



Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 6th January 2011

Subject: POSITION STATEMENT

LITTLE LONDON REGENERATION PROGRAMME - EIGHT APPLICATIONS COMPRISING OF TWO RESERVED MATTER APPLICATIONS FOR RESIDENTIAL DEVELOPMENT (113 UNITS) AT CARLTON GATE AND A MIXED USE SCHEME FOR SEVEN RETAIL UNITS, ONE COMMUNITY CENTRE AND RESIDENTIAL DEVELOPMENT (12 UNITS) AT OATLAND LANE. SIX FULL PLANNING APPLICATIONS INVOLVING THE REFURBISHMENT OF DWELLING HOUSES AND FLATS, NEW BOUNDARY WALLS, ALLEY GATES AND LANDSCAPING RELATING TO VARIOUS NEIGHBOURHOOD AREAS.

APPLICANT

Keepmoat Limited

DATE VALID

29th November 2010

TARGET DATE

17th February, 28th February
& 17th February 2011
respectively.

Electoral Wards Affected:

Hyde Park & Woodhouse

Y

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

-
1. Carlton Gate - 10/05212/RM
 2. Oatland Lane - 10/05213/RM
(Community Hub)
 3. Carltons 1 10/05208/FU
 4. Carltons 2 10/05209/FU
 5. Lovell Park 10/05210/FU
 6. Servias 10/05221/FU
 7. Oatlands 1 10/05228/FU
 8. Oatlands 2 10/05226/FU

RECOMMENDATION

These applications are brought to Plans Panel as a position statement to update Members on the progress of the applications and also in order for Members to provide their views on the following matters:

1. Design, layout, scale and impact upon the amenity of the proposed new development.
2. The proposed treatment of the refurbishment dwellings and flats as well and environmental improvements including landscaping.

1.0 INTRODUCTION:

- 1.1 This position statement is brought to Plans Panel to update Members on these reserved matters and full planning applications.

Members will be familiar with the Little London PFI regeneration project. This is a long standing objective of the Council to help transform this area. The aims of the project are to:-

- Deal with the regeneration of the area in a holistic manner.
- To develop sustainable communities to enable neighbourhood regeneration
- Encourage community, private and public interests to work together to deliver community regeneration to improve the diversity and quality of housing stock.
- To deliver a mix of attractive and affordable housing for family purposes (new build 125 in total and the refurbishment of 982 properties as well as other minor operations.
- To replace an existing commercial centre with an improved local centre providing retailing and community services including a new community centre and housing office.
- To improve the overall accessibility, legibility and connectivity of the area.
- To undertake a wide range of environmental improvements to ensure that greenspace is enhanced and is accessible, attractive to use and is located in the right place to ensure maximum community benefit is achieved.

- 1.2 The Little London area has been identified as a priority for regeneration. In order to tackle issues of poor economic investment, social and environmental deprivation, Leeds City Council has secured significant Public Finance Initiative (PFI) credits from central government to enable the procurement of a private sector partner to deliver comprehensive regeneration of the entire area through a PFI Housing scheme. It represents a major opportunity to make a significant investment in the sustainable improvement of one of Leeds' most deprived areas by addressing its housing stock, environment and infrastructure.

- 1.3 As part of the £160m social housing PFI project for Little London, Beeston Hill and Holbeck outline planning permission was granted on a number of developments sites

for residential development as well as a commercial centre. Specifically in regard to Little London, 4 schemes were approved following consideration at West Plans Panel meeting of the 4th September 2008. These are documented later in this report but due to the re-scoping of the project only the two sites at Carlton Gate and Oatland Lane (community hub) are now progressing.

- 1.4 Panel Members are aware that there has been some delay to the original procurement programme. The initial programme included the development of private and social housing across these sites as part of a mixed tenure approach to regeneration and to support the longer term sustainability of the PFI investment. During this period and the subsequent downturn in the economy, it is well documented that the housing market has suffered considerably and that the availability of private investment has reduced significantly. In response to this, the project has been redrawn and scaled down to take account of this market change. The scheme will now be public sector led and developed in phases.
- 1.5 The Council worked with two bidders in Competitive Dialogue under the PFI procurement between March 2009 – September 2010. The process was multi-faceted, organised through a number of work streams – Legal, Financial, Technical, Design.
- 1.6 Substantial consultation has been undertaken both by the Council and the two bidders over the dialogue period, to ensure local views can be captured and represented within the final project proposals. Ward members have received regular briefings from officers and have engaged in design workshops with the bidders. Dedicated reference groups have been formed for each of the Little London project areas – these Community Advisory Groups (CAG) have undertaken capacity building work with the Council and played a strong role in translating local concerns into the bidders' design process. They have also undertaken their own assessments of the bidders' proposals which have informed the procurement process. More general public consultation was undertaken by the bidders during the summer of 2009, the results of which were largely positive and have been recorded and responded to in final proposals.
- 1.7 A series of design workshops have taken place led by the Council's Design Champion and with input from Planning Officers to ensure the Council's planning and design policies and guidance are appropriately incorporated into the proposals. A Design Panel review, led by the Civic Architect, was undertaken in July 2009 and the Bidders presented their developing design solutions emerging from this process to Plans Panel in September 2009. Comments from this were recorded and addressed by the bidders in further design workshops with the Council through to the completion of their design proposals.
- 1.8 The process has now reached an advanced stage with final tenders received. The confirmation of the selected preferred bidder is subject to approval by government. However a pre-application submission was presented to Panel Members on the 4th November 2010 to outline latest iterations. In general terms this was positively received. This report updates Members on the latest position and provides details of advanced design solutions.
- 1.9 The whole PFI boundary is best described as eight sites, as already mentioned, two of these will contain new development and already have the benefit of outline planning consent and respective reserved matter applications are now submitted. These are also accompanied by six full applications to cover refurbishment works, environmental and minor operations in each of the neighbourhood areas which

