

# **WEST LEEDS GATEWAY AREA ACTION PLAN**

**Leeds Local Development Framework**

**Pre-Submission Document**

**July 2009**

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(Bengali):-

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(Chinese):-

凡不懂英語又須協助解釋這份資料者，請致電 0113 247 8092 並說明本身所需語言的名稱。當我們聯絡傳譯員時，請勿掛斷電話。

(Hindi):-

यदि आप इंग्लिश नहीं बोलते हैं और इस दस्तावेज़ को समझने में आपको मदद की ज़रूरत है, तो कृपया 0113 247 8092 पर फ़ोन करें और अपनी भाषा का नाम बताएँ। तब हम आपको होल्ड पर रखेंगे (आपको फ़ोन पर कुछ देर के लिए इंतज़ार करना होगा) और उस दौरान हम किसी इंटरप्रिटर (दुभाषिए) से संपर्क करेंगे।

(Punjabi):-

ਅਗਰ ਤੁਸੀਂ ਅੰਗਰੇਜ਼ੀ ਨਹੀਂ ਬੋਲਦੇ ਅਤੇ ਇਹ ਲੇਖ ਪੱਤਰ ਸਮਝਣ ਲਈ ਤੁਹਾਨੂੰ ਸਹਾਇਤਾ ਦੀ ਲੋੜ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰ ਕੇ 0113 247 8092 'ਤੇ ਟੈਲੀਫ਼ੂਨ ਕਰੋ ਅਤੇ ਅਪਣੀ ਭਾਸ਼ਾ ਦਾ ਨਾਮ ਦੱਸੋ. ਅਸੀਂ ਤੁਹਾਨੂੰ ਟੈਲੀਫ਼ੂਨ 'ਤੇ ਹੀ ਰਹਿਣ ਲਈ ਕਹਾਂ ਗੇ, ਜਦ ਤਕ ਅਸੀਂ ਦੁਭਾਸ਼ੀਏ (Interpreter) ਨਾਲ ਸੰਪਰਕ ਬਣਾਵਾਂ ਗੇ.

(Urdu):-

ਅਗਰ ਆਪ ਅੰਗਰੇਜ਼ੀ ਨਹੀਂ ਬੋਲਦੇ ਹੋ ਅਤੇ ਇਹ ਲੇਖ ਪੱਤਰ ਸਮਝਣ ਲਈ ਤੁਹਾਨੂੰ ਸਹਾਇਤਾ ਦੀ ਲੋੜ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰ ਕੇ 0113 247 8092 'ਤੇ ਟੈਲੀਫ਼ੂਨ ਕਰੋ ਅਤੇ ਅਪਣੀ ਭਾਸ਼ਾ ਦਾ ਨਾਮ ਦੱਸੋ. ਅਸੀਂ ਤੁਹਾਨੂੰ ਟੈਲੀਫ਼ੂਨ 'ਤੇ ਹੀ ਰਹਿਣ ਲਈ ਕਹਾਂ ਗੇ, ਜਦ ਤਕ ਅਸੀਂ ਦੁਭਾਸ਼ੀਏ (Interpreter) ਨਾਲ ਸੰਪਰਕ ਬਣਾਵਾਂ ਗੇ.

## Have Your Say

Leeds City Council is proposing to submit the West Leeds Gateway Area Action Plan to the Secretary of State for independent examination. If you wish to make representations about this Plan, these must be made during the 6 week period starting at 12.00 noon on xxxxx and closing at 12.00 noon on xxxx.

This Pre-Submission Document reflects the Council's consideration of this earlier consultation on the plan, having been refined and amended, is now subject to a further 6 week period of consultation prior to its submission to the Secretary of State and independent examination by a Government appointed Inspector.

Appendix XXX of this report explains the process the Council has followed in the preparation of the AAP and provides a brief commentary to outline how the comments received during consultation events have helped to shape the form and content of this plan.

