ronchetti and built by Harrison and Co. is set in attractive

grounds facing Harrogate Road.

Broomhill, now the presbytery for the church (fig. 3.80), and within the church grounds, is one of the oldest remaining buildings in Moortown. This large detached stone residence with mullion windows



Fig. 3.82 Stone cottages behind 284 Harrogate Rd

was built in 1838 for the Skelton family and was later lived in by the architect Thomas Ambler.

The church grounds also house the single storey, brick-built Queens Hall, an important local community facility. The RC primary school is at the back of the church with access from Harrogate Road and was opened in 1976.



Fig. 3.83 No. 282 Harrogate Rd (listed)

Below the church is a cluster of old, stone properties including cottages (figs. 3.81, 3.82), and former stables. Number 282 (fig. 3.83) is a

substantial house with stone window surrounds, which is a Grade 2 listed building. All these are amongst the oldest surviving buildings being part of Moor Allerton, one of three hamlets which are the earliest recorded settlements in the area. In Allerton Grange Walk there is a large stone Victorian detached villa (fig. 3.84), shown on the 1890 map. This has now been divided into flats but the building is still there and allows the area to be understood.



Fig. 3.84 Victorian villa in Allerton Grange Walk

There is a small modern parade of shops on Gledhow Valley Rd opposite the allotments that contribute to the local economy.

Spaces

Apart from the small, but important, areas in Stainburn Drive and the church grounds there is no open space in the area but the tree-lined avenues help to create a green appearance and are therefore very important in terms of visual amenity and continuity throughout the NDS area

There are, however, valuable green spaces bordering the area, especially for those living in the Allerton Granges. Across Gledhow Valley Rd there is footpath access to Chapel Allerton Park and the houses on Allerton Grange Way face a very pleasant green space bordered by trees at the edge of Gledhow Valley Woods. The woods themselves, thanks to the efforts of the Friends

of Gledhow Valley Woods have footpaths for much of their length. These areas contribute significantly to the 'liveability' of the area.

Issues and Opportunities

- Loss of trees and verges cause harm to the character of the area and such loss should be managed or avoided.
- Signage and advertising at Stainburn Parade is not always sensitive
- Parking at the parade can be difficult, especially since the opening of a supermarket

Recommendations for improvement Area Four:

3.6 The cohesive style of Stainburn Parade with mock Tudor partially timbered, with small timber fronted dormers and frontages should be enhanced and the low stone walls, the remaining landscaping and tree cover should be preserved and managed.

3.7 Encouragement should be given for more appropriate signage for the parade as and when applications are forthcoming.

Listed Building:

This is included in the national list of buildings of special architectural or historic interest and given special protection. Detailed information on listed buildings can be found at www.heritagegateway.org.uk and on www.imagesofengland.org.uk

- 282 Harrogate Road (465332) – late 18th century, coursed gritstone house. (see fig. 3.83).

Community Aspirations

CA 3.4 Support Friends of Allerton Grange Fields in their efforts to maximise public use of the grounds and improve the facilities.

CA 3.5 Removal of unauthorised signage and prohibition of flashing illuminated signs, free-standing signs and banners.

Local Notable Buildings and Structures,

which are considered by the NDS group to be suitable for recognition as 'non-designated heritage assets':

- Church of the Immaculate Heart (fig. 2.22, p16)
- Stone House, 1834, in church grounds (originally Broomhill) (fig. 3.80)
- Stone properties around Grade II listed 282 Harrogate Road (original Moor Allerton hamlet) (figs.3.81, 3.82), including stone walls on east side of Harrogate Road from Stainburn Parade to Gledhow Valley Road.
- Victorian house 2 Allerton Grange Walk (fig. 3.84)
- Stainburn shopping parade (fig. 3.78)

3.6 Area 5 : West of Harrogate Rd South

This area is bounded by Harrogate Road, Scott Hall Road, Stainbeck Road and Street Lane. It is a residential area built mostly in the early to mid 20th century and, in the southern part particularly the properties reflect greater wealth. A few 19th century buildings remain, some of which have considerable character although some of these are largely hidden from view. There is substantial development of modern flats along Harrogate Rd and a small enclave of commercial activity in Whinbrook Crescent.



Fig. 3.85 West of Harrogate Rd South

Built Form and Streetscape

The King Lane, King's Mount (figs. 3.86, 3.87), Southlands Avenue, Southlands Crescent area features some substantial 4 or 5 bedroom properties, detached and semi-detached, some with extensive gardens. In King's Mount the houses differ in detail but the style is harmonious in terms of size and materials. Many have white render, some are predominantly red brick and a few have mock tudor decoration. All have pitched red tiled roofs. Front gardens and undamaged

wide verges add to the relative spaciousness. Southlands Crescent has an originally art deco house, now with a pitched roof and also a brick built cottage (possibly 19th century) with a stone tile roof.

Southlands Drive, a cul-de-sac of part-rendered semis, with a triangle of grass at its entrance, has at its centre a pond (fig. 3.88), part of a former brickworks, somewhat overgrown with flag iris and self seeded bushes. It is surrounded by iron railings and flowers have been planted around



Fig. 3.86 View southward from King's Mount
part of the outside by residents to give a unique and attractive focal point, important as a wildlife refuge

Housing along Scott Hall Rd is mixed, varying from substantial detached and semi detached 2 storey 3/4/5 bedroom houses to 3 blocks of two storey maisonettes near Whinbrook junction.



Fig. 3.87 Houses in King's Mount

Whinbrook Crescent (fig. 3.89) has the only non-residential land use in the area. There are two car sales/car maintenance businesses and a small parade of retail/office units.

Victorian Whinbrook Lodge (fig. 3.90), neo gothic in style, is the most grand and ornate of the remaining gatehouses in the area with its turret, tall chimneys and external decoration [What was it originally related to? We are trying to find out]

The Falklands (figs. 3.91, 3.2 (p21), 3.92), Moorlands (fig. 3.93), Broomhills, and Street Lane West are mixed semi and detached houses, with areas of character housing within them eg along Moorland Drive where there are 2 pairs of spacious Victorian semis and a large 1930s villa. All streets have grass verges to the roadside, Falkland Mount being the greenest, with mature trees.



Fig. 3.88 Pond in Southlands Dr

Southlands Crescent has an interesting mix of unique houses including an art deco house which has undergone some sensitive modernisation (fig. 3.94).



Fig. 3.89 Retail area in Whinbrook Cres.

There are 3 apartment blocks facing Harrogate Rd. The most northerly is a flat roofed, 3 storey 1970/80s development of a series of blocks, some at right angles to the road and well spaced within



Fig. 3.90 Whinbrook Lodge



Fig. 3.91 Characterful doorway in the Falklands



Fig. 3.92 Falkland Rise



Fig. 3.93 Substantial detached house in Moorland Dr.



Fig. 3.94 Art deco house in Southlands Cres



Fig. 3.95 Modern apartment blocks (Kingsway Ct) surrounding Keldholm, a substantial Victorian house



Fig. 3.96 Beechwood Court

the grounds of the substantial stone built, 19th century house, Keldhome (fig. 3.95) visible at the back of the development. Efforts have been made to recognise the imposing character of this building by the careful spacing of the apartments within well kept gardens and the retention of mature trees and the original stone boundary wall.

To the south is the more recent brick faced Beechwood Court (fig. 3.96), a large block of 5



Fig. 3.97 Recent modern development on Harrogate Rd

stories built on the site of a former synagogue. It is felt by some that the mass of this development is inappropriate within the streetscape. Near the junction with King Lane is a very recent development of apartments with balconies (fig. 3.97). There is cream render and much use of visible steel but the retention of surrounding trees masks the building to some extent. It was built in the grounds of Southlands House, demolished in 2006.



Fig. 3.98 Allerton Lodge (listed) (see also fig. 2.7, p11)



Fig. 3.99 Honeysuckle Cottage

One of the most interesting features of this character area is the number of older stone built properties, some of which are now unfortunately hidden from the Harrogate Rd by later developments:

- Allerton Lodge (fig. 3.98), at the bottom of Falkland Rise is a large 18th century house, set behind an original high stone wall. It is now subdivided into flats but externally is little changed it is Grade 2 listed.
- Whinbrook Lodge (fig. 3.90) and Stables. The lodge has interesting detailed stone decoration.
- Honeysuckle Cottage (fig. 3.99) behind Kingway Court has its own footpath to Harrogate Rd.
- 305-307 Harrogate Rd (figs. 3.100, 3.101) Victorian 3-storey, brick built villas with intricately patterned barge boards and stone balustraded balconies at first floor level. They are set in substantial gardens with mature trees inside the original stone boundary wall.

St Gemma's Hospice (fig. 3.102), opened in 1978, is a major feature both architecturally and socially. The extensive modern low rise buildings are mostly faced in light sand coloured brick, quite distinct from other buildings in Moortown. The original house, of about 1840, remains and has been used as a chapel and presbytery, a nunnery and a school. There are substantial grounds, including a car park, behind a low, modern stone wall and painted railings. The buildings themselves are well masked by many mature bushes and trees around the inside of



Fig. 3.100 305-307 Harrogate Rd

the boundary. The stone boundary walls are an important unifying feature along Harrogate Road (fig 3.18 p25).

Near Moorland Drive is the only remaining milestone (recently restored) (fig. 2.4, p9) from the Leeds to Harrogate turnpike.

Spaces

There are no open spaces of any substance in this area. At the junction of Harrogate Road and King Lane is a wide triangle of open grass with mature and recently planted trees. In addition there are the triangular space and pond at Southlands Drive, a small circle of grass at the end of Whinbrook Grove and a small triangle of grass at the end of Moorland Drive.



Fig. 3.101 Architectural detail at 305-307 Harrogate Rd



Fig. 3.102 Original house at St Gemma's Hospice

Issues and Opportunities

- Parking generated by St Gemma's is still a problem despite adaptation to allow use of verge
- There remains a risk of further infill development
- Stone walls along both sides of Harrogate Rd are not protected
- Whinbrook Crescent: the forecourt is badly maintained, some properties are difficult to let. The whole area would benefit from refurbishment (or redevelopment for housing?)

Recommendations for improvement Area Five:

3.8 The ginnel joining the corner of Broomhill Drive to Harrogate Road should be preserved and clearly signed as a footpath

3.9 Further infill development to the grounds of the remaining large houses should be resisted. Where development is allowed proposals should respect the setting, open space, design and proportions of the host property

Community Aspirations

CA 3.6 The original milestone by St. Gemma's, already restored, should be maintained by Moortown Community Group or other appropriate body.

CA 3.7 The pond and its surroundings in Southlands Drive should be maintained and improved as an important open green vista for residents (see also Natural Environment).

Local Notable Buildings and Structures, which are considered by the NDS group to be suitable for recognition as 'non-designated heritage assets':

- Milestone, Harrogate Road (opp. Lidgett Lane) (fig. 2.4, p9).
- Honeysuckle Cottage, off Harrogate Road (fig. 3.99)
- 305-7 Harrogate Road (originally Nunbrooke) (figs. 3.100, 3.101)
- St. Gemma's Hospice – original house (originally The Grange), lodge and Harrogate Road boundary walls (figs. 3.102, 3.103, 3.18)
- Whinbrook Lodge and stables, King Lane (fig. 3.90)
- Keldholme and Lodge, Harrogate Road (fig. 3.95)
- Art Deco houses, Falklands (fig. 3.91)
- Art Deco house, Southlands Close (fig. 3.94)
- The pond in Southlands Drive (fig. 3.88)

Listed Building:

This is included in the national list of buildings of special architectural or historic interest and given special protection. It is designated by the Secretary of State under the Planning (Listed Buildings and Conservation Areas) Act 1990. Detailed information on listed buildings can be found at www.heritagegateway.org.uk and on www.imagesofengland.org.uk

- Allerton Lodge, Falkland Mount (466336) – Late 18th century, altered 19th century, grit-stone house now flats (fig. 3.98).

Recommendations for improvement All Areas:

3.10 The LCC Householder Design Guide (adopted April 2012) should be used and ensuring that extensions to houses are sensitive to context and well designed.

3.11 Permission for demolition of individual properties with gardens for replacement with apartment blocks should be generally be declined. This is particularly important for older buildings of character that as yet do not have protected status. Where the quality or condition of the existing property makes it impracticable to maintain it as a residence, approval for replacement should require that it be restricted to a size and mass which accords with the existing streetscape and is similar to the original property.

3.12 Development of residential gardens and backland sites without street frontage should be resisted.

3.13 New developments should retain existing mature trees and seek to plant new trees.

3.14 Any changes to boundaries, particularly to roadside boundary walls to be sensitive to surroundings. Any development which affects such

boundary treatments should seek to reinstate within matching materials and heights. Remaining stone walls and gate posts such as those along parts of Harrogate Road, Shadwell Lane, Sand Hill Lane, etc to be retained.

3.15 All remaining open spaces and vistas to be retained.

3.16 York stone paving and setts to be retained and /or replaced with like for like where work is required.

3.17 Street trees should be retained/ replaced and new planting undertaken to maintain the streetscape (see also Natural Environment), working with LCC Parks and Countryside and Highways.

3.18 All original cast iron street signs should be retained and kept in good order.

3.19 All original cast iron street seating should be retained and kept in good order.

3.20 All buildings identified in this document as heritage buildings should be considered as non designated heritage buildings and should be retained. Development which affects them should have consideration to the character, design and setting of such buildings to an appropriate degree.

Community Aspirations for All Areas:

CA 3.8 A major review of parking, transport, and pedestrian access, including wider pavements, seating, tree planting, maintained forecourts and fewer cars, to be undertaken by MCG with LCC, Metro and local traders to improve the streetscape, safety and social interaction on Moortown Corner parade for all users. (see Case Study, Section 9)

CA 3.9 Extensive roadside barriers in shopping areas to be reduced or removed altogether.

CA 3.10 The provision of toilets for shoppers should be promoted.