together form the boundary of the PFI area and include the Carltons, Lovell Parks, Oatlands and Servia neighbourhoods. The works will also be supplemented by off site highway works including the introduction of two crossings along Lovell Park Road, speed restraint measures as well as traffic regulation orders.

- 1.10 As the applications are all inter connected and form part of a wider programme they are to be presented and appraised under one report. To assist Members in relating these proposed works to the site areas in question, a neighbourhood plan has been attached to this report (**Appendix A**).

2.0 SITE AND SURROUNDINGS:

2.1 General

- 2.2 The Little London area is located immediately north of Leeds City Centre. It is a housing estate comprising of approximately 2,327 households. Leeds City Council own approximately 88% of all existing dwellings. The majority of the housing stock was built between 1945 and 1979. The properties are a mixture of multi-storey housing blocks, low rise flats, maisonettes and houses. The design and layout of the area is generally poor design with limited accessibility for pedestrians and car users. Poor natural surveillance is also a feature. Whilst greenspace provision is relatively good this is often poorly laid out and under utilised.

2.3 Carlton Gate.

- 2.4 Site lies adjacent to the Clay Pit Lane on the edge of the city centre which forms the southern boundary. To the west lies Carlton Barracks and to the east Lovell Park Road. To the north lies the Carltons, a residential neighbourhood. The surrounding landscape is dominated by tower blocks interspersed with domestic scale housing, landscaping, open space and buffer planting adjacent to Clay Pit Lane. The site is an irregular shape and slopes from west to east. The site comprises of brownfield and greenfield land. This site was previously occupied by two Tower blocks and a number of maisonettes totaling 158 dwellings which have now been demolished and cleared in preparation for redevelopment.

- 2.5 The site contains one definitive Public Right of Way(32) which runs from Clay Pit Lane to Lovell Park Road and will require a diversion.

- 2.6 A scheme of 113 dwellings comprising of 68 apartments and 45 family houses are proposed on this site made up of :- 68 x 2 bedroom apartments, 10 x 2 bedroom houses, 20 x 3 bedroom houses and 15 x 4 bedroom houses.

2.7 Community Hub, Oatland Lane

- 2.8 The site is designated as the neighbourhood centre within the heart of the regeneration area close to local schools. The site area is rectangular in shape, to the north is lies retail units and a community centre, to the south lies the local housing office. These developments flank a central piece of open space which also provides a play area for small children. The site is therefore a key link to local retail and commercial facilities as well as an adjacent primary school and nursery. The existing development consists of a single storey units, which are bland and dated. A striking feature of this area is a dramatic change in levels which slopes away from Lovell Park Road to the east and severely impedes the usability and permeability of this space.

2.9 A scheme which involves the redevelopment of this area comprising of 7 retail units, a community centre, housing office and 12 x 3 bedroom apartments are proposed.

2.10 Neighbourhood Areas (6 areas)

Within the PFI boundary, six neighbourhood areas which are characterised below have been identified as areas where refurbishment works to dwellings are proposed as well as environmental works to complement the new development proposed and to provide a holistic approach to the long term regeneration of this area. These are identified as the following areas:- Servias, Carltons 1 & 2, Oatlands 1 & 2 and Lovell Parks.

3.0 RELEVANT PLANNING HISTORY:

3.1 Outline planning permission was granted for residential development on both the Carlton Gate site and the Community Hub (as well as a new district commercial centre) at the Plans Panel West meeting held on the 4th September 2008.

3.2 These are:

08/02852/LA- Outline planning for 7 retail units, 1 housing office, 1 community centre and residential development – Oatland Road.

08/02857/LA – Outline planning for residential development – Carlton Gate.

These were issued on the 19th September 2008.