This is a final opportunity for everyone with an interest in the AAP to make representations on any aspect of it. If there are any unresolved issues these will be considered by the Independent Inspector at the Public Examination who will make recommendations that the Council will be required to accept.

Supporting documents are available for inspection at the following locations:

- Development Enquiry Centre, City Development Department, Leonardo Building, 2 Rossington Street, Leeds, LS2 8HD (Monday-Friday 8.30am - 5pm, Wednesday 9.30am - 5pm)
- Central Library, Calverley Street, LS1 3AB
- Armley Library/One Stop Centre

The documents are also published on the Council's website. To download the proposals go to [www.leeds.gov.uk/ldf](http://www.leeds.gov.uk/ldf) and follow the speed link for the West Leeds Gateway Area Action Plan within the Local Development Framework. Paper copies of the document can be requested from the address below.

Representations should be sent in writing to the Head of Planning and Economic Policy (Reference West Leeds Gateway Area Action Plan), Development Department, Leonardo Building, 2 Rossington Street, Leeds, LS2 8HD or you can email [ldf@leeds.gov.uk](mailto:ldf@leeds.gov.uk).

## Planning Aid Seeking Independent Advice and Support

Planning Aid provides free, independent and professional advice on planning issues to community groups and individuals who cannot afford to pay a planning consultant. Yorkshire Planning Aid also provides a programme of community planning, training and education activities.

To contact Planning Aid:

Yorkshire Planning Aid  
The Studio  
32 The Calls, Leeds, LS2 7EW  
Telephone/Fax: 0113 204 2462  
Email: [ykco@planningaid.rtpi.org.uk](mailto:ykco@planningaid.rtpi.org.uk)  
Website: [www.planningaid.rtpi.org.uk](http://www.planningaid.rtpi.org.uk)

For general planning advice contact the Planning Advice Helpline:

Telephone: 0870 850 9808

Email: [ykco@planningaid.rtpi.org.uk](mailto:ykco@planningaid.rtpi.org.uk)

<b>CONTENTS</b>	<b>Page no.</b>
<b>Policy Coverage – a quick reference</b>	<b>7</b>
<b>1. Introduction</b>	<b>9</b>
<b>2. Policy Context</b>	<b>12</b>
<b>3. The 5 Strategic Themes</b>	<b>16</b>
• <b>West Leeds – A Place To Be Proud Of</b>	<b>17</b>
- Historical context	
- Conservation Areas	
- Armley Mills	
• <b>A Green &amp; Healthy West Leeds</b>	<b>21</b>
- Protecting greenspace	
- Improving greenspaces	
- Health & well being	
- River & canal corridor	
- West Leeds Country Park	
- Playing fields	
• <b>A Well Connected Area – achieving better links to neighbouring areas and promoting more sustainable transport choices</b>	<b>28</b>
- Public transport	
- pedestrian & cycle access (improving connectivity)	
- Car parking – Armley town centre	
- Armley gyratory	
• <b>A Vibrant Town Centre &amp; Local Centres</b>	<b>33</b>
- Central Armley	
- Local centres	
• <b>An Attractive Place to Live and Work – creating a strong sense of place</b>	<b>37</b>
- Land for housing	
- New Wortley	
- Employment land & premises	
- Education & Training	
- Outdoor advertising	
- Signage & Identity	
<b>4. Delivery Plan</b>	<b>48</b>
<b>5. Monitoring</b>	<b>48</b>
<b>6. List of Supporting Documents</b>	<b>49</b>
<b>Glossary</b>	<b>50</b>
<b>Appendix 1 – Strategic Delivery and Implementation Plan</b>	
<b>Appendix 2 – Schedule of UDP Policies amended/replaced by the AAP</b>	

## **POLICY COVERAGE – a quick reference**

### **STRATEGIC THEME – WEST LEEDS – A PLACE TO BE PROUD OF**

<b>POLICY</b>	<b>page no.</b>
WL 1 – Armley Conservation Area – Guidance for new development	<b>18</b>
WL 2 - Improving the Armley Mills complex, (incl. the Industrial Museum)	<b>19</b>