CA 3.11 The green space of gardens should be preserved

CA 3.12 A survey of significant buildings and walls should be undertaken with a view to identifying those which should be protected by listing or considered as Non Designated Heritage Assets with reference to Historic England's document "Local Heritage Listing".

CA 3.13 Opportunities to be sought to persuade owners of remaining open spaces to work with the community to make them attractive and available for public use and to work with the Council to identify opportunities for improvements to existing or new green space

CA 3.14 Consider using innovative funding such as an "Adopt a Tree" scheme for replanting and maintenance of trees. Opportunities should be sought to plant new trees at the road side creating more green avenues.

4 Natural Environment

4.1 Green space

There are a few residual open green spaces in Moortown (fig. 4.1), although residents do have access to green space within cycling or driving distance, such as Roundhay Park and King Alfred's fields and the forthcoming Moortown Park will be a major improvement to the area. A number of respondents to our survey also highlighted that it lacks any local authority allotment facilities and the nearest such sites have long waiting lists.

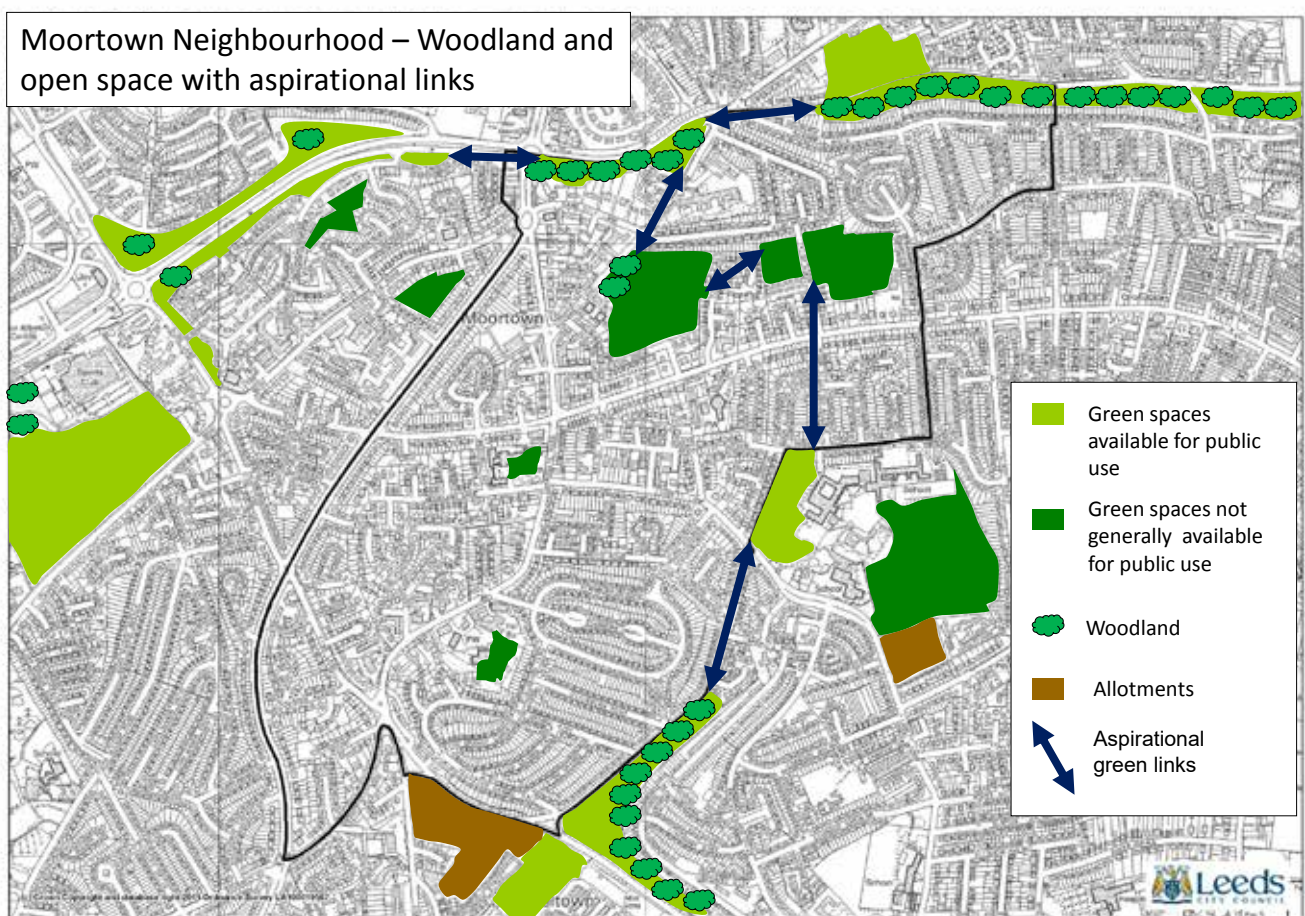


Fig. 4.1 Woodland and green space

There are a few residual open green spaces in Moortown (fig. 4.1), although residents do have access to green space within cycling or driving distance, such as Roundhay Park and King Alfred's fields and the forthcoming Moortown Park will be a major improvement to the area. A number of respondents to our survey also highlighted that it lacks any local authority allotment facilities and

the nearest such sites have long waiting lists.

The former Yorkshire Bank sports ground (4.7ha, 11.6acre) is the largest green space in the Moortown area suitable for recreation. It had been a playing field since early in the 20th century, purchased by Yorkshire Bank for the benefit of the health and well being of their staff (see Built



Fig. 4.2 Cluster of scots pines in former Yorkshire Bank sports ground

Env. for current details). It contains a cluster of mature scots pines (fig. 4.2) and solitary mature sycamore, weeping willow and oak trees (figs. 4.3, 4.4) in addition to copses at the eastern and western boundaries.

The current development by Scotfield of this site will see approximately two thirds become



Fig. 4.3 Trees in and around former Yorkshire Bank sports ground

a public park and additional play space for the Primary School with retention of all trees which are protected by TPOs and many other mature trees. The woodland along the western boundary will be tidied, with removal of the smaller self seeded sycamores and made accessible from the park. The park is expected to include areas of wildflower meadow, shrubs, wetland plants, as well as mown grass.

On High Moor Avenue there is a small grassed area, approx. 100m square however dog walking and ball games are prohibited on this private land. It is protected as playing field (UDP N6, a saved policy under the Core Strategy). Despite being private land it has substantial visual amenity value for local residents and those passing through. The trees, shrubs and surrounding undergrowth are a valuable wildlife haven. The site would be large enough for a sports pitch, some allotments or a community garden should the opportunity arise.

Roundhegians club has outdoor rugby pitches and is a protected playing field in the UDP, but is privately owned and does not offer public access.



Fig. 4.4 Mature well-shaped oak and weeping willow in former Yorkshire Bank sports ground

4.2 Woodland, copses and trees

Addyman Wood (LNA 002) (fig. 4.5) is a substantial couple of plots occupying the escarpment between the Ring Road and Shadwell Walk, West Park Drive West and extending east into Roundhay.



Fig. 4.5 Addyman Wood

It is old woodland recognised as part of the “Forest of Leeds” and contains mature sycamore, oak, beech, ash and some hazel, elm, holly and hawthorn. It is separated from the Ring Road itself by a wide grass verge.



Fig. 4.6 Shadwell Lane plantation

The wood which is beside the Ring Road does have public access via a path along the top of

the escarpment, behind the gardens. The path is poorly maintained and is unsuitable for children, the elderly and disabled in its present state. It would need to be tidied to make this site a small walkable area with less hazardous access.

Addyman Wood, along with the copses (fig. 4.6)



Fig. 4.7 Copse to the west of former Yorkshire Bank sports ground

between Shadwell Lane and Harrogate Road, making up the Shadwell Lane Plantation (LNA 097) (planted in the 1940s with beech, pine, larch, elm, with self-seeded holly, cherry, elder) comprise a valuable green corridor and an underused resource.¹

There are also smaller clusters of trees or copses to the west side of the former Yorkshire Bank sports ground, (fig. 4.7) a woodland plot in The Spinney (mature ash, sycamore and whitebeam - all have tree preservation orders or TPOs), High Moor Close (copse of mature beech with TPO), junction of Harrogate Road and King Lane (sycamore, horse chestnut, cherry and beech), junction of Harrogate Road and Gledhow Valley

¹ The areas are protected under the UDP and the relevant policy is a saved policy under the Core Strategy. Since March 2012 all woodland managed by LCC Parks and Countryside are certified under the Woodland Assurance Standard, demonstrating the highest standards of sustainability. LCC is committed to a 20-year management plan.

Road (lime, cherry, hawthorn), the circle of grass in Whinbrook Grove and the roundabout at junction of Scott Hall Road and Harrogate Road (ornamental cherry).

There is a need for a full review of trees in the area with respect to preservation and formal tree

preservation orders (a schedule of existing TPOs is provided in appendix i).

4.3 Tree-lined avenues

Tree lined avenues are a distinguishing feature of the area. Most notable of these are Street Lane (fig. 4.8), Lime Tree Ave., Stainbeck Road, Scott Hall Road and parts of Harrogate but many other roads still have some public trees.



Fig. 4.8 Shade from plane trees in Street Lane



Fig. 4.9 Tarmac replacing felled tree in Street Lane

However particularly in Street Lane where mature trees have been felled they have generally not been replaced (fig. 4.9), leading to a slow degradation of the appearance of the road and the shade provided. Concern has also been expressed by residents at what has been seen as excessive lopping of trees in Street Lane. The loss of trees from road verges and public spaces, such as Moortown Corner and Stainburn shopping parades and from gardens abutting the road (such



Fig. 4.10 Weeping willow at the junction of Scott Hall Rd and King La

as Street Lane) has added to this degradation of the environment.

Individual trees worthy of note include the weeping willow at the junction of King Lane and

Scott Hall Road (fig. 4.10), the Pine at the junction of Harrogate Road and Stainbeck Road and the sycamore in the grassy island in Stainburn Drive (fig. 4.11).

4.4 Wildlife

Wildlife has some space in Moortown in the open grassy areas in the north east corner, such as former Yorkshire Bank sports ground and woodland, particularly along the south side of the Ring Road.

Wet areas are limited to the tiny beck in Addyman Wood, the pond in Southlands Drive (fig. 4.12) and the boggy land on the northern edge of the former Yorkshire Bank sports ground. It has been reported that the pond in Southlands Drive harbours an unusual water snail, identified when the site was refurbished in the 1970s.

It is particularly the private gardens of Moortown which provide the environment for wildlife in the majority of the area, making it essential to protect them from building development or covering with concrete or tarmac. There are scattered small grassy plots at road junctions throughout the area, few of which are large enough to support a significant variety of wildlife.

Wildlife corridors (fig. 4.1) have not been formally declared. However, the broad band of woodland (and some grass), that extends into Moortown along the south side of the Ring Road from open farmland in the east to Shadwell Lane, is only temporarily broken there before extending through the copses north of Sand Hill Lane, linking up with grassland either side of the Ring Road down toward the wooded Meanwood valley. A second,

less complete corridor might be identified from Gledhow Valley Woods, northward along the south eastern boundary of the area toward the Allerton Grange School playing fields.

The area as a whole has not been surveyed from an ecological perspective but West Yorkshire ecology advises us (fig. 4.13) that vesper species (including pipistrelle) bats, common frogs and hedgehogs have all been noted in the area and are UK Biodiversity Action Plan priority species. Addyman Wood is of high conservation value, having areas of wet woodland, while other woodland areas in Moortown may fall within the definition of Lowland Mixed Deciduous woodland, another priority habitat (see Core Strategy policy G2).

Given the limited extent of open green space, every effort should be made to make use of built structures to enhance wildlife opportunities, such as green roofs, new tree planting, installation of bird or bat boxes.



Fig. 4.11 Sycamore in Stainburn Dr



Fig. 4.12 Pond in Southlands Dr

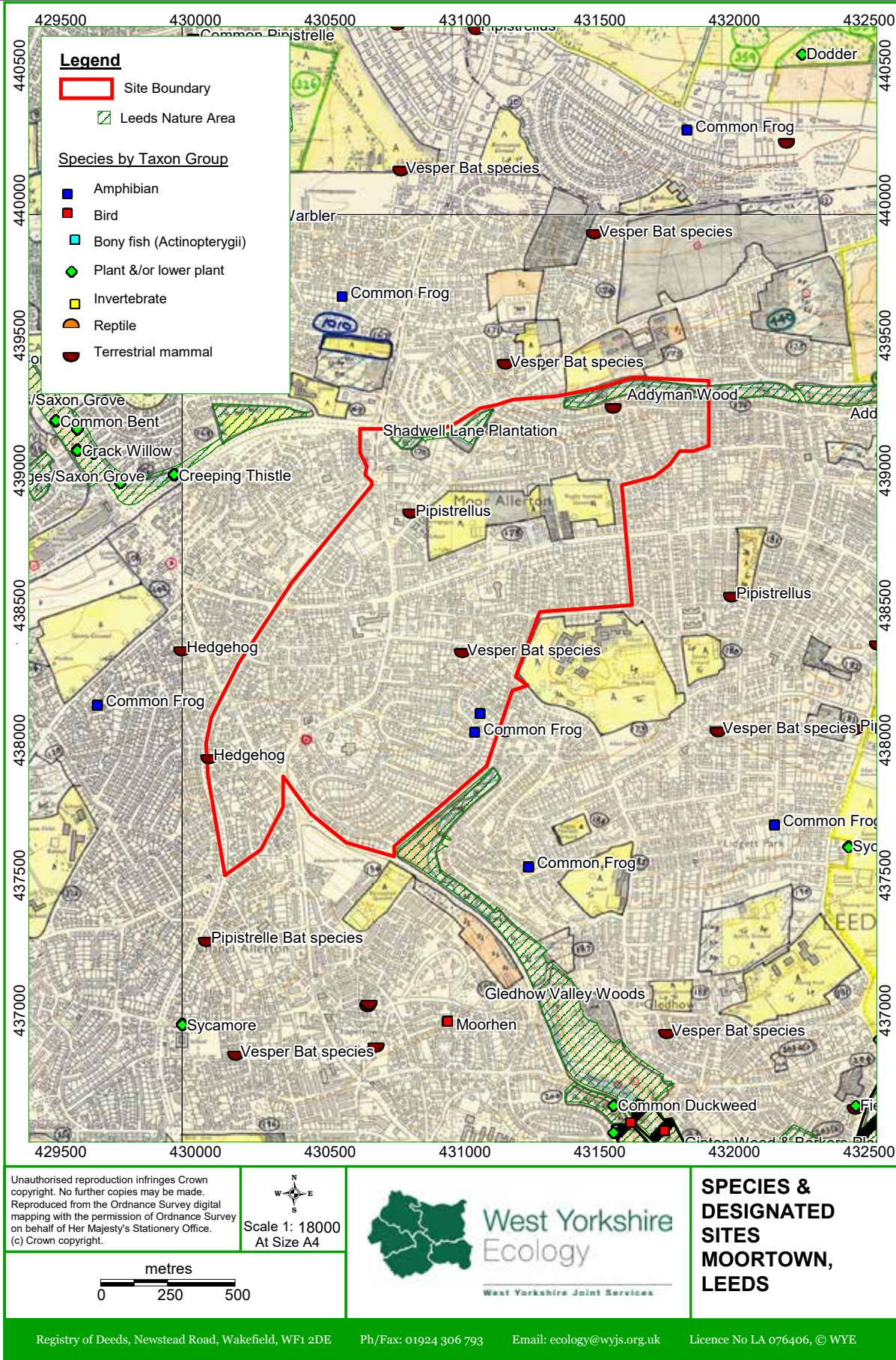


Fig. 4.13 Logged observations of important species in Moortown area (courtesy of WYorks Ecology)