3.3 Further planning applications were submitted and recently approved by Plans Panel West on the 9th September 2010 for extensions of time relating to the above sites and several applications (Section 73's) to vary or remove planning conditions relating to affordable housing, greenspace requirements, education provision, public transport provision and land contamination. The S73 applications were in response to the re-scoping of the project.

4.0 HISTORY OF NEGOTIATIONS:

4.1 Members of Plans Panel West first considered the Little London regeneration programme as part of a Planning Framework documented presented at Panel on the 14th June 2007. At this stage it was noted that the Council were currently procuring a major Housing PFI project as well as exploring development opportunities as part of the comprehensive regeneration of the Little London area.

4.2 The Little London Development Framework (LLDF) provides a planning framework to set out broad regeneration principles for the area. The framework also provides a master plan context for a more detailed development guide for both short and medium term development.

4.3 Details of the original outlines and subsequent related applications are listed above. In addition presentations were also made to Members of Plans Panel West on the 11th September 2009 and the 4th November 2010.

5.0 PUBLIC/LOCAL RESPONSE:

5.1 The applications have been advertised by way of site notices posted on the 10th December 2010.

6.0 CONSULTATIONS RESPONSES:

6.1 To date no representations have been received in connection with these applications.

7.0 PLANNING POLICIES:

7.1 Regional Spatial Strategy

YH1 Location of development.

YH8 Provision of green infrastructure.

LCR1 Leeds city region policy encouraging growth in the regeneration priority areas.

LCR2 Leeds city region policy.

H1 Provision and distribution of housing.

H2 Managing and stepping up the supply and delivery of housing.

H5 Housing mix.

7.2 Unitary Development Plan Review 2006 Policies

SA1 Securing the highest environmental quality.

SP3: New development should be concentrated within or adjoining the main urban areas and should be well served by public transport.

GP5: General planning considerations.

GP7: Planning obligations including education provision.

BD5: Consideration to be given to amenity in design of new buildings.

H4: Residential development on non-allocated sites.

H11: An appropriate proportion of affordable houses to be provided.

LD1: Criteria for landscape design.

N1: Public open space provision.

N2 and N4: Provision of green space in relation to new residential developments.

R2: Area based regeneration initiatives.

T2: Seeks to ensure that developments will not create or materially add to problems of safety, environment or efficiency on the highway network.

T24: Requires parking provision to reflect detailed guidelines.

7.3 Supplementary Planning Guidance/Documents

Little London Planning Framework.

Affordable Housing – SPG3.

Greenspace relating to new housing developments — SPG4.

Contributions for School improvements – SPG 11.

Neighbourhoods for Living – SPG13 (2003).

Public Transport Improvements and Developer Contributions – SPD August 2008.

Street Design Guide – SPD adopted.

7.4 National Planning Policy Guidance

PPS1 Delivering Sustainable Development.

PPS3 Housing.

PPS4 Planning for Sustainable Economic Growth.

PPG13 Transport.

PPG17 Planning for Open Space, Sport and Recreation.

8.0 MAIN ISSUES

1. Principle of development.
2. Design, layout, scale and appearance of development sites.
3. Neighbourhood refurbishment works and public realm improvements.
4. Impact upon residential amenity.
5. Highways and sustainability issues.
6. Landscaping and general environmental improvements.
7. Conclusion.

9.0 APPRAISAL

9.1 Principle of development

- 9.2 Section 38(6) of the Planning & Compulsory Purchase Act 2004, indicates that in considering planning applications the determination must be made in accordance with the development plan unless material considerations indicate otherwise.
- 9.3 The principle of residential and a mixed use commercial development was established when the outline planning consents were granted for the two development sites. The proposals in relation to these particular sites are considered to be compliant with PPS3 Housing in relation to the preference for using previously developed land first and PPS4 in planning for sustainable economic growth. The sites are considered to be in a sustainable location, on the edge of the City Centre.
- 9.4 In terms of the full applications across the six neighbourhood areas where refurbishments and environmental works are proposed, these sites lie within the urban area of Little London and are unallocated with no specific land use allocation. It is therefore considered that land or buildings within the Unitary Development Plan (Reviewed) area which are not identified by any specific policy or proposal should retain their existing uses or conform to the predominant use of the immediate area. As such it is considered that the principle of these works is acceptable and are integral to the overall regeneration strategy of this area.

10.1 Design, layout, scale and appearance of development sites

10.2 Carlton Gate

- 10.3 This is a key site where residential units are proposed essentially reusing brownfield land which previously housed tower blocks and maisonettes. The development on this site proposes the following mix of accommodation :- 68 x 2 bedroom apartments, 10 x 2 bedroom houses, 20 x 3 bedroom houses and 15 x 4 bedroom houses. The layout also shows provision for a further phase of housing.
- 10.4 The PFI proposal recognises this site as a key gateway feature linking Little London to the City Centre. The proposal aims to develop a mix of apartments and family housing designed around a high quality streetscape and spaces. The road pattern and housing layout responds, in part, to the symmetry of existing development insofar it abuts existing features to the north and west and of the site. The remaining development area contrasts with this approach and creates a new street pattern articulated by a central green space and referred to as 'The Crescent'. This central area is abutted by urban blocks which follows the alignment of this space to create a curved design solution. The development facing on to the crescent provides a strong urban edge to help create an active frontage facing on to the street and the public open space beyond.