### **STRATEGIC THEME – A GREEN & HEALTHY WEST LEEDS**

<b>POLICY</b>	<b>page no.</b>
WL 3 – Protected greenspaces	<b>23</b>
WL 4 – Greenspaces prioritised for improvement	<b>24</b>
WL 5 – Promoting pedestrian & cycle access in developments alongside the Canal	<b>25</b>
WL 6 – Enhancing the historic interest of the Canal environment	<b>25</b>
WL 7 – Promotion of walking & cycling routes along identified Routes throughout the AAP area	<b>26</b>
WL 8 – Protecting playing pitches	<b>26</b>

### **STRATEGIC THEME – A WELL CONNECTED AREA**

<b>POLICY</b>	<b>page no.</b>
WL 9 – Supporting a feasibility study for improved connectivity on the rail network between Leeds and Bradford	<b>29</b>
WL 10 – Promoting the use of the Canal as a pedestrian and cycle route	<b>30</b>
WL 11 – Promoting pedestrian and cycle routes along primary links for people to move through the area to reach key facilities and neighbouring areas	<b>30</b>
WL 12 – Integrating the AAP area with the Kirkstall Renaissance area to the north	<b>31</b>
WL 13 – Promoting a comprehensive landscaping scheme along Armley Road	<b>31</b>

### **STRATEGIC THEME – VIBRANT TOWN CENTRES AND LOCAL CENTRES**

<b>POLICY</b>	<b>page no.</b>
WL 14 – Extension to Armley Town Centre	<b>34</b>
WL 15 – Implementation of environmental improvements in Armley Town Centre	<b>34</b>
WL 16 – Redevelopment or refurbishment of Gelder Road commercial units	<b>35</b>
WL 17 – Improvements to the appearance of no. 2 Branch Road – a ‘gateway’ Listed Building	<b>35</b>
WL 18 – Supporting and improving Local Centres at Oldfield Lane, New Wortley and Whingate	<b>36</b>

### **STRATEGIC THEME – AN ATTRACTIVE PLACE TO LIVE AND WORK**

<b>POLICY</b>	<b>page no.</b>
<b>Housing</b>	
WL 19 - Proposed housing site at Far Fold	<b>38</b>

WL 20 - Proposed housing site at Mistress Lane	39
WL 21 - Proposed mixed use development, incl. housing, at the 'Island site', Armley Road	39
WL 22 - Proposed housing site at Oldfield Lane, (the former Leeds School's Sports Association playing pitch)	40
WL 23 - Proposed housing site at Highfield Gardens	40
WL 24 - Proposed housing site at Evelyn Place	40
WL 25 - Proposed housing site on land adjacent to Whingate Primary School	40
WL 26 - Proposed housing site at Farrow Road	40
WL 27 – Regeneration of New Wortley Estate through selective demolition, redevelopment of vacant sites and refurbishment of existing properties. Environmental improvements & strengthening green links.	42
WL 28 - Proposed housing site at the Former Liberal Club site	42
WL 29 - Proposed housing site at Gassy Fields	42
WL 30 – Proposed housing site at Holdforth Place	42
WL 31 – Proposed 'shared areas' in New Wortley to improve pedestrian safety, car parking and amenity landscaping	43
<b>Mixed use</b>	
WL 32 – Proposed mixed use development (to include housing & employment) on the British Gas training centre and gyratory site	44
<b>Employment</b>	
WL 33 – Support for the development of employment uses on land at Chelsea Close	44
WL 34 – Retention of existing employment uses along Armley Road and Tong Road	45
<b>Education/Community</b>	
WL 35 – Safeguarding the Wortley High School site for possible community/educational uses	46
<b>Advert control</b>	
WL 36 – Audit of outdoor adverts to review their planning status and environmental impact	47
<b>Signage</b>	
WL 37 – Improvement of directional signage to improve accessibility for Pedestrians, cyclists and car users	47



# 1. INTRODUCTION

## PURPOSE AND VISION OF THE PLAN

1.1 The West Leeds Gateway Area Action Plan (WLGAAP) will guide the way the area develops over the next 15 -20 years. It looks at the future needs of people in the West Leeds area for new housing, economic and commercial development, open space, recreation and travel and transport, consistent with the wider principles of sustainable development. It complements other initiatives taking place in the area, aims to build on the many positive aspects of the area and promotes action to alleviate its problems.