Tree Preservation Orders:

Orders can be made by Leeds City Council to prohibit, in the interests of amenity, the cutting down, topping, or lopping of trees, singly or in groups, or woodlands, without the local planning authority's consent. Orders are made under the Town and Country Planning (Trees) regulations 1999. Contact the Council's Landscape Planning Team for further information (quoting the TPO reference number). (Schedule of existing TPOs in appendix i)

Protected Greenspaces:

A number of policies in the UDP protect green spaces from development, including Urban Greenspace (N1), Protected Playing Pitches (N6) and Leeds Nature Areas (N50). Once adopted, the Core Strategy Policy G6 will supersede those UDP policies and set out the criteria to protect existing greenspace, although the designations as greenspace on the UDP Proposals Map will remain until the Site Allocations Plan is progressed. Sport England policies also protect existing playing pitches.

LNA 002 – Addyman Wood

LNA 097 – Shadwell Lane Plantation

Issues and Opportunities

- Limited publicly accessible open green space
- Lack of allotments compared with demand
- Heavily built up area
- Heavy reliance on gardens as wildlife habitat

There is a potential for an attractive path linking woodland from Harrogate Road to Roundhay Park through the Shadwell Lane Plantation and Addyman Wood. The existing paths following desire lines would benefit from formal surfacing to make them more accessible and the provision of rubbish bins and occasional seats.

If the opportunity arises the open land in High Moor Avenue should be taken into public ownership with a view to provision of a further park, a wildlife area, community gardens or allotments.

Recommendations for improvement Natural Environment:

4.1 Moortown Park to be developed retaining mature trees, making best use of the area of poor drainage for wetland, enhancing wildlife with wildflower planting and ensuring access and sustainability.

4.2 Green / wildlife corridors along the Ring Road boundary and northward from Gledhow Valley woods should be maintained and enhanced, including retention and enhancement of connectivity and incorporating biodiversity planning into design of any developments around them.

4.3 Roadside trees that have been felled, including those lost over a period of years, should be replaced wherever possible and a programme of planting

established in accordance with Core Strategy Policy G2.

4.4 The only remaining pond in the area, in Southlands Drive should be maintained and enhanced.

4.5 Access to woodland areas should, where possible, take account of the needs of all users.

4.6 Consideration to be given to provision of green infrastructure on new developments and encouragement to be given to retrofitting of green infrastructure to existing developments. Reference to be made to the NPPF document "Practical Guidance on Green Infrastructure".

4.7 All planting schemes within developments should consist of native species of local provenance only in order to best support local mammal, bird and invertebrate populations.

Community Aspirations

CA 4.1 A survey of trees is required, to be checked against the TPO schedule with a view to establishing a comprehensive tree strategy and seeking grants for new planting. Important trees should be protected.

CA 4.2 A volunteer group should be established to help maintain and improve the woodland areas for the benefit of walkers and wildlife in conjunction with LCC Parks and Countryside.

CA 4.3 A wildlife survey of the principal habitats should be conducted in conjunction with LCC Parks and

Countryside. If possible, this should be linked to a wider ecological survey by, for instance, West Yorkshire Ecology, if funding can be obtained (possibly through an educational programme).

CA 4.4 Construction of a formal walking route from Harrogate Road to Roundhay Park through the Shadwell Lane Plantation and Addyman Wood.

CA 4.5 Where viable for new developments, verges and parkland, trees should be of a species capable of growth to exceed building height and managed to do so with provision made for succession planting

5 Transport, Access and Movement

5.1 The local highway network and parking

Moortown is crossed by a number of major roads and intersection points (fig 5.1). Two major north-south routes from the city centre to Harrogate and beyond (Scott Hall Rd and Harrogate Rd) converge at Moortown and are crossed here by principal east –west routes (the outer Ring Rd and Street Lane). These routes do provide good connectivity but are affected by congestion which occurs mostly in the commuting peaks.

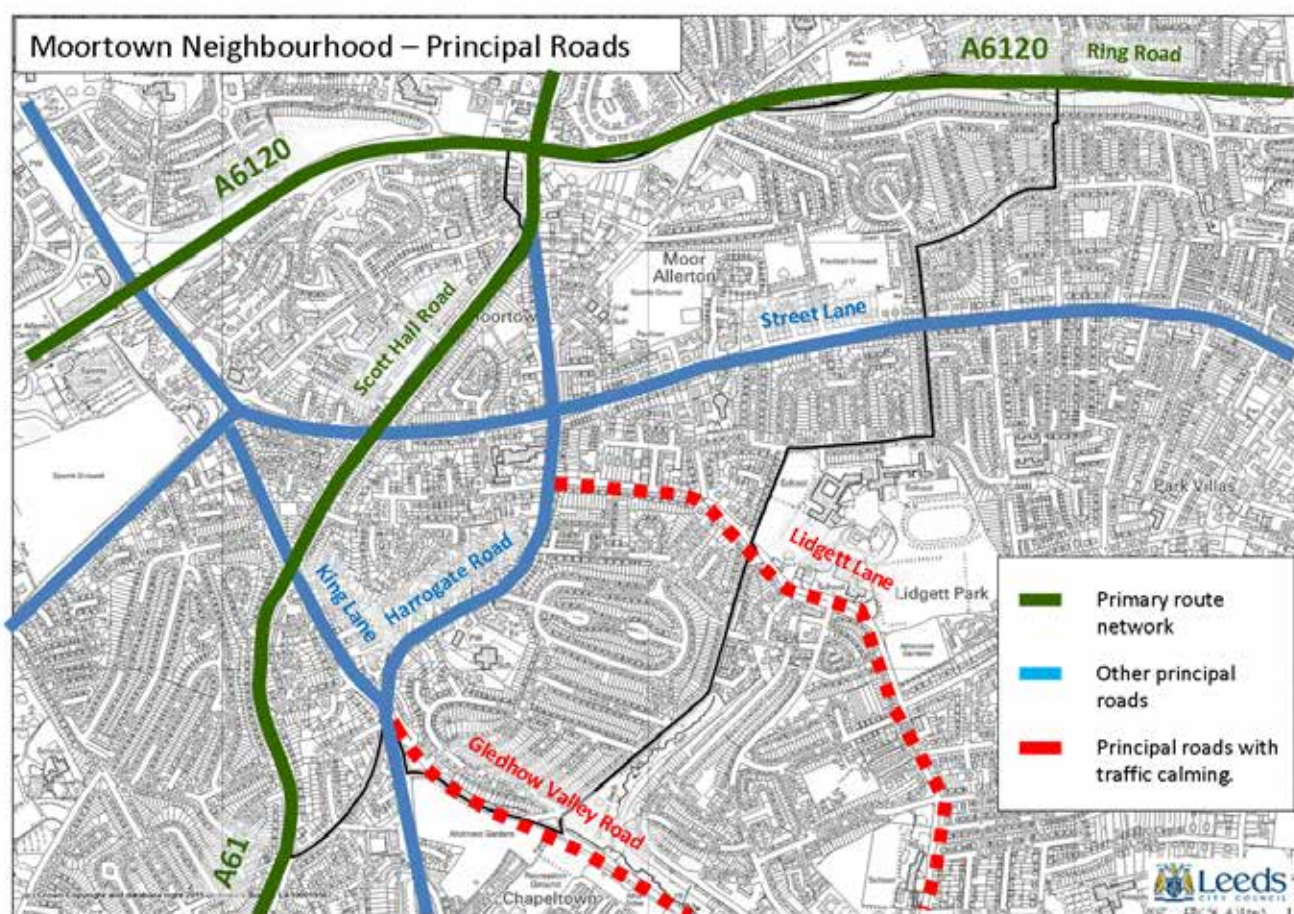


Fig. 5.1 Major routes through Moortown

High volumes of traffic can have negative impacts on the community by creating barriers to pedestrian movements, creating safety issues, slowing down local public transport, and impacting adversely on local air quality. This will only get worse if traffic levels grow.

To address these concerns there is a need to find ways to reduce the number of car journeys through Moortown by facilitating a modal shift away from the car. This can in part be achieved

through encouraging greater use of public transport, encouraging more walking and cycling for the more local journeys and perhaps developing a park and ride on the A61.

More specifically, Scott Hall Road, Harrogate Road and Shadwell Lane (fig. 5.2) suffer considerably from this peak congestion, especially at the junction of the A61 with the Ring Road. In the evening peak traffic regularly tails back from Moortown Corner down Harrogate Road as far



Fig. 5.2 Congestion at Harrogate Rd / Scott Hall Rd junction

as Stainburn Parade and down Scott Hall Road. Shadwell Lane has heavy traffic throughout the day and, being narrower than other major routes, suffers from extensive daytime parking (fig. 5.3).



Fig. 5.3 Parking in Shadwell La

- Congestion and traffic volume can lead to rat running (eg through Broomhill Avenue and Moorland Drive to avoid traffic lights at Moortown Corner).
- High volumes of traffic can have a severing effect on communities such as between St. John's Church and the centre of Moortown.
- Parking problems exist in Moortown largely because of high level of car ownership and usage and an overall shortage of parking spaces. There are limited opportunities for expanding car parking provision, given the shortage of available land, and traffic management measures that are designed to limit roadside parking,

- Where parking is permitted on shopping parades there can be a conflict with pedestrian access and safety. This is a major issue at Moortown Parade (see Moortown Corner – case study, Section 3.2 for further details).
- There is an issue of people parking cars partially or wholly on pavements (fig. 5.4) and or grass verges even where bulbs have been planted. This causes obstructions and serious deterioration of the verges.



Fig. 5.4 Parking obstructing the pavement

- Through considerable efforts on the part of residents, council members, council officers and the management of St. Gemma's Hospice, it has proved possible to find a compromise solution to parking on verges in Moorland Drive. We regard this as a good example of how distress due to antisocial parking can be minimised.
- Whilst through HGV traffic is low, some issues do arise from local freight traffic. M&S, the Co-op, Sainsbury's Local and the anticipated Morrisons store all need to be served regularly by HGVs.
- Concerns were also expressed in our survey about speed limits, road crossings and air pollution.

5.2 Public Transport

The nearest railway station is in the centre of Leeds and there are presently no light rail proposals. Moortown is served by the following bus routes:

No.	Route	Frequency
36	Leeds - Harrogate - Ripon (with connections at Harrogate)	15 min
2	Middleton - Leeds - Moortown - Roundhay (Then 12 to Leeds)	10 min
3/3A	White Rose Centre - Leeds - Brackenwood (Then 13/13A to Leeds)	10 min
7A	Leeds - Moortown - Alwoodley	20 min
7S	Leeds - Moortown - Shadwell	20 min
38	White Rose Centre - Armley - Headingley - Moortown - Gledhow	hourly
48	Leeds - Moortown - High Moors	hourly
8	Pudsey - Moortown - Halton along Ring Road	hourly
781	One bus a day runs to and from Otley (service 781).	daily

Bus routes and service frequencies.

Route frequencies shown are in both directions through the main part of the day (Monday to Saturday). Service 36 is popular because it is speedier and comfortable. Service 8 could be much more accessible if rerouted through Moortown Corner.

A park and ride on the A61 could offer car users an alternative choice to driving into the City Centre and/or accessing rail services. A potential site could be on land opposite the Leeds Grammar School and it is important that land be protected. A park and ride here could serve residents in Alwoodley and areas north of Leeds.

There is an area to the south and east of Moortown in which residents are more than a ten minute walk from a bus stop. Our survey showed disappointment at the reduced services along Shadwell Lane and the high cost of bus fares.