- 10.5 The scale of the development across the site varies from 2 to 5 storeys. Taller buildings are proposed to the north east and south west of the site and seek to assist in accentuating two key gateway areas and which articulate a diagonal link across the site as well as highlighting the central area as a key visual feature. In turn this also helps respond to the scale and context of the city centre which provides the backdrop. The northern element of the development is more domestic in proportion and reflective of the grain of development in this area.
- 10.6 The buildings are expressed in a number of ways. The apartment blocks have features including over sailing roofs, corner features and balconies. Façade proportions also seek to introduce a balance between solid to void with windows positioned to retain legibility and to maximise aspect opportunities. The materials palette is simple with rich colours of brick, render and colour variations of trespa paneling proposed.
- 10.7 In terms of the dwelling houses these help create an interesting mix of development and are formed by both 2 and 3 storey units and are of a terraced and semi detached form. The roofing arrangement also seeks to introduce pitched and mono pitch solutions. The materials palette is again simple and brick, render and trespa coloured cladding are proposed. Concrete roof tiles are also shown.
- 10.8 In terms of permeability, a key pedestrian and cycling link is also proposed which runs diagonally across the site and acts as a green corridor linking into surrounding neighbourhoods and providing a logical and natural connection to the 'community hub'.
- 10.9 Where car parking is proposed, this is articulated in a number of ways.
- Firstly where it is proposed on street this is shown in demarcated bays at the back of footways.
 - Secondly, where parking is shown off street this is presented as communal parking areas and where possible overlooked by development.
 - A third measure is to provide in-curtilage parking.
- 10.10 Car parking has been allocated at 1 space per dwelling and designed in a manner to break up its visual impact by tree planting and landscaping to prevent its over dominance in the streetscene
- 10.11 The remaining part of the site to the east and south of the site are to be retained for possible future development. The immediate intention with this area is to create an informal green space.
- 10.12 Community Hub
- 10.13 This part of the scheme is seen as a key location where structural routes converge and provide access to the adjacent school, nursery, shops and services. The aim of the scheme is to help create an important landmark feature. To achieve this it is proposed that the scheme aims to rejuvenate this local neighbourhood centre to provide a diverse range of facilities for the local community and to create a quality piece of townscape.
- 10.14 The proposal is articulated as a development which consists of retail units, residential apartments, a new community centre and a refurbished amenity park and play area. There are three built elements to this scheme which together frame the existing park and provide a frontage on to Lovell Park Road and Oatland Green.

- The first is the community hub.
- The second is a detached apartment block on the hub site which fronts Oatland Green.
- The third is the community centre which sits on opposite flank of the proposed hub and is separated by an existing central piece of open space.

10.15 The road layout to the sides and rear of the hub is presented as a one way system to provide access to the hub, school, nursery and proposed apartments. The layout of the hub is articulated as a courtyard arrangement with a communal parking and service area provided to the rear of these buildings.

10.16 In terms of scale the retail units, which front Oatland Lane and Meanwood Street these are shown at a single storey. The concept of a floating roof is also introduced along the façade which overlooks the public open space. The residential block which contains 12 flats is shown at a 3 storey scale. The layout of the blocks are also framed in manner which accentuates the entrance of the school which has been redefined to form a drop off and meeting place and forms a natural extension to the neighbourhood route. Vehicular access to the school has also been modified and incorporated into this new entrance feature.

10.17 The community centre is presented as a two storey development and overlooks the public open space to the north. The design of the building is presented in a contemporary manner incorporating two monopitch roofs which back onto each other and are to be greened over to create a 'butterfly effect'. These are connected with a flat roof arrangement. The building also introduces glazing and kalwalling (which is a translucent material) as well as timber detailing. The use of these materials helps create visual interest as well as relief. The proposals also include the enhancement of the existing play park with the intention of refurbishing and extending this area to accommodate a play area designed to cater for 3 -8 year olds.

11.0 Neighbourhood refurbishment works and public realm improvements

11.1 Servias and Carltons 1 Refurbishment Proposals

11.2 Both the Servias and Carltons 1 contain similar forms of housing. A key characteristic of these areas is that they overlook the Meanwood Valley and although of a low scale, given their location on a hillside, they occupy a prominent position. Another key feature, and in common with both areas, is the fact that both these sites contain a high number of properties where the right to buy has been exercised.