1.2 Once adopted, the AAP will form part of the Development Plan for Leeds and will complement the existing adopted UDP Review (2006). The relationship of this AAP to the Development Plan, i.e. the Regional Spatial Strategy and the Unitary Development Plan, is explained in Section 2 (Policy Context).

1.3 The AAP area (see map below) has its own unique character and a strong sense of community but needs to be better integrated into the wider community. Historically, the area played an important role in the development of Leeds as a successful industrial city but in some important respects it has not benefited from the broader renaissance of the city.

1.4 The Council considers that the kind of issues the area faces need to be addressed through an Area Action Plan (AAP) in order to provide an agreed planning framework which will stimulate regeneration and provide a coherent approach for positive action which will be shared by the Council and its partners.

1.5 The overall vision is to create a sustainable, successful and healthy community; linking the area to the social and economic successes of Leeds City Centre and creating a place the local community can be proud of by providing good quality housing, attractive greenspaces and a vibrant economy.

1.6 Key objectives of the Plan are to:

1. Provide a catalyst to promote improved joint working between public and private agencies that have a responsibility to improve the health, prosperity and well being of the people of West Leeds.
2. Improve the vitality and viability of Armley Town Centre.
3. Improve the built environment, through promoting high quality design and by preserving and, where appropriate, enhancing the area's heritage to reinforce its distinct identity and sense of place.
4. Help to rejuvenate Armley Mills (Leeds Industrial Museum) as a visitor destination, supported by complementary uses, which will be a focus of local pride, incorporating improved pedestrian and cycle links to the Cardigan Fields Leisure complex and Kirkstall immediately to the north of the river and canal corridor.
5. Improve the quality and usability of greenspace for the enjoyment and improved well being of the local community.
6. Contribute to raising educational achievement and employment skills

7. Maintain a variety of employment opportunities.
8. Make the West Leeds Gateway Area a safer and more attractive place in which to live, work and play.
9. Support the provision of accessible neighbourhood facilities, including health care provision, education, training and leisure opportunities.
10. Support the improvement of the existing housing stock, especially the New Wortley estate, and provide opportunities for the provision of new housing to provide a variety of tenure types.
11. Improve accessibility for pedestrians, cyclists and public transport users through traffic management measures and links to green corridors. The aim is to improve linkages within the area and also to adjoining areas, including the City Centre. The Canal corridor should become the key artery for walking and cycling to the City Centre and to Kirkstall and the West Leeds Country Park to the west.

1.7 It is believed that the delivery of these objectives will help to create a more vibrant and successful community which is better connected into the life of the city and where its industrial and cultural heritage is recognised and appreciated by the city as a whole.

1.8 The word “Gateway” in the title of the AAP reflects the fact that the area occupies a pivotal position as both a gateway to the City Centre and to the rest of west Leeds. As such, it signals the Council’s longer term aspirations to spread regeneration activity beyond the boundary of the AAP, and to link up with similar initiatives taking shape in the Bradford district. It is intended that opportunities to strengthen the links with Bradford along this corridor will be addressed in both Council’s emerging Core Strategies.

## MAP

### DESCRIPTION OF THE AREA

1.9 The AAP area (shown on Plan 1) extends from the edge of Leeds City Centre at the Armley Gyratory in the east to the Heights Estate to the west, it includes; the New Wortley Estate; Armley; Lower Wortley; Upper Wortley; the Aviaries; Armley Park; and Wortley Recreation Ground. Overall, it is a mixed area of older private housing, existing and former public sector housing, including system built houses, maisonettes and tower blocks with significant business activity concentrated along Wellington Road, Tong Road and the area to the north of Armley Road.

