

# Theaker Lane, Armley

DRAFT PLANNING STATEMENT:

2 THEAKER LANE AND ADJACENT LAND  
AT THEAKER LANE, ARMLEY



# **LEEDS CITY COUNCIL - PLANNING STATEMENT**

## **Former Medical Centre and adjacent open space, Theaker Lane, Armley**

### **Site Description and Context**

The site is located within easy reach of shops, Armley leisure centre and services such as the Armley library, Council One Stop Centre and medical centre. Armley has good public transport links to Leeds and Bradford City Centres and surrounding local, town and district centres including Bramley and Pudsey. The A647 main arterial route is within 200m of the site providing good connectivity and links to the motorway network and surrounding area. There is access to good quality greenspace with Armley Moor located nearby which was improved through S106 and Green Leeds funding in 2011. Gotts and Armley Parks sit to the north of the A647 being within 200 metres of the site. The two sites are bordered by residential to the west and north; to the south and east the site is bordered by retail and Town Street which forms part of Armley town centre. An unadopted public footpath bisects the two sites. A site location plan on page 4 shows the site and its context.

### **Development Plan**

The former medical centre on Theaker Lane in Armley is identified within the town centre boundary in the Core Strategy and emerging Site Allocations Plan, with the adjacent council owned open space to the north of the site lying just outside of the town centre. The SPD was adopted in 2010. The Leeds UDP Review identifies the former medical centre site within Armley Town Centre; the open space to the north is unallocated. The site falls within the Armley Conservation area with Heritage Lottery funding supporting the delivery of public realm improvements and repaving works along Town Street in 2010 and a number of property and shop front improvements to heritage properties in the area.

### **Uses**

The two sites are considered suitable for residential and in particular, older people's housing.

### **Access**

Proposed development would be best served by vehicular access from the mini-roundabout at the junction of Theaker Lane, Beech Avenue and Eyres Avenue.

## **Key Design and Development Principles** (Pages 6-8 illustrates the key design and development principles in more detail)