11.3 The works are relatively minor in nature and limited essentially to material changes to the external appearance of the units. Essentially this is predicated by the need to introduce thermal rendered panels to improve insulation values. The proposed colours of such, although of a limited palette, are largely neutral. Other works involve re-roofing extensions and removal of bedsits. Where bedsits are removed, the adjacent properties would be made good to ensure that it reads as an end property within the courtyard. New doors and windows are also to be provided along with a bin and storage area.

11.4 Servias Public Realm Proposals

11.5 In common with Little London generally, the area suffers from an excessive and incoherent amount of access and egress points, and a confusing maze of ginnels, footpaths and left over spaces. The key objectives of the proposals are to repair the

urban grain adjacent to Cambridge Road, giving the areas of under used green spaces a clearer role, and the creation of a more distinctive landscape setting.

The refurbished public realm includes a number of key components:

- Cambridge Road greenspace;
- Habitat area;
- Servia Hill boulevard;
- Communal courtyards;
- Parking courts;
- Connecting street and paths.

11.6 It is proposed that the Cambridge Road greenspace would be reconfigured to form the northernmost section of the green route. The proposals consist of a wide new footpath / cycleway that provide a section of the green route and also the access infrastructure for any proposed development in the future. The route would be flanked by seating and planting including trees along its length. The existing wide landscape verge along Servia Hill Boulevard would be refurbished with strong avenues of trees and drifts of planting, as would the boundary with Cambridge Road. Communal courtyards would be refurbished with a perimeter path that serves each dwelling and frames a central green space, in conjunction with footpath closures. Each courtyard would be given a distinctive character through the tree and planting species used. Car parking areas would be re-organised to create parking courtyards utilising shared surfaces to create a 'home zone' character, although car parking numbers would be retained largely as existing.

11.7 Other works including alley gating and garden alignments are proposed to limit pedestrian movement. Access to courtyards has been restricted by reducing entrance points. Shared surface materials will also be introduced to assist in channeling and to create a hierarchy of movement. These proposals would concentrate pedestrian movement along fewer but more prominent routes so that the area is more 'legible'.

11.8 In summary 5 courtyards will be improved in the manner described. To complement the rationalisation of parking courts and the demolition of garaging, together with resurfacing and appropriate landscaping, will also assist in improving usability and improved community safety.

11.9 Carltons 1 Public Realm Proposals

11.10 As with the Servias, this is a neighbourhood which also suffers from over permeability. The key aim of the proposals is to create a more legible and distinctive landscape through the creation of a clear hierarchy of spaces and to provide areas of under utilised green space with a role.

The refurbished public realm includes the following components:

- Leicester Place amenity greenspace;
- Habitat area;
- Servia Hill boulevard;
- Communal courtyards;
- Parking courts;
- Connecting streets and footpaths.

- 11.11 The Leicester Place green space is to be improved would and complemented with additional landscape treatment consisting of an avenue of trees lining the road frontage. The existing car parking terrace would be removed and reconfigured to form the combined access and parking infrastructure for any future development. The existing steep bank would be terraced.
- 11.12 Servia Hill Boulevard would be refurbished with avenues of trees and strong planting to reinforce this key route. Additionally large drifts of structure planting would be located along the building line to create a buffer zone between the public street and private dwellings. Courtyards would be refurbished with distinctive planting and there would be some footpath closures to create more semi public spaces for local residents. Again it is proposed that all routes are remodeled to rationalise movement and to create better private / public definition. It is proposed that this is to be achieved by a series of alley gating measures and improvements to boundary treatments.
- 11.13 The reconfigured communal courtyard adjacent to the substation would accommodate a new central recycling facility for the community, and replaces the existing facility. Parking courtyards will be improved with shared surfaces, while overall parking numbers would be retained. Adjacent to each of the parking courts would be located a communal bin store area for dwellings without individual stores.
- 11.14 There are two main footpath /cycle ways proposed through the area, running north east to south west from Leicester Place to Servia Hill, and north to south from Carlton Hill to Servia Hill. These routes are linked with parking courts, communal courtyards and the existing play area. A new footpath linking with Leicester Place provides improved access for the community to the existing play area.
- 11.15 Traffic calming measures such as build outs into the carriageway would create streets that are more pedestrian focused. Footpaths and cycle ways would have planted landscape verges to provide a buffer between these corridors and the neighbouring residential properties.
- 11.16 Carltons 2 Refurbishment Works
- 11.17 This site is located adjacent to Carlton Gate site and to the north of the Rifleman public house. A distinguishing feature in this area is the existence of 3 tower blocks which are adjoined by medium rise housing. The aim of the proposals is to reclaim the space around the tower blocks and apartments to create private community spaces that residents can have ownership of.
- 11.18 Again, the works proposed to the buildings, in planning terms are restricted to changes to the external appearance of the maisonettes and the three tower blocks.
- 11.19 In respect of the tower blocks, the proposed changes include alterations to the external appearance of the building to include contrasting render and new windows. The aim of the works is to give the buildings an arched appearance, by adding a lighter coloured render surround to the outer rows and above the uppermost windows. The existing glazing to stairwells and landings on the main elevation would be reclad with curtain walling. The ground floor would be reclad in brickwork. The main entrance would be enhanced by a large glazed steel framed canopy.
- 11.20 The surrounding maisonette blocks are to also be uplifted in a similar style by introducing new rendered facades, windows and doors as well as new external canopies.