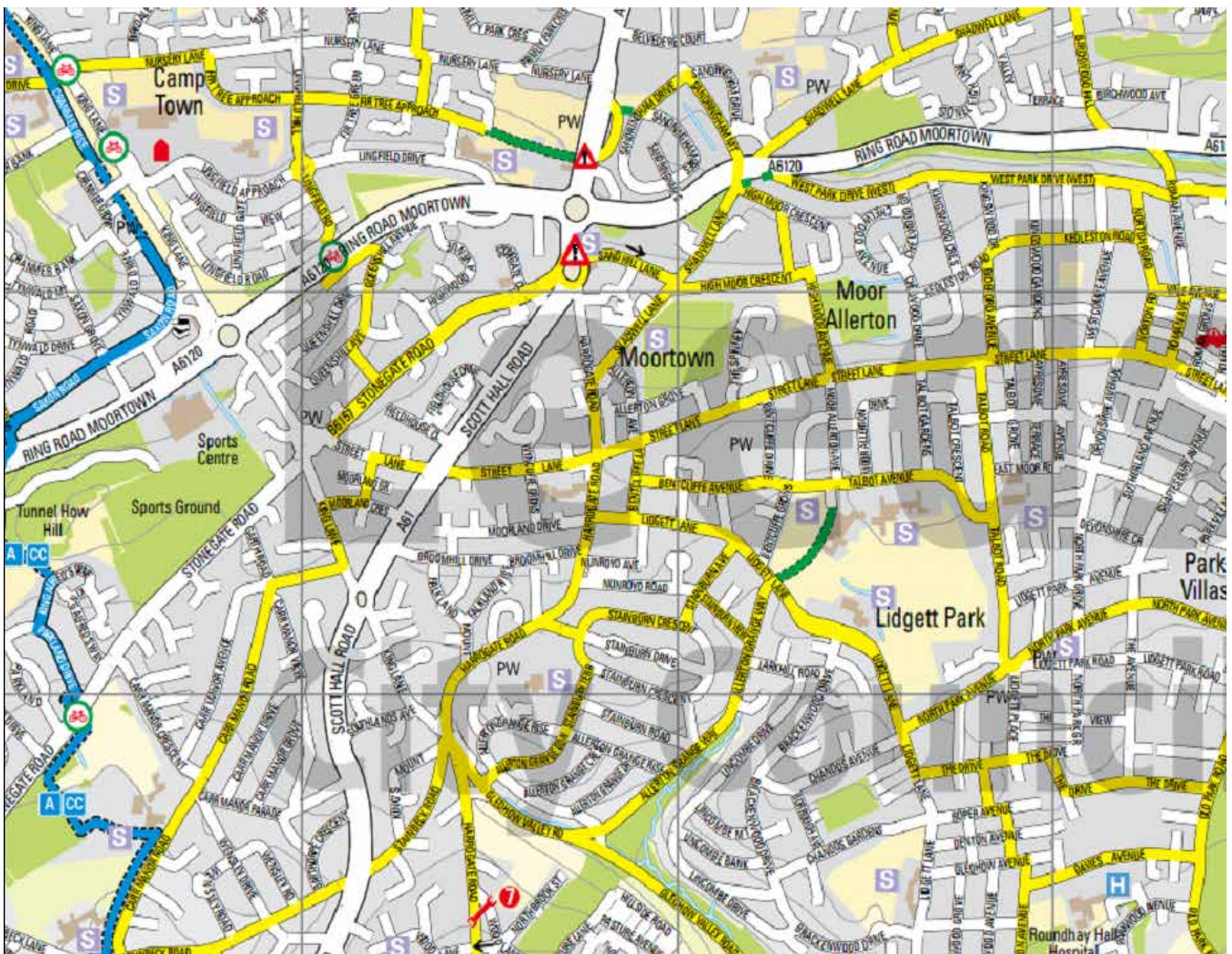
Information at bus stops is patchy. Some have timetables and real time information screens;

others do not even have a shelter so that waiting in inclement weather is uncomfortable. However the introduction of systems that enable one to track the next bus by text or phone app have been a great advance. An "oyster card" type of payment system would be a further advance.

Several bus routes cross at Moortown Corner making it a natural interchange point/transport hub. At the two stops, where there are bus shelters, Metro have now provided an A-Z destination table showing where to catch the bus. No network maps are presently available.

5.3 Cycling

To encourage cycling, safer routes need to be developed and more cycle stands should be provided at key locations. The NDS survey revealed a strong desire for more cycle routes although concern was expressed at the behaviour of some cyclists. A strategic cycling network is being developed by Leeds City Council (fig. 5.5), including proposed routes within Moortown but at the moment this does not include any specific provision for new dedicated cycleways.



Key	
	Traffic-free path
	LCCN Route or other signed route on-road
	LCCN Route or other signed route off-road
	Advisory route
	No through road
	Other roads
	Path where you should walk your dog etc. may also only at posted times
	Bridleway rough in places
	Cycle lane
	Bus lane / with contra-flow
	One way street
	Toucan or signalled crossing
	Cycle locker
	Cycle parking stand
	Cycle shop
	Rail station
	Bus or coach station
	Important building
	College
	School
	Hospital
	Car Club parking bay
	Library
	Place of Worship
	Junctions that require extra care
	National Cycle Network route number
	Cycle parking stand
	Leeds Cycle Action Group meeting point

Leeds Core Cycle Network (LCCN)	
	Alwoodley to City Centre
	Wyke Beck Way (for Roundhay Park follow it for Temple Newsam follow it)
	Middleton to City Centre
	Armley to City Centre
	West Park to City Centre

Note: On all radial routes follow CC signs for City Centre.

Fig. 5.5 Potential cycling routes identified by Leeds City Council

In developing the cycle network account needs to be taken of direct and easily cyclable routes, road safety considerations and the use of lightly trafficked roads. Cycle lanes need to be continuous, not stopping at difficult junctions.

Provision for the cyclist in Moortown is limited:-

Cycle support/locking hoops at:

- Moortown Parade x2 (pavement outside chemists)
- Street Lane x2 (pavement outside Marlows)
- Moortown Corner x2 (pavement outside the Yorkshire Bank)
- HSBC x2

Cycling lanes/routes

- Several small sections exist on both sides of Harrogate Rd. at King Lane / Gledhow Valley Rd. junction.
- There is also a very short section from Gledhow Valley Rd. to Allerton Grange Way.

As with public transport, a number of cycle hubs could be created, supported by a network of cycle routes. This could be used to raise awareness that locations such as Moortown and Stainburn Parades which can be accessed easily using a bicycle. These hubs should provide cycle storage points and a map showing the cycle network.

5.4 Walking

The NDS survey showed that only about 8% of people in Moortown walked to work but that 64% of schoolchildren walked to school. There are only a few off-road footpaths in the Moortown area (fig. 5.6). The option of expanding the off-road public right of way network needs to be considered.

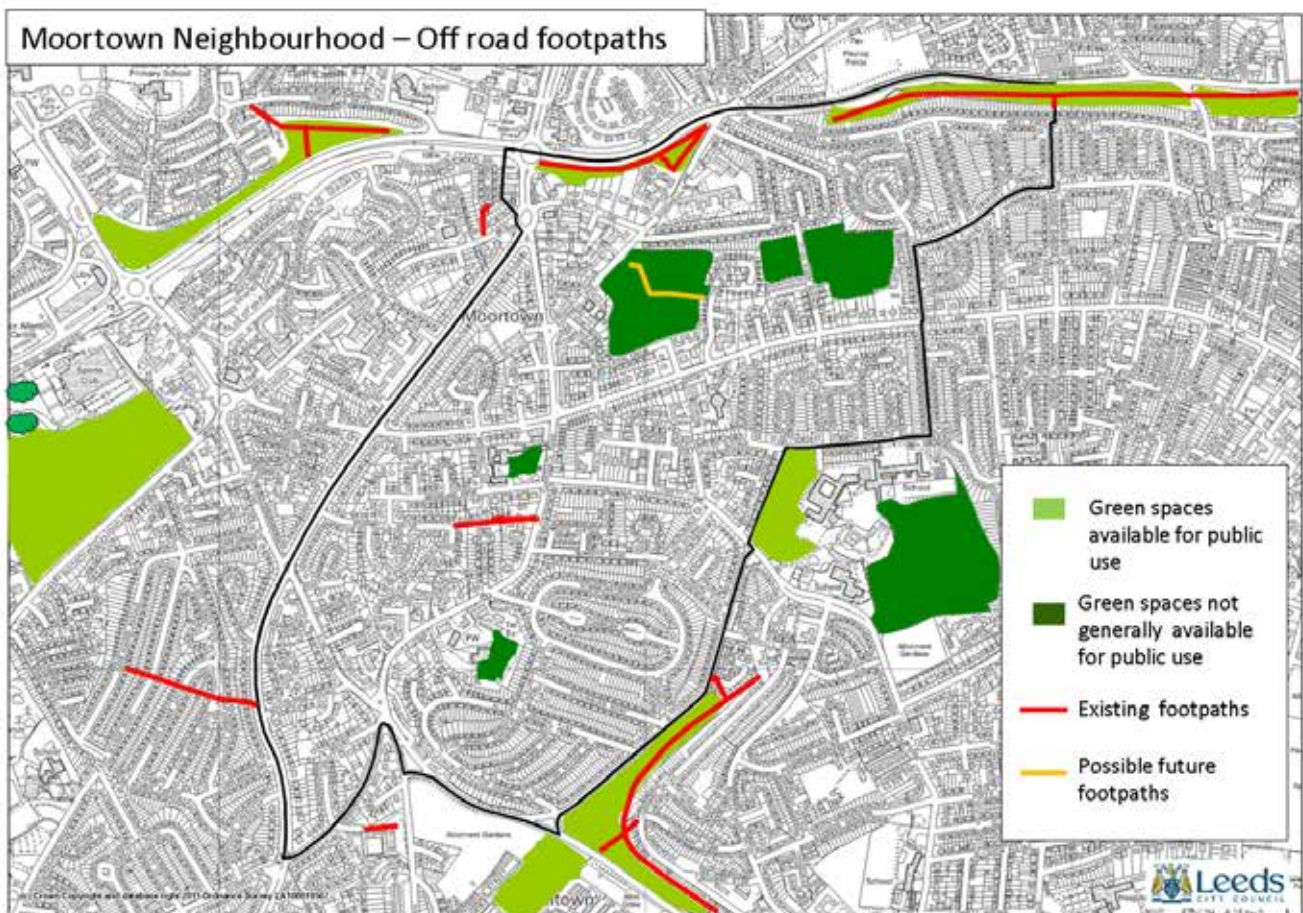


Fig. 5.6 Existing and potential off-road walking routes in Moortown

The NDS survey showed that only about 8% of people in Moortown walked to work but that 64% of schoolchildren walked to school. There are only a few off-road footpaths in the Moortown area. The option of expanding the off-road public right of way network needs to be considered.

Walking may be hampered by:

- Cars parked on pavements, especially where this prevents the easy passage of prams, pushchairs or wheelchairs.
- Overgrown hedges, the poor condition of pavements (fig. 5.7), wheelie bins left on the footpath (fig. 5.8), lack of timely removal of slippery leaves and treatment of icy footpaths.
- Speeding traffic – enforced speed limits may reduce the perceived risk of walking, especially to school.
- The need to cross busy roads—the NDS survey identified 12 points where mention was made of a need for crossings.

The ginnel from West Park Drive West to the

Ring Road via Addyman Wood is poorly surfaced, partly overhung by hedging and inadequately sign-posted. The one joining Broomhill Drive to Harrogate Road is in good condition, but needs



Fig. 5.7 Irregular footpath due to degradation

to be better sign-posted. A ginnel, recorded as a public right of way, formerly ran between the Chained Bull pub and Wycliffe Gardens. This became blocked off at the time of building of Marks and Spencer, but the ginnel remains between nos 24 and 26 Wycliffe Gardens, although the passage is poorly maintained and overgrown. Every effort should be made to keep existing walking routes open and in good condition.



Fig. 5.8 Obstruction of footpath by wheelie bins

For details of Public Rights of Way in Leeds, together with details of their status, on a Definitive Map, contact the PrOw Team in Parks & Countryside.

5.5 Mobility and disability

Ensuring accessibility for all sections of the Moortown community especially those in the disabled community is a core aspect of this document. It is Leeds City Council policy to make its highways fully accessible to disabled users where appropriate and to facilitate this with the provision of dropped kerbs (fig. 5.9) to enable disabled pedestrians to safely negotiate road junctions.

Leeds City Council provides dropped kerbs at such appropriate locations whenever renewals take place and has been given specific new powers to take action against people who park their cars obstructing dropped kerbs.



Fig. 5.9 Dropped kerb at Moortown Corner



Fig. 5.10 Uneven flags



Fig. 5.11 Step between footpath and driveway

There is:

- Good provision of dropped kerbs at junctions, almost universally on main routes (one exception is King Lane/Scott Hall Rd.jcn) and extensive provision elsewhere. Tactile paving, provided to assist those with impaired vision to negotiate crossings, was found at some crossings, but not universally.
- The surface condition of some pavements, where flags have become uneven or tarmac degraded, particularly along Street Lane is a problem for scooters or wheelchairs and prams / pushchairs (fig. 5.10). Steps in pavements at drive access points (fig. 5.11) are sometimes prohibitively high.
- Overgrown hedges are also an obstacle such as on the north side of Lidgett Lane and Falkland Mount (fig. 5.12).
- The positioning of street furniture is a problem at some locations (fig 5.13) and needs to be considered for all new works.
- Wheelie bins on pavements are a problem (fig. 5.8).



Fig. 5.12 Hedge overhanging footpath

The NDS survey revealed concern over parked vehicles, dropped kerbs and wheelie bins.

Clearly there is more that can be done to improve the environment for those with a disability.



Fig. 5.13 Lamppost obstructing footpath (now repositioned)

Recommendations for improvement in relation to Transport, Access and Movement:

5.1 A programme of 20 mph speed limits should be imposed on some residential streets, such as near schools or where “rat running” occurs.

5.2 A comprehensive parking management strategy is required for Moortown.

5.3 Real Time information should be provided at all bus stops at Moortown Parade and all other principal locations.

5.4 Bus route no. 8 should be rerouted through Moortown Corner (possibly via Shadwell Lane and Street Lane West)

5.5 Land along potential cycle route corridors should be protected.

5.6 Land along potential future footpath corridors should be protected.

5.7 Pedestrian crossing facilities should be improved at Moortown Corner, Street Lane, Harrogate Road, Gledhow Valley Road and Lidgett Lane to support walking routes. Exact locations to be determined following further local consultation.