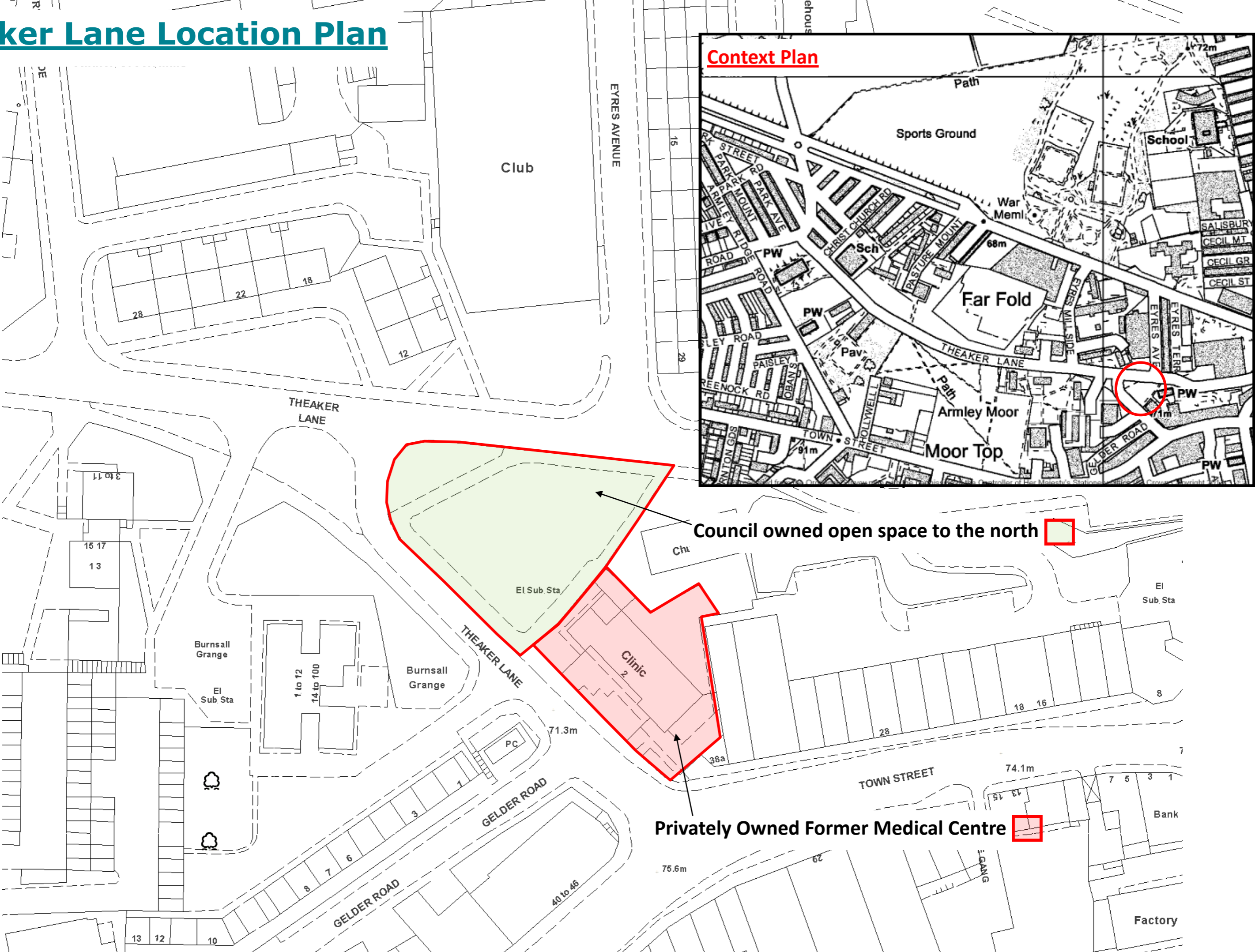
- Utilise levels to advantage of future residents - internal lifts could provide virtually level access to Town Street and its range of shops and services;
- Retain existing trees where possible;
- Theaker Lane is typified by large blocks in landscape settings, providing a strong context for a similar approach if deemed appropriate;
- Beech Avenue appears to be a strong link on plan, but in actuality terminates in a constrained backland area - new development could help reinforce the importance of Theaker Lane to access active areas;
- New development should maintain a strong landscape setting, particularly with regard to long distant views and green corridor along Theaker Lane and Beech Avenue;
- Respect existing desire lines and rights of way;
- Maintain an appropriate setting for the adjacent former Church, as well as lines of sight to the main entrance;
- Designs should display a strong regard for the nearby conservation area;
- Car parking on site could be achieved through use of undercroft with access from the mini-roundabout at the junction of Theaker Lane, Beech Avenue and Eyres Avenue. This arrangement has been supported in principle by Highways Officers when considering previous schemes and could have the benefit of formalising the access arrangements to the adjacent converted chapel; a parking ration of .6 spaces per residence will be supported if scheme is developed for over-55s;
- Development of these two sites provides an ideal location for older people's housing due to its proximity to local services, shops and public transport.

## **Developer Obligations**

The Community Infrastructure Levy (CIL) is a new levy which the Council will charge on developers or landowners when they build new developments. The money raised will help to pay for the infrastructure needed across Leeds as a result of growth such as schools, greenspace, flood defences, and transport improvements.

The CIL will be charged per square metre on most new buildings, based on their use and location. Once adopted it will replace the current tariff based system of planning obligations (Section 106 Agreements). It is intended that CIL will be adopted from 6th April 2015. S106s will continue to cover on-site measures that are needed to make a specific development acceptable, such as affordable housing, access works, drainage management, and greenspace. The Council's Core Strategy policy G4 requires the provision of on-site greenspace for developments of 10 or more dwellings. If there are site specific reasons why on-site greenspace provision cannot be achieved then it may be acceptable to deliver the greenspace off site, within the same locality, or provide a contribution of equivalent value towards the safeguarding and improvement of existing greenspace in the area. Proposals will be considered on their merits and early dialogue with the local planning authority is recommended in this respect.