11.21 Carltons 2 Public Realm Proposals

11.22 To accompany the refurbishment of these tower blocks and maisonette units significant environmental works are also proposed.

11.23 The space to the base of the tower blocks would be redefined as semi private through the use of boundary treatments, rationalisation of parking and a refurbished public realm. Carlton Rise would be reconfigured to provide additional parking areas to accommodate parking from the tower blocks. The tower block community gardens would be split into two halves – a semi-private parking court and allotments area, and secure private gardens. A communal recycling store would be sited at the ‘gateway’ between the public street and the semi-private courtyard areas. This entrance would be the only access point into the communal areas. The secure private gardens would be accessed from the communal areas via key operated gates.

11.24 The existing verge along Oatland Lane would be refurbished with avenues of trees, and large drifts of planting to create a buffer zone between the public street and the private dwellings. The five apartment blocks would also have the surrounding spaces redefined to create a series of secure communal courtyards. The perimeter of each courtyard would be formalised with new boundary treatments. The community park would be refurbished to create a more formal park setting.

11.25 In addition to the above, parking courts are to be improved by means of access improvements, resurfacing and landscaping works. Similarly within the wider area, where medium rise housing exists, open space areas are to be improved to maximize legibility and permeability by channeling movement and by providing robust and defensible boundary treatment to create semi private gardens. These gardens are to be augmented by appropriate landscaping.

11.26 Parking courts serving these housing areas are to be enhanced by restricting access and combined with environmental enhancements.

11.27 Oatlands 1 Refurbishment Proposals

11.28 The Oatlands area consists entirely of low rise residential units which are characterised by a half brick and half tile arrangements. Another feature is that this neighbourhood also contains a high proportion of owner occupied units. The key focus of any such works is to harmonise the development insofar as it can be suitably integrated into the existing area.

11.29 Works in this area are limited and involve changes which are relatively minor in nature. To respond to this it is proposed that the properties will receive a render effect finish first floor frontage to replace tile hung panels in order to accommodate insulation panels. Elsewhere new external canopies are provided as well as new windows and boundary treatment works.

11.30 Oatlands 1 Public Realm Proposals

11.31 A key theme of all the neighborhoods within Little London is their over permeability and the confusing maze of ginnels, footpaths and left over spaces. The key aim for the refurbishment of the Oatlands 1 area is to create a more legible and distinctive landscape setting.

11.32 Again and in common with other neighbourhood areas, it is proposed that this will be addressed with a range of complementary interventions:

- First is the development of a through route to link this particular estate with other neighbourhoods in a coordinated manner to create better legibility and by means of a common material. This would create a key pedestrian /cycle spine through the community that existing paths and spaces would link in to.
- Second it is proposed that garden boundaries are realigned to introduce, where practical, a courtyard feel and the formation of defensible space. A number of footways would be closed through alley gating to concentrate pedestrian movement and provide secure rear gardens.

11.33 The existing verge along Meanwood Road would be upgraded to create a more distinctive landscape edge; courtyards would be refurbished in conjunction with footpath closures and parking courtyards created with shared surfaces.

11.34 Parking courts are to be improved by carrying out engineering operations to improve levels and overall accessibility. A shared material is to be introduced and works are to be completed by suitable landscaping. In addition existing verges in the area will also be landscaped and boundary treatment replaced with robust materials.

11.35 Oatlands 2 Refurbishment Works

11.36 This is the area located close to the edge of the city centre and to the east of Lovell Park Road with Clay Pit Lane to the south. The area contains 3 distinctive tower blocks. These are the subject of refurbishment works which comprises of changes to the external appearance of these towers, new windows, canopies and entrance feature. In respect of the materials rendered panels are suggested with contrasting colours used on principal elevations to introduce visual relief as well vertical stimulation. Again the intention is that the building takes on an arched appearance, with the outer and uppermost rows of panels in a light coloured render surround. Glazed curtain walling to stairwells etc would be reclad with insulated panels, and the ground floor would be reclad in facing brickwork.

11.37 The low rise properties in the area are to be subject to the same refurbishment measures described in Oatlands 1, including replacement of tile hung panels with insulated render.