5.8 Consideration should be given to making traffic lights at the Street Lane junction and Shadwell Lane junction stop traffic in all directions at one time.

5.9 Existing footpaths must be maintained to a standard satisfactory for safety and convenience of pedestrians.

5.10 The ginnel from West Park Drive West to the Ring Road via Addyman Wood should be made more pedestrian friendly by resurfacing and by ensuring adjacent hedging does not overhang. A clear footpath sign should be erected.

5.11 The ginnel joining the corner of Broomhill Drive to Harrogate Road should be preserved and clearly signed as a footpath.

5.12 Programmes for clearing the main walking routes of autumn leaves and snow (and gritting them) must be maintained.

5.13 Where driveway access impairs smooth passage along the footpath, ramps of consistent material should be used to even out the surface.

5.14 New lampposts and signage should be located so as not to impede pedestrian movement.

Community Aspirations

CA 5.1 Parking arrangements at Moortown and Stainburn parades should be improved to enhance the appearance and pedestrian friendliness (see Case Study, Section 9).

CA 5.2 A public transport information board should be erected at Moortown Parade. Network maps and maps showing where to catch buses at Moortown should be posted at stops.

CA 5.3 There is a need to improve service frequencies on routes 8, 38, along with a need to speed up services, supported by an affordable fares policy.

CA 5.4 A park and ride facility should be developed on the A61 north of Leeds

CA 5.5 Introduction of an “oyster card” type payment system

CA 5.6 Provision of additional cycle lanes and improved cycle priority.

CA 5.7 Creation of a definitive cycle network with supporting signage and information.

CA 5.8 Provision of more cycle stands at principal locations such as Moortown and Stainburn Parades

CA 5.9 All new developments should include appropriate, secure cycle storage provision.

CA 5.10 Cycle stands must allow accessible environment for all users

CA 5.11 A walking route network should be developed in Moortown, supported with signage and information, with help from LCC Parks and Countryside and Highways.

6 Community Facilities

6.1 Service and trade

The retail and trading facilities of Moortown are distributed over 7 sites in the NDS area (fig. 6.1).

Our survey of traders in Moortown revealed a total of 76 businesses. Out of 49 responses 11 were from retailers. A majority of traders indicated in our survey that they would like to see an increase in the range of shops in Moortown and would support the introduction of a “farmers market” as well as more restaurants or pavement cafes.

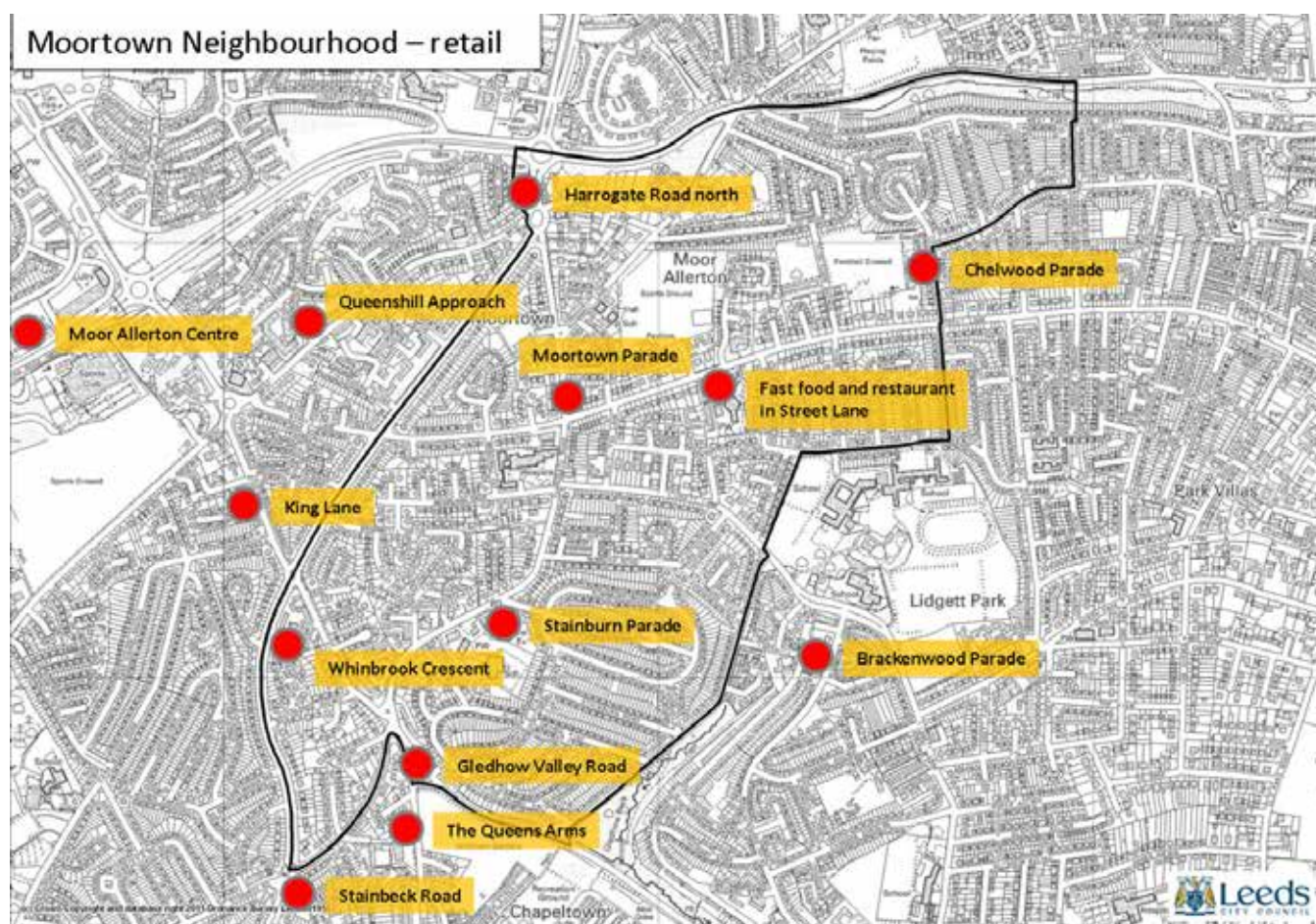


Fig. 6.1 Retail areas in Moortown

Our survey of traders in Moortown revealed a total of 76 businesses. Out of 49 responses 11 were from retailers. A majority of traders indicated in our survey that they would like to see an increase in the range of shops in Moortown and would support the introduction of a “farmers market” as well as more restaurants or pavement cafes.

The biggest single issue traders wished to see

(41 out of 49) was improved car parking but there were no suggestions as to where this could be provided.

Our general public survey revealed widespread discontentment with the perceived progressive loss of small independent shops and replacement in our shopping parades by banks, charity shops, estate and betting shops.

By far the largest of these is focused at Moortown Corner, which is designated a Higher Order Local Centre under policy SP2 of the Core Strategy. The whole shopping centre, including the M&S store, the Corner House and the Yorkshire Bank Building, is recognised under the Core Strategy which identifies and protects the parade on the east side of Harrogate Rd as a “primary shopping frontage” and the Corner House as a secondary frontage.¹



Fig. 6.2 Harrogate Road parade at Moortown Corner

The section of Harrogate Road between its junction with Shadwell Lane and Street Lane is the ‘heart’ of Moortown – the nearest equivalent to a High Street or Main Street. There is a continuous parade of shops on the eastern side (Harrogate Rd Parade) (fig. 6.2) and a Marks and Spencer supermarket (fig. 6.3) with large car park on the western side at the Shadwell Lane junction. The other commercial development at the Corner House on the western side at the Street Lane junction (fig. 6.4). is currently being redeveloped (details in Built Env,)

Few independent retailers remain: there are a kosher deli, a newsagent and a baker. Our last independent greengrocer and a carpet shop



Fig. 6.3 The Marks and Spencer store

have recently closed. There are several charity shops and numerous bank and building society branches as well as estate agents, all of which are well used. Other services include a pharmacy, an undertaker, a hairdresser and a key cutting/shoe repair business.



Fig. 6.4 The Corner House (former casino) and retail outlets below at Moortown Corner

The lack of space for outdoor displays, cafes and conflict between cars and pedestrians are detailed in Moortown Corner –case study (Section 3).

¹. The Site Allocations Plan (Issues and Options stage, June 2013) proposes to maintain these. Although Moortown Corner is designated a “Higher Order Local Centre” under Core Strategy it has much that would fit with designation as a “Town Centre”. For instance, it “provides for weekly and day-to-day shopping”. The Centres Study 2011 said “Moortown Corner was an identified district centre to be the focus for significant expansion during the 1960’s, but this was not delivered and the Moor Allerton centre emerged as a consequence to meet needs in this part of the City.” It could be argued now that with the expansion of M&S for weekly shopping, further supermarket openings and the weak performance at Moor Allerton, Moortown Corner is the more appropriate site for Town Centre designation.

There is a smaller collection of shops to the west of Harrogate Road north of the Scott Hall Road roundabout (fig. 6.5), comprising a print and stationery business, a cake supplies shop, a



Fig. 6.5 Shops at northern part of Harrogate Rd

removals company and a funeral director, within 2-storey brick buildings, the Co-op which houses the post office, and the petrol station with the attached shop. The well-regarded post office is not well placed as busy roads need to be crossed to reach it.



Fig. 6.6 Retail units at Chelwood Drive

The parade of shops in Chelwood Drive (fig. 6.6) has now become largely taken over by commercial offices and dental practice (although a convenience store opened relatively recently it has since closed again to be replaced by a cafe). Should there be difficulty in the future finding retail occupants for these premises, consideration

should be given to conversion to residential use as has happened in High Moor Crescent (fig. 6.7)

Between housing in Street Lane there is a retail area comprising fast food outlets and fish restaurant (fig. 6.8), set well back from the road with good parking facilities.



Fig. 6.7 Shops converted to houses in High Moor Cres

The “mock tudor”-fronted shops of the Stainburn Parade (fig. 6.9) are essential features of the area. Retailers include a highly valued baker, with a café at the rear, a beer/wine shop and popular hardware shop. Many of the premises are now fast food outlets, some with a restaurant attached.



Fig. 6.8 Fast food outlets and fish restaurant in Street La

The parade is somewhat let down by signage attached to the buildings and advertising in the

surrounding green space. The loss of the post office from this parade means the residents from this part of Moortown must travel to the Coop or go outside the area to Roundhay, Gledhow, or Chapel Allerton. The newly opened Sainsbury's local store, with cashpoint, is an asset but has added to traffic issues at the exit onto Harrogate Rd.



Fig. 6.9 Stainburn shopping parade

The Gledhow Valley Road parade of shops (fig. 6.10) is neat and tidy, comprising two hair and beauty shops and three food outlets. To the front there are trees, floral displays outside two of the shops, but also weed-ridden grass.



Fig. 6.10 Gledhow Valley Rd parade

Whinbrook Crescent has 2 garages, one with car sales. There is a row of 2-storey, beige-brick-faced retail units (fig. 6.11), which look past their best, housing a tailor, a fast food outlet, a financial

consultant and hairdresser. The forecourt to these units has poorly maintained tarmac and concrete steps and is in need of a major overhaul to make it more attractive and accessible to customers.



Fig. 6.11 Whinbrook Cres parade

Moortown Corner is the commercial hub of the defined area and for such a busy shopping centre is surprisingly lacking in restaurants, cafes, pubs or bars.

There is a very small café open during the day in the Corner House complex and there was briefly a licensed, Asian restaurant open in the evening (now closed). Recently a further cafe has opened toward the northern end of the parade. Parking for these facilities is very limited and congested. Moortown had only one pub, the Chained Bull, originally an 18th century turnpike inn, which had been rebuilt in the 1930s, but it was demolished in 2008 for development by Marks and Spencer as a car park.

Away from Moortown Corner and along Street Lane is a well-established, licensed fish and chip restaurant with a separate takeaway, along with two further takeaways, one Indian and the other Italian. Parking facilities are adequate for these establishments. There is a licensed, private members' club on the corner of Lidgett Lane, which has a meeting room for hire, and more takeaway establishments in the Stainburn Parade. (see above)

The parade of shops on Gledhow Valley Road,

just off Harrogate Road is home to a tapas bar and 2 take-away businesses, in quite green surroundings. Parking facilities are good although the immediate area around the parade could be made more attractive. There is no wheelchair access to the restaurant. There is a further takeaway in Whinbrook Crescent off King Lane.

Many respondents to our survey indicated a desire for more cafes, restaurants and a family friendly pub in the centre of Moortown.

6.2 Sports and recreation Facilities

There are no local authority sports centres within the area defined for this NDS. Two private sports clubs, the Moor Allerton Sports and Social Centre (Stonegate Road) and the Chapel Allerton Squash and Gym Club are just beyond the boundary of Moortown for the purpose of this document.

In the Moortown survey both adults and children highlighted the lack of sports facilities. Some respondents were happy with the Scott Hall leisure centre but many criticised it as offering poor quality, being poorly maintained and too distant (3km from Moortown Corner). The David Lloyd Centre (private), though having excellent facilities, was considered too expensive and is not readily accessible by public transport. Both facilities are too distant for most of the population to walk there. There is a small pay as you go gym above the golf shop on Street Lane – again just outside our area.

Roundhegians RFC ground in Chelwood Drive has rugby pitches, a sports hall and club house which is accessible by private membership only. The sports hall appears to be well supported by an active badminton club, adult and youth teams, and the club house can be hired by members for private functions.

The proposed Moortown Park (see Built Env) is expected to contain children's play areas, wildflower planting, woodland and wetland areas

as well as mown play areas and a dedicated outdoor play area for Moortown Primary School. Even with this valuable resource recreational space within Moortown will remain at a premium.

A number of residents noted the long waiting list for allotments and a wish to have greater provision more centrally placed within Moortown.

6.3 Places of Worship, Community Centres, Youth Clubs

Respondents to our survey showed a high level of satisfaction with places of worship in and around Moortown.