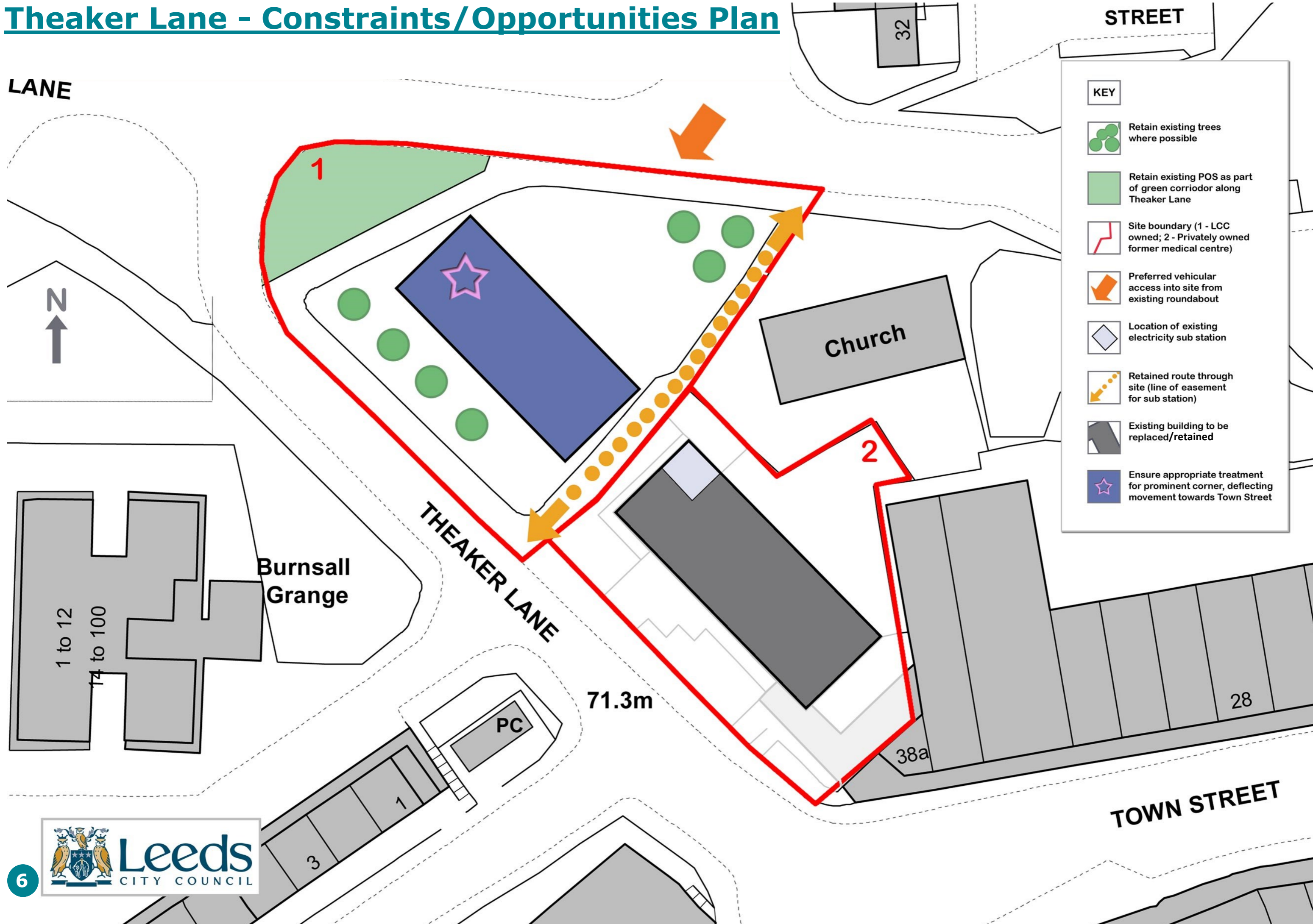
# Theaker Lane Location Plan











# Theaker Lane Aerial Photo



# Theaker Lane - Constraints/Opportunities Plan

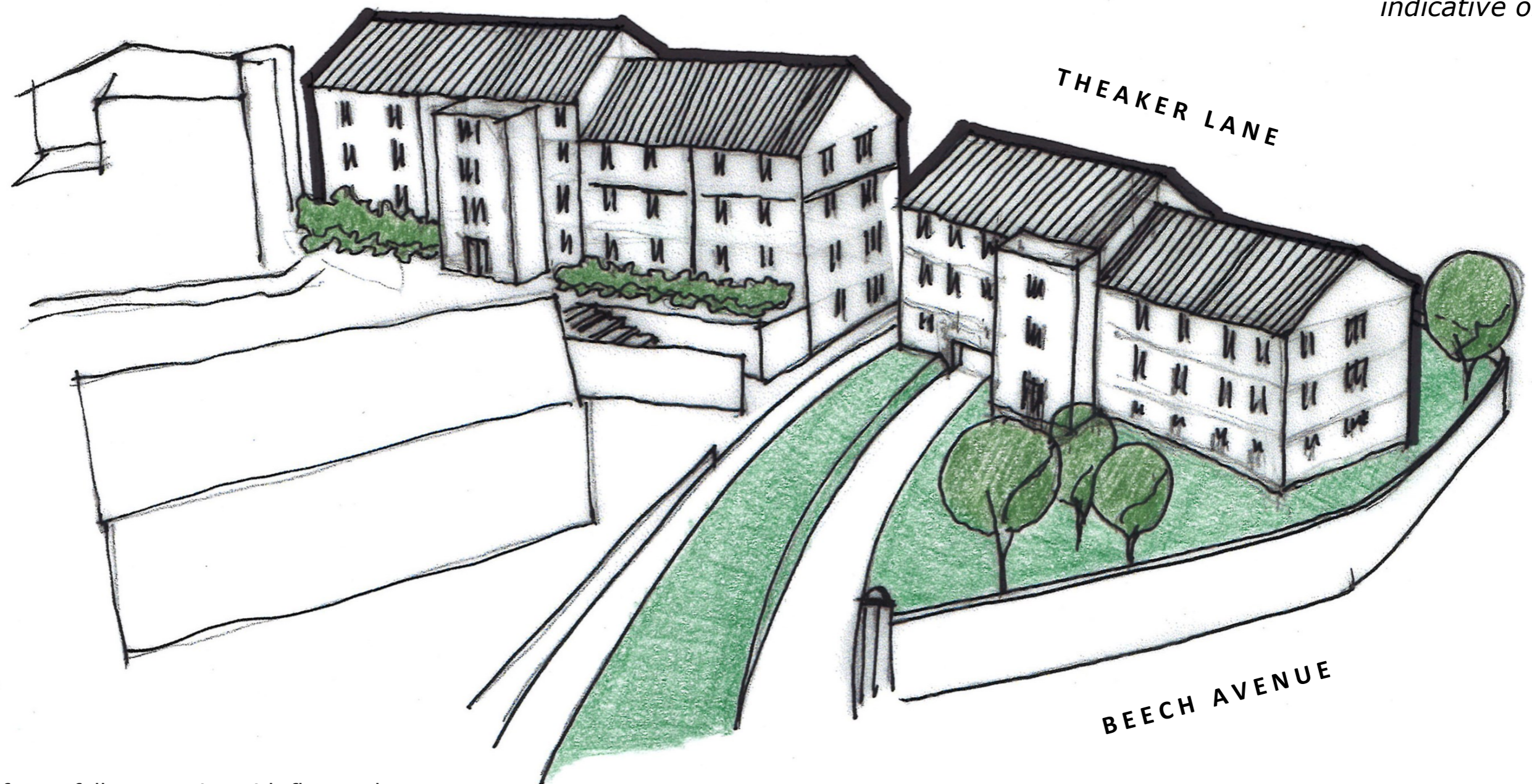


- KEY**
-  Retain existing trees where possible
  -  Retain existing POS as part of green corridor along Theaker Lane
  -  Site boundary (1 - LCC owned; 2 - Privately owned former medical centre)
  -  Preferred vehicular access into site from existing roundabout
  -  Location of existing electricity sub station
  -  Retained route through site (line of easement for sub station)
  -  Existing building to be replaced/retained