11.38 Oatlands 2 Public Realm Proposals

11.39 The key objective is to create a more distinctive and legible landscape setting through a clear hierarchy of spaces, and to provide the large areas of underused green space with a role.

The refurbished public realm includes the following components:

- Oatlands Towers;
- Adventure play area;
- Habitat area;
- Lovell Park Road boulevard;
- Community courtyards;
- Parking courts;
- Streets and footpaths.

- 11.40 The space around the tower blocks would be extensively remodeled to create usable spaces for urban agriculture and semi private communal areas for residents. All communal courtyards would have space set aside for small allotments.
- 11.41 Delineation between these areas and public streets would be created through vehicular and pedestrian gateways, changes in surface treatments and boundary treatments. Each tower block would have a communal recycling area for residents located centrally within the communal areas.
- 11.42 Car parking areas would be relocated and reconfigured to create high quality parking courts. It is also proposed that the existing green space is to be also improved. The existing verge along Lovell Park Road would be refurbished with a strong avenue of trees and planting, and the existing landscape buffer along Clay Pit Lane would be augmented with new planting to improve ecological value.
- 11.43 Again, intensive and excessive over permeability is once again addressed by aiming to restructure and co-ordinate movement in this area. The common theme of introducing a neighbourhood link is also relevant here. The interventions proposed include the realignment of garden boundaries to improve and channel movement. A key theme is the formation of a courtyard arrangement with through routes designed to connect neighbourhoods and to provide a link to the community hub. This is to be delineated by means of an appropriate surface material.
- 11.44 Community courtyards would be refurbished to form a series of linked spaces to define the main pedestrian route through the area.
- 11.45 A number of footways would be closed through alley gating in order to concentrate pedestrian movement along more prominent routes as well as to provide secure rear gardens for adjacent properties.
- 11.46 Parking courts associated with the low rise housing are to be also revamped generally repeating the measures such as shared surfaces which have been used elsewhere when dealing with such areas.
- 11.47 Traffic calming such as build outs would be provided and wherever possible avenues of trees are proposed to frame the street and soften the street scene. Raised speed tables and changes in surface material would further calm the street, while vehicular gateways at the entrance to the neighbourhood would delineate the transition from the public street to the semi public community areas.
- 11.48 Environmental Improvements will also be carried out at key gateway locations by means of repaving, shrub and landscaping measures as well as the introduction of seating. Elsewhere grassed areas and embankments, verges and incidental space will also be planted. Existing tree cover will be retained in these areas and importantly this includes the corner of Oatland Drive and Oatland Gardens.
- 11.49 Lovell Park Refurbishment Proposals
- 11.50 The key aim for the refurbishment of this area is to create a more legible and distinctive landscape setting, rationalise existing levels and regenerate the landscape buffer to the eastern edge.
- 11.51 The character of the house types in this area is dictated by a low rise arrangement of a strong red brick palette. Proposed elevational changes in this area is limited and is essentially restricted to new front canopies and entrance doors. New windows will

also be fitted. Measures to improve boundary treatment arrangements to help be secure rear gardens are also proposed. Bin stores and external stores are also to be provided.

11.52 Lovell Park Public Realm Proposals

The refurbished public realm includes the following components:

- Lovell Park Court communal area;
- Communal courtyards;
- Parking courts;
- streets and footpaths.

11.53 The Lovell Park Court communal area would be improved to provide a semi private amenity area for residents through tree and shrub planting and a formalisation of the footpaths. The area would also include small allotments, and the area alongside North Street would be converted to use as a habitat area.

11.54 Communal courtyards would be refurbished and formalised with new boundary treatments. Each courtyard would be given a distinctive character through the planting species used. Parking courtyards would reorganised as elsewhere using shared surfaces, but retaining overall parking numbers.

11.55 Proposals seek to co-ordinate movement by developing and expanding the theme of a neighbourhood route. This is to be achieved by directing pedestrian movements to the heart of the centre and to avoid straying into the residential areas. The use of a suitable and consistent material to amplify this delineation is also advocated. The parking court at the end of Lovell Park Hill is to be made into a more pedestrian friendly area by facilitating level changes and appropriate landscaping measures.

11.56 It is proposed that the areas surrounding sheltered housing areas will be the subject of boundary treatment measures to create defensible space and ownership of such. Elsewhere landscaping and shrub planting is to be introduced.

11.57 A number of footways would be closed through alley gating in order to concentrate pedestrian movement along more prominent routes as well as to provide securer rear gardens for adjacent properties.

12.0 Impact upon residential amenity.

12.1 A full assessment of this issue is to be presented to Members at the time the applications are put forward for determination.

13.0 Highway and sustainability issues.

13.1 A full assessment of this issue is to be presented to Members at the time the applications are put forward for determination.