Moortown has two places of worship, the Immaculate Heart of Mary Catholic Church on Harrogate Road and the Beth Hamidrash Hagadol Synagogue on Street Lane. However there are a number of churches and synagogues on the perimeter of the area, within fifteen minutes walking distance for residents.

The residents' survey highlighted great concern at the lack of community centres which would benefit the well being of the elderly, young people / teenagers and under 5s. The Queen's Hall with the Catholic Church on Harrogate Road hosts a cub scout group, faith events open to the public, type-specific events e.g. dance classes, hire of the facility for large family events and to the public in general. It is also used occasionally as a polling station. Synagogues also host facilities for the Jewish community. There are facilities for the community in the places of worship on the periphery of the Moortown area, but they are not easily accessible to the majority of the residents and especially the elderly and disabled. Also they are not advertised

to the general public unless there is a money raising event for that specific place of worship.

Youth Clubs are very few and far between except for those run by local religious establishments. There was a Jewish Youth Club at the Zone building at the roundabout on the corner of Harrogate Road and Sand Hill Lane but that is now closed.

6.4 Public amenities

Recycling provision in the area is limited, with the nearest significant "bottle banks" being at the Moor Allerton Centre, the Co-op at Chapel Allerton, Roundhay Park (Princes Avenue car park) and Tesco in Roundhay Road—all well outside our area. St Gemma's Hospice also has some publicly available recycling facilities and the Corner House Club has a small bottle collection point.

There are no publicly accessible toilets at any of the retail areas.

Public seating is also at a premium although there are benches outside Marks and Spencer, at the Shadwell Lane / High Moor Cres junction and

Edwardian cast iron seats at Moortown Corner and at the roundabouts at the Ring Road and Stonegate Road.

6.5 Education and Health

There are 2 schools within the area (fig. 6.12): Moortown Primary and the Immaculate Heart of Mary Catholic Primary School in Harrogate Road.

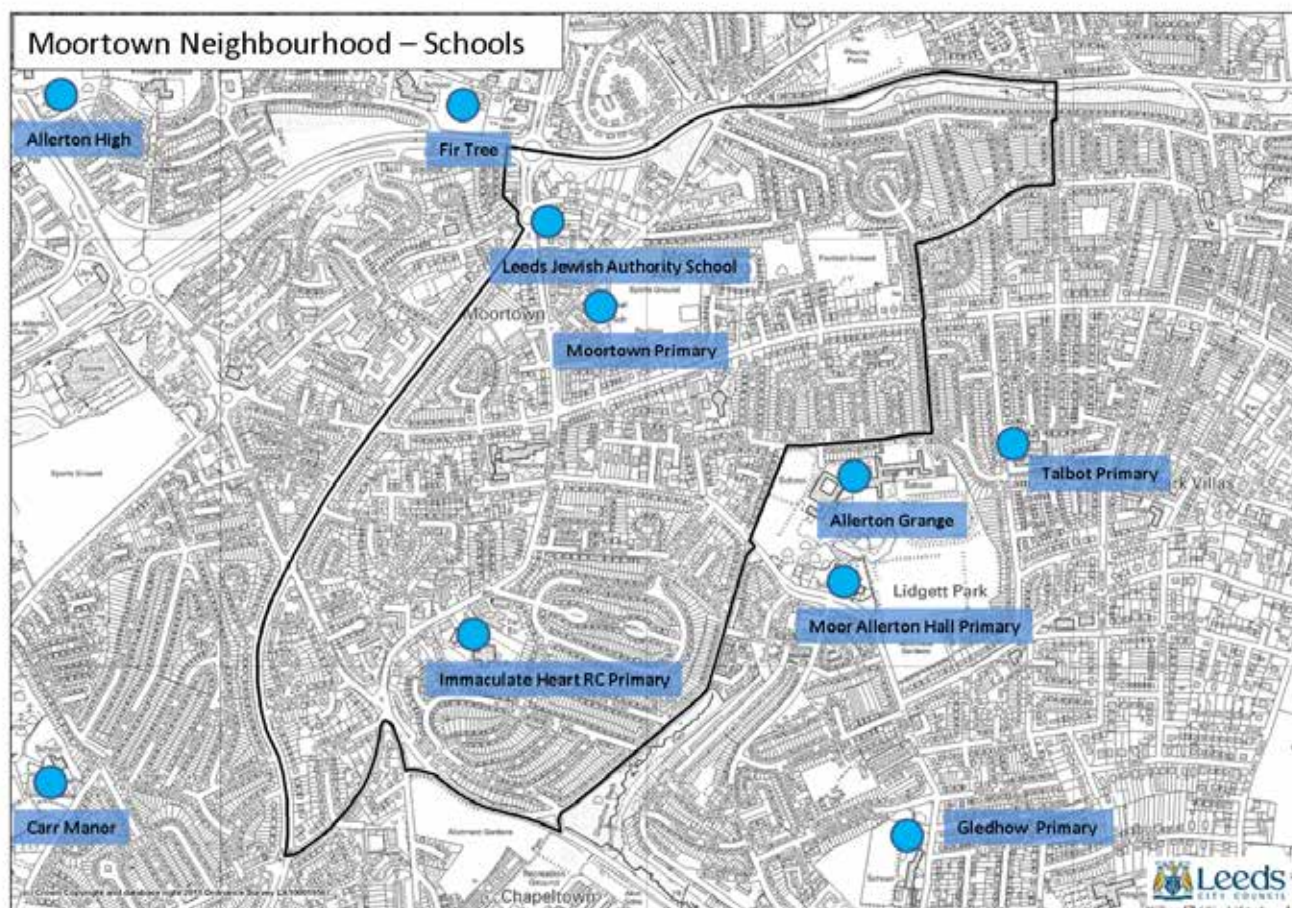


Fig. 6.12 Schools in Moortown (Jewish Authority School now closed)

Children also attend primary and secondary schools in the surrounding areas. Our survey showed a high level of satisfaction with primary schools within the area but less support for the nearest secondary schools. Moortown Primary School is hard pressed for recreational and classroom space, but will gain recreational green space as part of the Moortown Park development.

The nearest libraries are at Chapel Allerton and the Moor Allerton Centre, neither of which is within walking distance, although Chapel Allerton is accessible by bus. A mobile library specifically for older persons has five stops around Moortown every other Tues 9am-3pm. There is also a library at home service for people with ill health or

disability etc, where books are delivered direct to the house by a volunteer. Neither of these facilities seems to be widely known.

There are several medical and dental practices within the area, with the dental practices fairly centrally placed. In general local health provision was felt

in our survey to be satisfactory, though there were several calls for more NHS dental provision.

Recommendations for improvement Community Facilities:

6.1 Consideration should be given to necessary improvements and provision of facilities that would upgrade Moortown Corner to a designated “Town Centre”, and Stainburn Parade to a “Local Centre” under the Leeds Local Development Framework.

6.2 In respect of Whinbrook Crescent and Chelwood Drive retail areas, should any application for change of use be submitted, plans should include resurfacing of forecourts, planting, seating and improvement to visual amenity of shop fronts.

6.3 In addition to the recommendations in policy P4 of the Core Strategy, the following should be applied to Moortown. A presumption in favour of planning permission should be established for shops (A1), less than 200 sqm, where the applicants can demonstrate a high level of responsiveness to local demands and in favour of cafés, or restaurants (A3) up to 372 sqm, within existing parades. Planning permission for additional banks, building societies, estate agencies, etc, (A2) should be resisted.

Community Aspirations

CA 6.1 Beneficial rates of council tax should be offered to small independent shopkeepers (for a set start-up period).

CA 6.2 The Whinbrook Crescent and Chelwood Drive retail areas should be tidied up and renovated.

CA 6.3 A regular farmers’ market should be established.

CA 6.4 Accessible and affordable local indoor and outdoor sports facilities should be established.

CA 6.5 A community centre, with facilities for the elderly, disabled people, teenagers, young children and including children’s play equipment should be established within Moortown, easily accessed by the majority of residents.

CA 6.6 Post office and library provision should be made more readily accessible to all and mobile library facilities should be more widely publicised.

CA 6.7 Publicly accessible toilet provision should be made at Moortown Corner and public seating should be increased at all shopping areas.

CA 6.8 The former Yorkshire Bank sports ground (to become Moortown Park) should offer recreational opportunity for all ages and levels of ability and provide a secure pleasant environment for the whole population of Moortown.

CA 6.9 A site for allotments within Moortown should be sought, working with LCC Parks and Countryside.

7 Design Policy / Guidance

Design Policy

- Understanding context is vitally important in all good design proposals, recognising the streetscape and landscape setting and reflecting the built form, proportions, features and materials of the original or surrounding buildings.
- The design and siting of new buildings should complement and, where possible, enhance existing vistas, skylines and landmarks.
- Local distinctiveness and character should be recognised and enhanced, notably those features described in the character area analysis.
- Any new development, alteration or extension should respect and reflect all those aspects and any planning application demonstrate that they have been taken into account in arriving at the proposed design.

Key Principles to Good Quality Public Space (adopted by Leeds City Council)

- Provide a context and venue for social interaction
- Design primarily for the pedestrian
- Design the space as 'an outdoor room'
- Create a clear and lively relationship between indoor and outdoor uses
- Cater for different users, provide an inclusive not exclusive place
- Plan a 24hour space
- Key elements must be robust and attractively designed
- Provide options for shade, shelter and security
- Not one space but many
- Ensure the space becomes part of the existing urban hierarchy

Detailed Design Guidance

- Particular attention should be paid to existing or potential landmark sites such as, corner sites, focal points opposite junctions etc., where there is an opportunity to design notable features in any new building that reflects its key position.
- Elsewhere, development should reflect the density, house type and rhythm of the adjoining streetscape, including the roofscape, and where part of a group of buildings, their key features.
- All development proposals should protect the amenity of neighbours and proposals which harm their amenity through excessive overshadowing, overdominance or overlooking will be strongly resisted.
- All alterations and extensions should reflect the scale, form, proportions, and character of the original building and those which harm the appearance of the original building or the locality will be resisted.
- Extensions, including garages, should not dominate the original building and side extensions should normally be set back from the original principal frontage.

Building Materials

- Any infill development, or alterations and extensions to existing houses, including boundary walls and garages, should be designed to match the existing or neighbouring houses in colour, materials and height including types of courses, bonding and pointing. This is particularly the case in terraced blocks.
- Original details and other distinctive features in house design (brick work details, doors and architraves, window casements and glazing bars, etc.) which add interest and local identity should be retained.
- Where practicable ecologically sustainable techniques and materials should be used. For instance, retrofitting of double glazing to wooden framed windows instead of replacement.

Roofs and Dormers

- There should be no dormers on main/principle frontages i.e. facing streets or public spaces unless they match those existing on neighbouring properties.
- Rear dormers should only be constructed subordinate to the main roof i.e. should be set back from the eaves, side/party walls, and preferably set down from the ridge line.
- Any dormer or roof extension should usually match the original roof in pitch, eaves, and materials. Flat roofed extensions will not normally be appropriate.

Greenspaces and trees

- Incidental greenspaces, whether public or private, should be retained, enhanced or provided.
- Similarly trees in streets or gardens should be retained, replaced or newly planted wherever possible.
- Front gardens should be retained with minimal hard surfacing, unless it is permeable.

Other Features

- Appropriate boundary treatments should be retained and restored to preserve the character and coherence of the streetscape.
- Similarly traditional paving materials should be retained and restored wherever possible, particularly on back streets and along ginnels.
- Street furniture, including lighting and signage needs to be coherently designed, particularly along shopping parades.
- On shops and other business frontages, internal rather than external security shutters should be provided.

8 Management Plan

The following actions are local community aspirations and, while they have been the subject of consultation with Leeds City Council, the Council has made no specific commitments to their implementation.

However, they should be taken into account, where appropriate, by developers and will assist in justifying future bids for funding by other agencies and organisations. They must also be read in conjunction with the specific recommendations for improvements in the previous sections which form part of this Management Plan.

Built Environment

- Local Notable Buildings and Structures which are considered to be 'non-designated heritage assets' should also be considered for 'local listing' and accorded the same status as 'positive buildings' in Conservation Areas.

Green Spaces and Trees

- Establish a 'Friends of' community group to support improvements to Addyman wood and Shadwell Lane Plantation (Leeds Nature Areas).
- Support for Friends of Allerton Grange Fields to ensure maximum public access.
- Undertake a survey of significant trees which contribute to the character of the area and update the Tree Preservation Order schedule.
- Establish a "Buy a tree" or "Adopt a tree" programme.
- Roadside trees that have been felled, should be immediately replaced to retain the existing 'boulevard' character of streets and introduced where practicable elsewhere.
- Establish a 'Friends of' community group to support the new Moortown Park on the site of the former Yorkshire Bank sports ground.

Traffic and Movement

- Provision of 'gateways' on entering Moortown to give identity to the neighbourhood.
- Prepare a detailed design brief for the radical improvement of the public realm, both hard and soft landscaping, enhanced public transport and pedestrian facilities, traffic management and parking arrangements for the whole of the Moortown shopping centre and its approaches.
- A wider consideration of traffic calming/ management measures to be undertaken, including public transport, cycleways and pedestrian routes and crossings, particularly bearing in mind the needs of the disabled.

Community Facilities

- The creation of a Community Centre with facilities for all ages should be pursued.