  -  Ensure appropriate treatment for prominent corner, deflecting movement towards Town Street

# THEAKER LANE

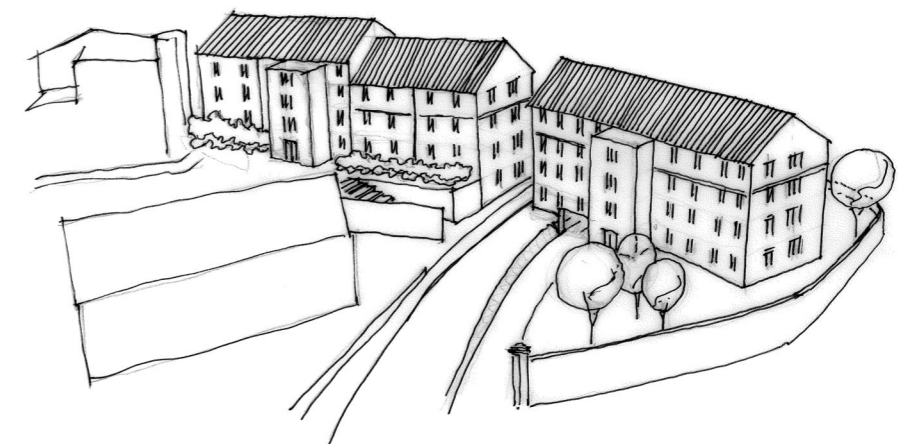
## Possible Development Option One

*indicative only*



### Additional Notes

- Cascading building forms follow terrain, with flats at bottom of hill at 2 stories maximum (above undercroft parking) to avoid over dominance to Beech Avenue
- Parking provision calculated for flats at ratio of 0.6 per dwelling, providing 12 spaces (unallocated apart from those for use by disabled users);
- Contextual building forms suggested to support conservation area and setting of former church building.