14.0 Landscaping and general environmental improvements.

14.1 A full assessment of this issue is to be presented to Members at the time the applications are put forward for determination

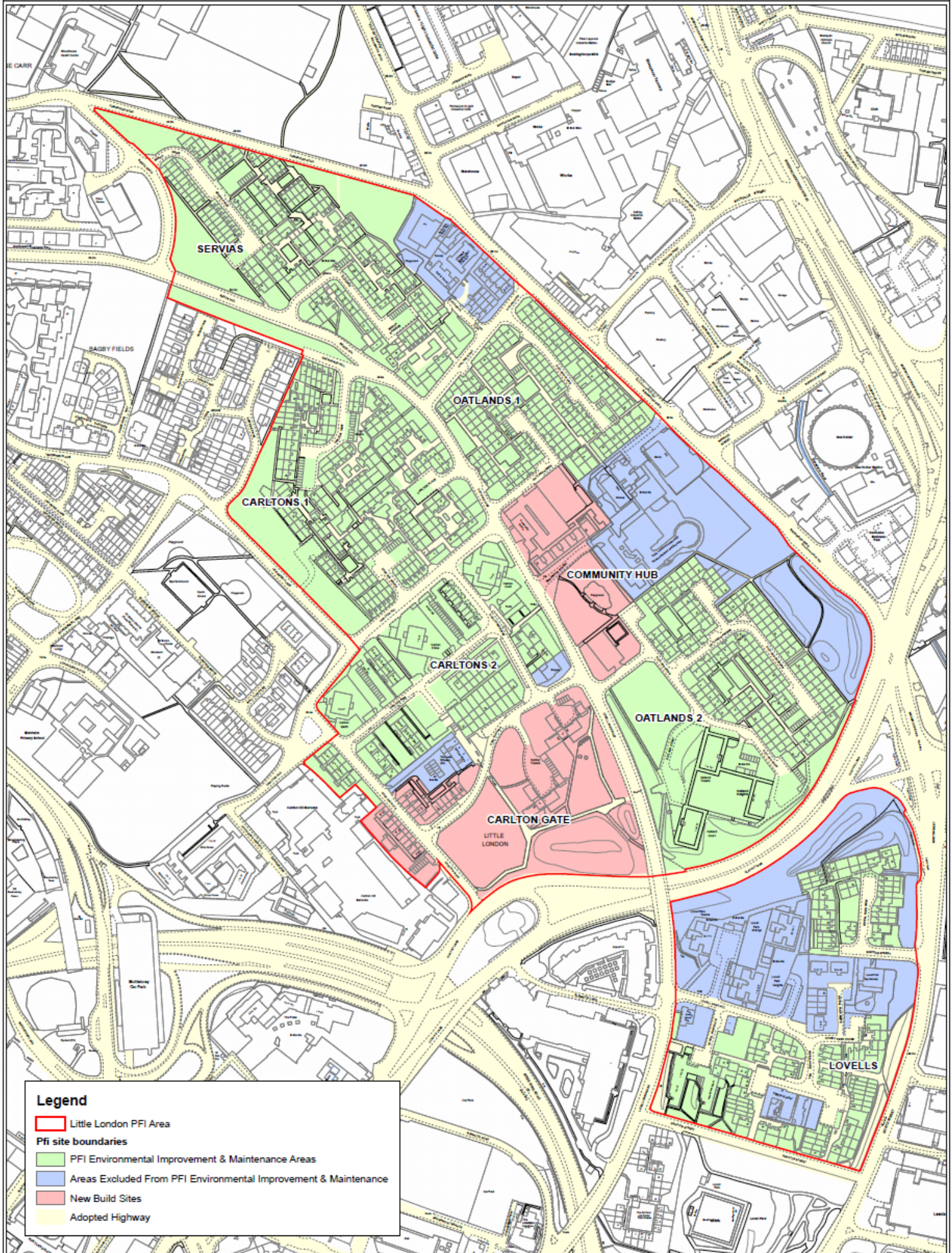
15.0 CONCLUSION

- 15.1 The Little London area is recognised in development plan terms as a regeneration area and has the benefit of an adopted development framework. The extant outline planning consents have established the principle of development for both residential development and a new district centre. In addition to this there will also be major improvements to the entire housing stock in the area and significant environmental improvements to the roads, existing and new footpaths and new and existing open spaces. The project as a whole will also deliver much improved and increased numbers of affordable housing with the two development sites geared towards the delivery of family accommodation.
- 15.2 The scheme has been worked up through a competitive dialogue process and has now reached an advanced stage. In this context, overall it is considered the urban designs and architectural solutions put forward are generally acceptable with some minor modifications. Member views are now sought on the issues raised in this report.

Background Papers:

Application and history files, see 2008 and 2010 application references at start of report.
Certificate of Ownership – certificate A & B signed for all sites.

Little London and Beeston Hill & Holbeck PFI Project



Appendix A: Little London PFI - Planning Application Areas
Full Planning and Reserved Matters