Appendix i Summary of Tree Preservation Orders for Moortown

Area 1

TPO No	TYPE	SPECIES	ADDRESS
044/2000	Canopy	Ash	Broomhill Crescent, 3 & 4
044/2000	Canopy	Beech	Broomhill Crescent, 3 & 4
044/2000	Tree	Beech	Broomhill Crescent, 3 & 4
044/2000	Tree	Ash	Broomhill Crescent, 3 & 4
12/2008	Canopy	Lombardy Poplar	Harrogate Road, 401
04/2008	Canopy	Poplar	Harrogate Road, 401
04/2008	Canopy	Ash	Harrogate Road, 401
12/2008	Tree	Lombardy Poplar	Harrogate Road, 401
04/2008	Tree	Poplar	Harrogate Road, 401
04/2008	Tree	Ash	Harrogate Road, 401
036/2006	Canopy	Beech	Harrogate Road, 462
036/2006	Canopy	Beech	Harrogate Road, 462
036/2006	Canopy	Monkey Puzzle	Harrogate Road, 462
036/2006	Tree	Beech	Harrogate Road, 462
036/2006	Tree	Beech	Harrogate Road, 462
036/2006	Tree	Monkey Puzzle	Harrogate Road, 462
013/2007	Canopy	Sycamore	Harrogate Road, 468
013/2007	Canopy	Sycamore	Harrogate Road, 468
013/2007	Canopy	Lime	Harrogate Road, 468
013/2007	Canopy	Sycamore	Harrogate Road, 468
013/2007	Canopy	Beech	Harrogate Road, 468
013/2007	Canopy	Maple	Harrogate Road, 468
013/2007	Canopy	Ash	Harrogate Road, 468
013/2007	Canopy	Sycamore	Harrogate Road, 468
013/2007	Canopy	Sycamore	Harrogate Road, 468
013/2007	Canopy	Horse Chestnut	Harrogate Road, 468
013/2007	Canopy	Lime	Harrogate Road, 468
013/2007	Canopy	Horse Chestnut	Harrogate Road, 468
013/2007	Tree	Sycamore	Harrogate Road, 468
013/2007	Tree	Sycamore	Harrogate Road, 468
013/2007	Tree	Lime	Harrogate Road, 468
013/2007	Tree	Sycamore	Harrogate Road, 468
013/2007	Tree	Beech	Harrogate Road, 468
013/2007	Tree	Maple	Harrogate Road, 468
013/2007	Tree	Ash	Harrogate Road, 468

013/2007	Tree	Sycamore	Harrogate Road, 468
013/2007	Tree	Sycamore	Harrogate Road, 468
013/2007	Tree	Horse Chestnut	Harrogate Road, 468
013/2007	Tree	Lime	Harrogate Road, 468
013/2007	Tree	Horse Chestnut	Harrogate Road, 468
33/2008	Canopy	London Plane	Sand Hill Lane, 7
33/2008	Canopy	Pear	Sand Hill Lane, 7
33/2008	Group	3 Beech	Sand Hill Lane, 7
33/2008	Tree	Pear	Sand Hill Lane, 7
33/2008	Tree	London Plane	Sand Hill Lane, 7

Area 2

TPO No	TYPE	SPECIES	ADDRESS
002/2005	Group	1 Holly, 1 Ash, 2 Sycamore	The Spinney-woodlands
002/2005		Lime	The Spinney-woodlands
002/2005		Rowan	The Spinney-woodlands

Area 3

TPO No	TYPE	SPECIES	ADDRESS
067/2005	Canopy	Lime	Bentcliffe Court
067/2005	Canopy	Ash	Bentcliffe Court
067/2005	Canopy	Lime	Bentcliffe Court
067/2005	Canopy	Ash	Bentcliffe Court
067/2005	Group	2 Birch & 1 Cherry	Bentcliffe Court
067/2005	Group	1 Pine & 2 Ash	Bentcliffe Court
067/2005	Group	2 Whitebeam & 2 Birch	Bentcliffe Court
067/2005	Group	3 rowan	Bentcliffe Court
067/2005	Tree	Lime	Bentcliffe Court
067/2005	Tree	Ash	Bentcliffe Court
067/2005	Tree	Lime	Bentcliffe Court
067/2005	Tree	Ash	Bentcliffe Court
038/2003	Canopy	Hawthorn	Bentcliffe Drive, 1
038/2003	Group	6 Ash	Bentcliffe Drive, 1
038/2003	Tree	Hawthorn	Bentcliffe Drive, 1
045/2004	Canopy	Sycamore	Lidgett Lane, 250
045/2004	Canopy	Beech	Lidgett Lane, 250

TPO No	TYPE	SPECIES	ADDRESS
045/2004	Canopy	Beech	Lidgett Lane, 250
045/2004	Canopy	Beech	Lidgett Lane, 250
045/2004	Tree	Sycamore	Lidgett Lane, 250
045/2004	Tree	Beech	Lidgett Lane, 250
045/2004	Tree	Beech	Lidgett Lane, 250
045/2004	Tree	Beech	Lidgett Lane, 250

Area 4

TPO No	TYPE	SPECIES	ADDRESS
035/2006	Canopy	Sycamore	Allerton Grange Vale, 35
035/2006	Tree	Sycamore	Allerton Grange Vale, 35
045/2003	Canopy	Lime	Stainburn Crescent (Land Off)
045/2003	Tree	Lime	Stainburn Crescent (Land Off)

Area 5

TPO No	TYPE	SPECIES	ADDRESS
006/2003	Canopy	Hawthorn	Harrogate Road, 235
006/2003	Canopy	Hawthorn	Harrogate Road, 235
006/2003	Canopy	Beech	Harrogate Road, 235
006/2003	Canopy	Yew	Harrogate Road, 235
006/2003	Canopy	Lime	Harrogate Road, 235
006/2003	Canopy	Sycamore	Harrogate Road, 235
006/2003	Canopy	Ash	Harrogate Road, 235
006/2003	Canopy	Ornamental Thorn	Harrogate Road, 235
006/2003	Canopy	Birch	Harrogate Road, 235
006/2003	Group	4 Hornbeam, 2 Thorn, 10 Holly, 2 Birch, 1 Yew, 1 Sycamore & 1 Pine	Harrogate Road, 235
006/2003	Group	1 Sycamore, 1 Coast redwood & 1 Yew	Harrogate Road, 235
006/2003	Group	2 Yew	Harrogate Road, 235
006/2003	Group	1 Thorn, 1 Sycamore & 1 Elm	Harrogate Road, 235
006/2003	Tree	Hawthorn	Harrogate Road, 235
006/2003	Tree	Hawthorn	Harrogate Road, 235
006/2003	Tree	Beech	Harrogate Road, 235
006/2003	Tree	Yew	Harrogate Road, 235
006/2003	Tree	Lime	Harrogate Road, 235
006/2003	Tree	Sycamore	Harrogate Road, 235

TPO No	TYPE	SPECIES	ADDRESS
006/2003	Tree	Ash	Harrogate Road, 235
006/2003	Tree	Ornamental Thorn	Harrogate Road, 235
006/2003	Tree	Birch	Harrogate Road, 235
41/2009	Area	Trees Of whatever Species	Kings Mount, 18 023/2006
023/2006	Tree	Oak	Moorland Drive, 11

Earlier orders for which less details available

TPO No	TYPE	SPECIES	ADDRESS
58 / 1997			
78 / 1996	5 Individual trees	Copper beech, sycamore, weeping willow, oak	Land off Shadwell Lane, Allerton Grove (former Yorkshire Bank sports ground)
78 / 1996	Group	3 pines	Ditto
78 / 1996	Group	11 Sycamore, 11 Whitebeam, 1 Beech & 1 Horse Chestnut.	Ditto
78 / 1996	Group	10 Holly, 7 Whitebeam, 6 Cherry, 4 Birch, 2 Sycamore & 1 Rowan.	Ditto
78 / 1996	Woodland	Mixed deciduous	Ditto
25 / 1995			
74 / 1994			
80 / 1992			
77 / 1992			
6 / 1992			
35 / 1991			
25 / 1991			
20 / 1990			
7 / 1990			
9 / 1989			
17 / 1988			
7 / 1987			
22 / 1986			
30 / 1985			
28 / 1983			
19 / 1978			
28 / 1977			
15 / 1975			

Appendix ii Relevant Planning and Related Policies

National Policies

National Planning Policy Framework 2012

23. In drawing up Local Plans, local planning authorities should: recognise town centres as the heart of their communities and pursue policies to support their viability and vitality.
56. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
58. Planning policies and decisions should aim to ensure that developments: establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.
60. Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.
64. 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.
66. Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.
114. Local planning authorities should ... set out a strategic approach in their Local Plans, planning positively for the ... creation, protection, enhancement and management of networks of biodiversity and green infrastructure.
118. When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by ... (taking) opportunities to incorporate biodiversity in and around developments.
125. By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
135. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
136. Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.
139. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

Manual for Streets 2007 (DCLG/DoT)

Planting should be integrated into street designs wherever possible, particularly street trees (para 11.3) Street furniture and lighting equipment should also be integrated into the overall appearance of a street (para 10.1).

Local Policies

Leeds Core Strategy (Submission Draft April 2013, examination October 2013)

P3 Local Centres offer shopping and services that meet day-to-day requirements. within higher order centres small supermarkets would be acceptable together with shops, banks, health care facilities..... community facilities.....restaurants, cafes and hot food takeaways.

P4 Shopping Parades serving local neighbourhoods.....proposals for the change of use of existing retail units to non-retail units....will be resisted where their vitality and viability.....will be undermined.

P10 New development for building and spaces, and alterations to existing, should be based on a thorough contextual analysis.

Proposals will be supported where they accord with the following key principles;

- The size, scale and layout is appropriate to its location and respects the (local) character and quality of the external spaces and wider locality.
- The development protects the visual, residential and general amenity of the area.
- The development protects and enhances the district's historic assets.

P12 The character, quality and biodiversity of landscapes, including their historical and cultural significance, will be conserved and enhanced.

G2 Development in the urban area of the city.....will make provision for the inclusion of street trees to increase the area of tree canopy cover.

G6 Greenspace will be protected from development unless there is an adequate supply of accessible greenspace/open space within the analysis area (Leeds Open Space, Sport and recreation Assessment).

P1 Moortown Corner is designated as a 'higher order local centre.'

P9 Access to local community facilities and services, such as education, training, places of worship, health and community centres, is important to the health and wellbeing of a neighbourhood. New community facilities and services should be accessible by foot, cycling, or by public transport.

T1 Develop and provide tailored, interactive, readily available information and support that

encourages and incentivises more sustainable travel choices.

T2 New development should be located in accessible locations that are adequately served by existing or programmed highways, by public transport and with safe and secure access for pedestrians, cyclists and people with impaired mobility.

Leeds Unitary Development Plan (review 2006)

Some of these policies will be superseded by the Core Strategy but are currently still extant.

Buildings

N12 Urban Design - Proposals for development should respect fundamental priorities for urban design ... (see also 'Neighbourhoods for Living' SPG 2003).

N13 The design of all new buildings should be of high quality and have regard to the character and appearance of their surroundings. Good contemporary design which is sympathetic or complementary to its setting will be welcomed.

N14 There will be a presumption in favour of the preservation of Listed Buildings.

BD2 The design and siting of new buildings should complement and, where possible, enhance existing vistas, skylines and landmarks.

BD5 All new buildings should be designed with consideration given to both their own amenity and that of their surroundings. This should include useable space, privacy and satisfactory penetration of daylight and sunlight.

BD6 All alterations and extensions should respect the scale, form, detailing and materials of the original building.

N25 Boundaries of sites should be designed in a positive manner, using walls, hedges, or railings appropriate to the character of the area. All paving materials should accord with the character of adjacent buildings and surrounding areas.

Shopping Centres

S4 In order to maintain and enhance the vitality and viability of identified shopping centres, shopping frontage policies SF7 and 8 will apply.

BD7 All new shop fronts should relate architecturally to the buildings in which they are inserted. Solid shutters permitted only in exceptional circumstances.

Greenspace and Trees

N1 Development of land identified as Protected Greenspace will not be permitted for purposes other than outdoor recreation

N1A Development of land currently used as Allotment Gardens will not be permitted for purposes other than outdoor recreation

N3 Priority will be given to improving Greenspace Provision within the identified priority residential areas.....

N5 The City Council will seek to improve the quantity and quality of greenspace provision.

N6 Development of Playing Pitches will not be permitted (subject to various caveats).

N9 All development should respect and enhance the value of land fulfilling a green corridor function in terms of access, recreation, nature conservation and visual amenity such as streams.

N24 Where development proposals about Green Corridors or other open land their assimilation into the landscape must be achieved.

N23 Incidental open space around new build development should be designed to provide a visually attractive setting for the development itself and, where appropriate, contribute to informal public recreation and nature conservation.

LD1v Protect existing vegetation, including shrubs, hedges and trees. Sufficient space is to be allowed around buildings to enable existing trees to be retained.

N50 Development will not be permitted which would seriously harm, either directly or indirectly, a Leeds Nature Area (LNA).

Transport and Traffic Management

N10 Development will not be permitted which adversely affects public rights of way

T4 Pedestrianisation and traffic calming schemes in the town centres identified in policy S2.

T5/6 Satisfactory access and provision for pedestrians, cyclists, disabled people, and other people with mobility problems will be required.

T18 Priority will be given to the defined Strategic Highway Network in the allocation of resources for investment in roads.