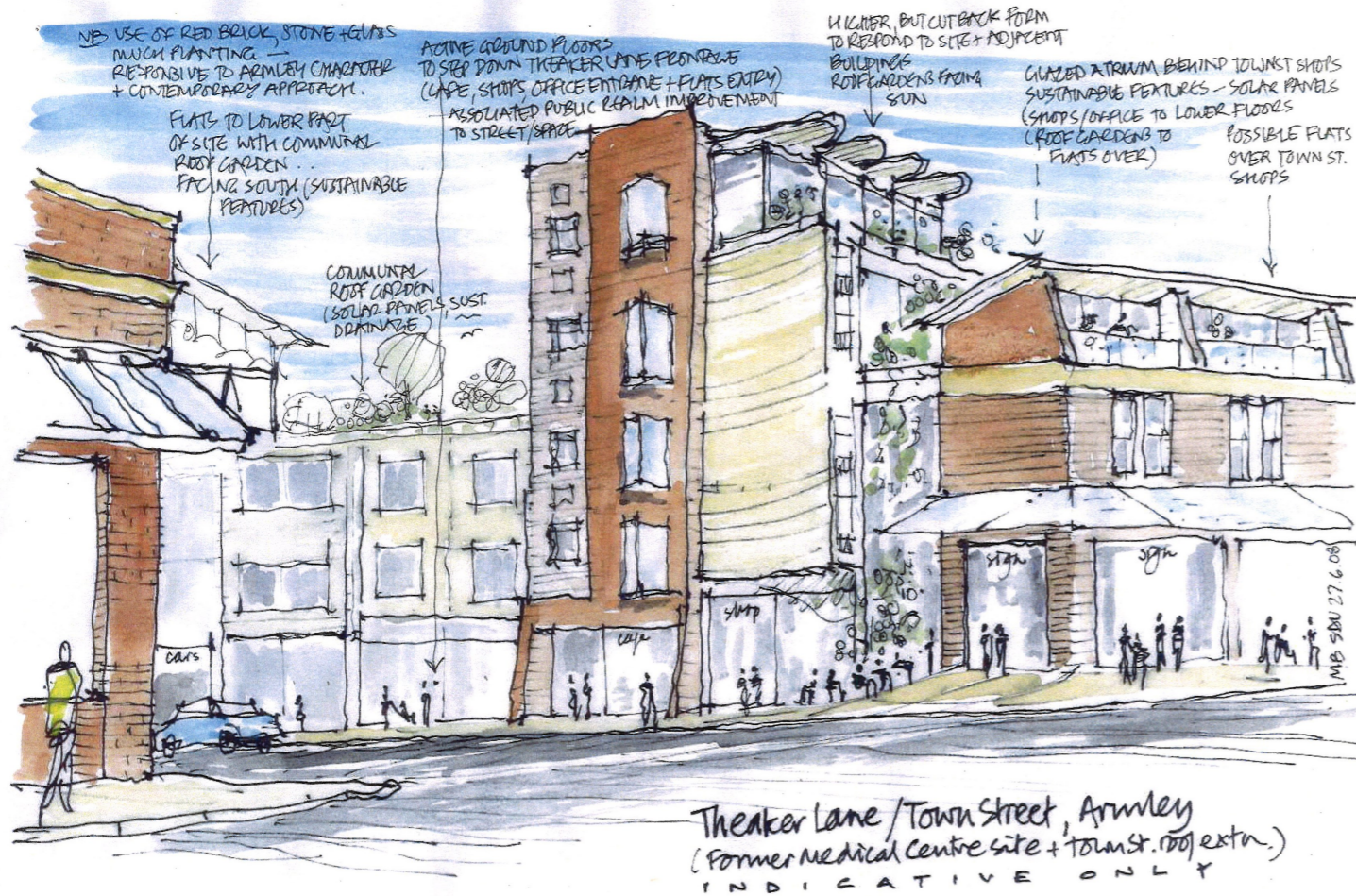


Larger, dominant building forms and heights should be avoided

# THEAKER LANE

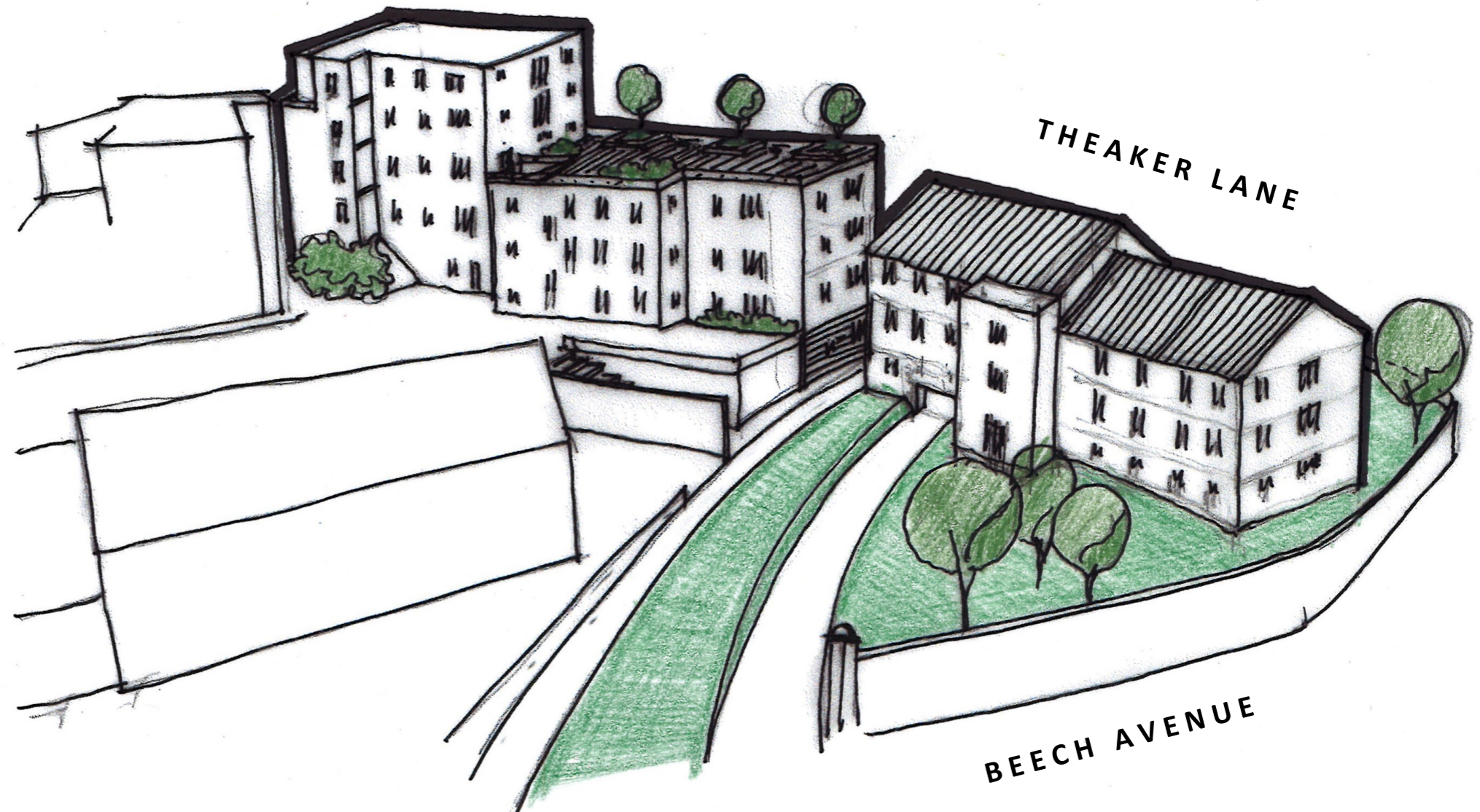
## Possible Development Option Two

*indicative only*



### Additional Notes

- End block nearest Town Street to accommodate ground & first floor commercial uses, but retaining overall number of flats (estimated 20 units), with rooftop amenity space;
- Parking provision calculated for flats only at ratio of 0.6 per dwelling, providing 12 spaces (unallocated apart from those for use by disabled users);
- Flat roof forms used in part to integrate with character of Town Street, cascading down to forms more appropriate for conservation area and setting of former church building





# Contact Details

**Enquiries relating to the Planning Statement should be directed to:**

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