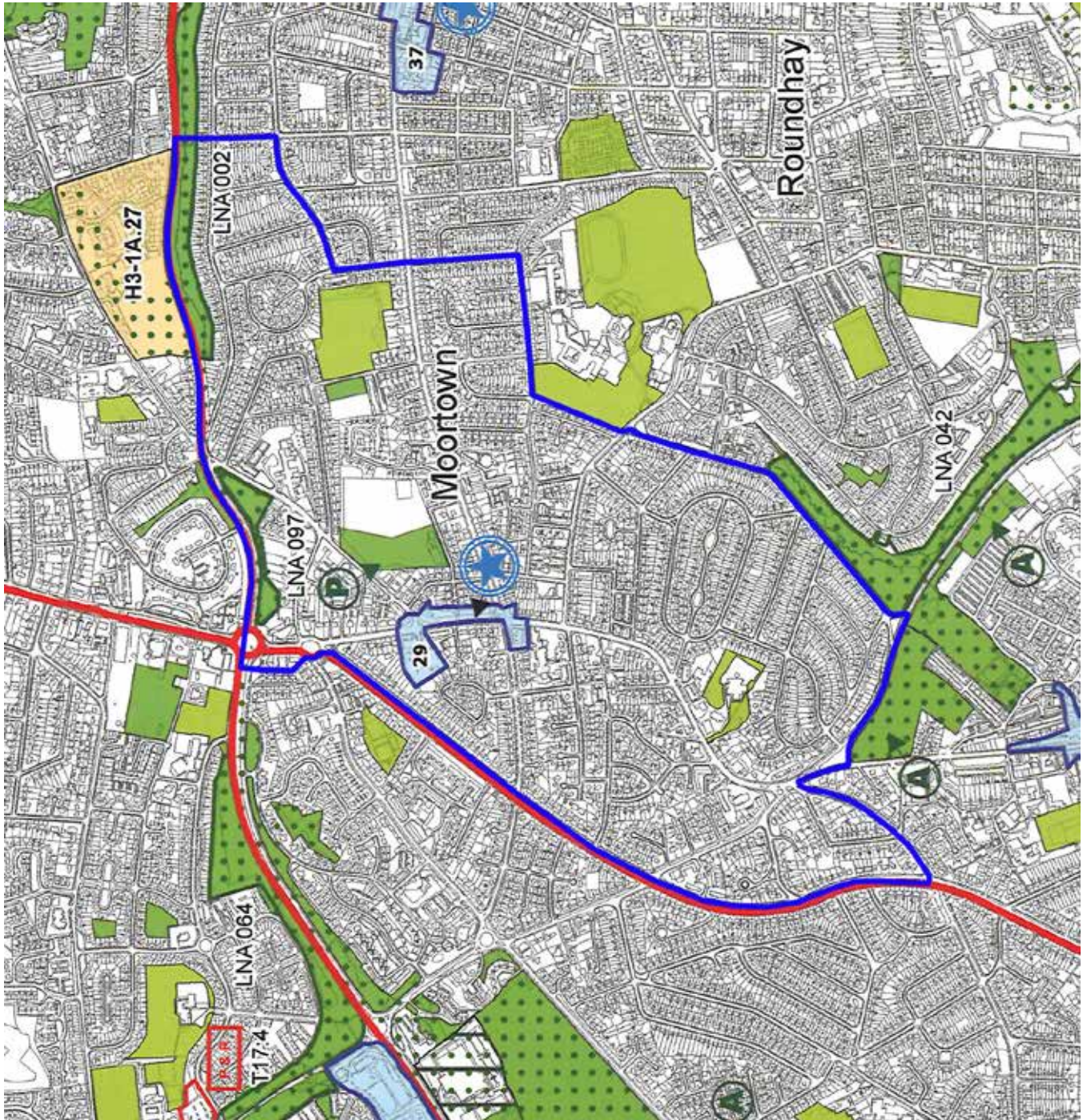
T23 Traffic management and traffic calming measures will be encouraged particularly alongside main radial roads and within residential areas.

T24 Parking provision should reflect the guidelines in Appendix 9.

T27 In town centres identified in policy S2, the provision of off street car parking will be encouraged.

Householder Design Guide (adopted April 2012)

HDG1 All alterations, additions and extensions should respect the scale, form, proportions, character and appearance of the main dwelling and the locality.



Leeds MD boundary	General Policies	Transport	Sites identified for specific purposes:
GP6	Unimplemented Local Plan proposals (see Vol 2: Appendices 14 - 24)	T7 New cycle routes T10 Local rail network T10A Safeguarded 'cycloway'/walkway T12 Supertram proposed line (and station) T17 Park and ride parking T18 Strategic highway network (SHN) T19 DTP road schemes (part of SHN) T20 LOC road schemes (part of SHN) T21 LOC road schemes (not part of SHN) T28 Long stay commuter parking control area T29A Lorry parking and coach layover T30 Leeds and Bradford Airport operational land boundary T30B Airport public safety zone T30C Aerodrome safeguarding area	E8 Key employment sites E10 Promotion of rail and/or water transport E17 Town centre where office development encouraged E18 Key business parks (also promoted for prestige development E19) E22 Coalfield settlements
Environment			
N1	Green Space		
N1A	Allocations		
N3	Priority areas for improving green space provision		
N5	Proposed open space		
	Open space associated with major housing proposals		
N6	Protected playing pitch		
N8	Urban green corridor		
N11	Other protected open land		
N18-22	Conservation area (see Vol 2: page 21, table 1)		
N28	Ancient monuments		
	Grade 1		
	Grade 2		
N32	Green belt		
GB7	Major developed sites in the green belt		
RL1	Rural land		
N34	Protected areas of search for long term development		
N37	Special landscape area		
N38	Washlands		
N60	Urban fringe priority area		
N46B	Sand and gravel reserves		
G1M4	Sand and gravel		
	Safeguarded mineral resource		
M50	SSSI		
	Local Nature Reserve		
	SEGI		
	Leeds Nature Area		
Leisure and Tourism			
LT5A	Regional leisure and tourism facilities		
LT5B	Leisure and tourism facilities		
LT6A	Waterways related leisure facilities		
Urban Regeneration			
R1	Neighbourhood renewal areas		
R2	Area-based initiatives		
	Wyke Beck Valley Policy Initiative Area		
	Waterfront Strategy		
Access for All			
A2	New schools		
City Centre			
CC2	City centre inset area		

Moortown Neighbourhood Design Statement - Leeds UDP Map Extract

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Appendix iii Community Involvement

a. Formation of MCG

Moortown Community Group (MCG) is a voluntary group of Moortown residents established in 2008 to improve the area in which we live. It is not part of Leeds City Council but works with local councillors, council officers and our MP to make a better environment for all residents. The group now has nearly 300 members and communicates with them regularly through a newsletter, email messaging and its website; each year it invites all residents of Moortown to an open meeting to report its activities and encourage new volunteers.

b. Decision to prepare an NDS

The decision to prepare a Neighbourhood Design Statement was taken with advice from the LCC planning team and residents who have formal training in town planning, with a view to improving an understanding of the nature of Moortown from a planning perspective and forming guidelines for planners and developers on how Moortown can best be protected and improved.

Residents were invited through Community Group newsletters and email circulation to help researching and writing the NDS.

c. Walking surveys and photos

In May and June of 2010 groups of volunteers recruited through MCG walked around most of Moortown, with a planning consultant, noting features of the built forms and spaces, issues related to access and mobility, landscape and open space. These walking surveys were completed in May and June 2011. Overall nearly 1,000 photographs were taken illustrating the range of issues observed.

d. Survey of views of Moortown residents 2010

The survey was conducted in Spring 2010. 3,700 household NDS survey forms were distributed by hand, each with a pre-paid reply envelope.

416 forms were returned, an 11% response. Children's NDS survey forms were distributed to Moortown Primary School and other local children and we received 12 responses. For the purpose of the NDS the area was divided into 5 zones. Responses were received from these zones as follows:

Zone 1 (north-east)	117
Zone 2 (east)	38
Zone 3 (south-east)	115
Zone 4 (south-west and west)	62
Zone 5 (north-west)	47
No zone identifiable	37

Facilities and Services

Residents valued highly the local primary schools, health provision and the few food shops, but not so the profusion of charity shops, estate agents, banks, building societies, travel agents and fast food outlets now occupying our shopping parades. There was a clear desire to see more independent shops including traditional food and non-food retail. Services such as recycling sites, post offices and library services were felt to be too far from where residents live and too few, although there was praise for the quality of what services exist.

Many respondents noted the marked lack of local social and recreational facilities, in particular the lack of sports facilities, parks, provision for the over 60s or for the very young, youth clubs and community centres. Many regretted the lack of a traditional public house, cafes or restaurants and entertainment venues in easy walking distance.

Built Forms

The area was felt to be typified by family homes with front and rear gardens. Many expressed a preference for semi-detached or detached houses or bungalows, particularly Victorian or Edwardian villas and buildings of the 1920 – 1940 period, up to 3 storeys in height, built in brick or stone, with a tile or slate roof, bay windows, lacking extensions, but retaining gardens.

Aspects of building felt to detract from the area included flats or apartments, buildings above 2 or 3 storeys, of concrete construction, with flat roofs, built in the 1960s and 70s.

There was a balance of opinion toward there being too many apartments, flats and buildings in multiple occupation, because of lack of suitable car parking, increased traffic, deterioration in property (multi- occupancy) and poor maintenance. There was support for increasing affordable housing, retirement homes and possibly social housing.

Many were concerned by the demolition of family homes or the conversion of such houses to multi- occupancy, unsightly or large extensions, the conversion of bungalows to houses, developments seen to increase population density and the covering of drives or gardens with paving or tarmac.

Specific buildings identified as having special character included the Stainburn shopping parade, the terraced cottages in Street Lane, the former Casino building at Moortown Corner, Moortown Primary School, the former Methodist Chapel / Synagogue beside it, the White House in Lidgett Lane and Moor Allerton Lodge. Areas most reported as being of particular architectural merit were the Bentcliffes, Nunroyds, Lidgett Lane, Street Lane, the Stainburns, Harrogate Rd and roads in the south west of the area.

Many identified as eyesores the former launderette at Moortown Corner (now redeveloped), the Yorkshire Bank sports ground, the Moortown, Chelwood and Stainburn shopping parades and the Yorkshire Bank itself at Moortown Corner, all felt to be in need of improvement along

with many other less prominent sites.

When asked about underused sites 55 out of 117 listed the former Yorkshire Bank sports ground. Suggestions for better use included a park, leisure facility, playground with swings, etc, seats for mums, tables for picnic, allotments, community centre, gardens, continued use for sport and facilities for the elderly and disabled.

Many expressed concern at the state of pavements, particularly in Street Lane, where many felt that the stone paving should be retained but that it needed attention. There were also many comments on the state of grass verges, boundary walls and fences.

Transport

Generally bus services, road signage, walking routes to school, pedestrian crossing points and traffic noise received positive ratings. The transport issues causing most concern were road and pavement maintenance, lack of cycle ways, car parking provision, antisocial parking, meeting the needs of the disabled and speed limits.

There were calls for improvement to bus services, particularly frequency, reliability and in relation to the route to Shadwell. Additional bus routes to hospitals and railway station were requested as were more cycle and walking routes.

There was a widespread opinion that speed limits on residential streets should be reduced to 20 mph.

Open Spaces and Landscape

73 (18%) of all respondents and over 30% of those in the north of Moortown urged greater efforts to make Yorkshire Bank sports ground accessible to the public as a park, playground, gardens, nature area, community area and for use by Moortown Primary School.

There were also calls for retention and enhancement of other green spaces nearby,

including the fields associated with Allerton Grange School, particularly by more southerly residents. There was a low level of satisfaction with sports facilities, with council provided sports centres seen by some as of poor quality and too distant, and private facilities as too expensive.

Likes and Dislikes about Moortown

The most liked aspects of Moortown were its accessibility to transport, the availability of shops and facilities, the greenery and that it is a quiet, friendly neighbourhood.

The least liked aspects of living in Moortown were associated with car parking, speeding, noisy traffic, lack of a park, restaurants, pubs, children's play facilities, general sport facilities, poor road and pavement maintenance and a perception of building overdevelopment with loss of traditional housing.

There was also a perception that it lacked a geographical or emotional heart.

Children's views

The 12 child respondents noted a lack of sports facilities and all identified the Yorkshire Bank sports ground as a site to which they would like to see access. All but 1 regularly used Roundhay Park and gave it a high rating. On transport, they cited parking issues, the needs of the disabled, cycle routes and pedestrian crossings as the most important matters.

Shops and their school were the most popular aspects of Moortown, while the roads and lack of a park were the downsides. There was also a feeling that there should be more fast food outlets.

e. Survey of views of Moortown traders 2011

The survey was conducted in Summer 2011. 76 forms were distributed and 49 responses were

collected by hand.

Moortown traders are a mixture of independent and national chain businesses, many established here for over 10 years, predominantly employing few and principally concerned with services, rather than retail.

They indicated that they would be keen to see improvements in car parking, indeed they highlighted what they regarded as a significant risk to pedestrians at the Moortown Corner parade. They also would value improvement in the pedestrian and shopping environment, an increased range of shops, a farmers' market and more restaurants and pavement cafes. There was little support for more national multiple traders.

f. Annual Open Meetings 2010, 2011

Progress toward the NDS was reported at annual open meetings in July 2010 and July 2011 at which further invitations were put out for volunteers to help research and draft the NDS.

g. Main development team

In May 2011 the core team of NDS developers met and agreed the structure for the document and started preparing it.

h. Public exhibition

The public exhibition of these proposals was held on Saturday 21st January at Moortown Primary School. The exhibition had been advertised in the local free magazine, on posters in local retail outlets and by individual notices distributed by hand to all residences in the affected area and the area it is proposed to include when the NDS is reviewed in a few years. The exhibition displayed the evidence gathered in support of the NDS and first drafts indicating what it would contain, including its recommendations.

A total of 115 people visited the exhibition and written feedback was obtained from 76. written and oral feedback was gathered at the meeting, on line and by post. The feedback was almost universally positive and encouraging, but a few voiced concern that some of the recommendations were not entirely realistic. Feedback was reviewed by the NDS development team and the document redrafted accordingly.

i. Formal public consultation

In April 2016 the document was put out for formal public consultation and responses were received from 10 public bodies and 3 individuals. The document was amended accordingly.



Public exhibition at Moortown Primary School

Appendix iv Acknowledgements

A large number of people have contributed to the development of this NDS, from its inception to writing the eventual document. I am extremely grateful to members of Moortown Community Group, staff at Leeds City Council, Tony Ray our Planning Consultant and West Yorkshire Ecology. Those listed below have contributed in the form of setting up the process, providing Council support, conducting walking surveys, submitting photos, researching historical information, advising on specialist matters, writing and editing of document, assisting or enabling our public exhibition.

If there is anyone who feels they have made a significant contribution and not been recognised here, please accept my apologies.

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Very many thanks to everyone.

Jon Pedlar

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The design of this document is based on a design of an earlier draft by Magpie Designs, Leeds.

Moortown Neighbourhood Design Statement 2016

Prepared by Moortown Community Group in conjunction with Leeds City Council