1.10 The area also contains the Industrial Museum (Armley Mills) and HM Prison - Armley Gaol, and is bounded to the north by the Leeds Liverpool Canal. The area’s population is approximately 17,000, of which 8.2% are from black and ethnic minority backgrounds (2001 Census).

1.11 The AAP area forms the first section of the corridor between Leeds and Bradford. Within this corridor both local authorities are working on a joint agenda, supported by the Regional Spatial Strategy, which focuses on investment and regeneration opportunities that this area presents.

1.12 The AAP Baseline Report sets out in detail the social, economic and environmental characteristics of the area and can be found at [www.leeds.gov.uk/ldf](http://www.leeds.gov.uk/ldf).

## WHY WEST LEEDS IS A PRIORITY REGENERATION AREA - A LEEDS CONTEXT

1.13 The need to deliver positive change in this part of Leeds is compelling. The Baseline Report and Sustainability Appraisal sets out the underlying reasons which justify intervention by the Council and partner agencies in this area. It is clear from this that the Lower Armley and Upper Wortley area of Leeds has suffered from high levels of deprivation over a number of years. Compared to the rest of the city, the area has more than double the number of workless households, has less than half the levels of educational attainment, has more crime, more empty properties and higher levels of sickness. However, despite such challenges, the area offers considerable potential.

1.14 The need for multi-agency action to regenerate this part of Leeds was first officially recognised in April 2004 when Leeds Initiative, the Local Strategic Partnership, approved the establishment of a 'West Leeds Gateway Regeneration Area.' The objective was to seek the social, economic and physical regeneration of the West Leeds Gateway area in order to help:

- Narrow the gap between the poorest areas of the city and the rest
- Assist Leeds in realising the city's full economic potential as a regional capital

1.15 The prioritisation of West Leeds for regeneration has been subsequently recognised in reports to the Executive Board (May 2005), Vision for Leeds (2004-20) – the Community Strategy, Leeds Regeneration Plan (2005-8), West Leeds District Partnership – Strategy for Success (Action Plan 2005-8) and the Council Plan (2007-8).

1.16 However, the case for prioritising the regeneration of West Leeds lies not only in its levels of deprivation, but also in the realistic opportunities for sustainable intervention by the Council and other agencies. The area's locational and physical assets that offer opportunities for real progress to be made may be summarised as follows:

- A strong sense of community and local identity
- close proximity to the City Centre and opportunities for improved connectivity
- a key location within the Leeds-Bradford corridor where there is a joint regeneration agenda between the two cities (ref: Policies LCR1 and LCR 2 of the Regional Spatial Strategy)
- a compact town centre
- key 'landmark' sites with potential for striking, transformational redevelopment
- a valuable built heritage, including Armley Mills, Leeds Prison and St. Bartholomew's Church
- an abundance of greenspaces and networks which provide spaces for recreation and the opportunity to facilitate healthy lifestyles.
- A thriving local economy
- A good variety of housing

1.17 Producing the AAP has been a collaboration between the Council, local communities, businesses and other local organisations. Ongoing joint working between these agencies is continuing to help create a strong sense of place and give spatial expression to the aspirations of the wider community. The AAP is designed to provide an agreed framework and to stimulate a sustained programme of area based regeneration

## HOW THE PLAN HAS BEEN PREPARED

1.18 Work on the AAP started in 2005 with a process of community consultation to help identify key challenges and drivers for change in the area. This culminated in the production of an 'Issues and Alternative Options Paper' in Autumn 2006 which set out broad options for the future of West Leeds, which were dependant upon different levels of intervention/actions.

1.19 The local community and other stakeholders were consulted over a 6 week period on these options and the comments received were used to prepare a 'Preferred Options' document which was published for comment over a 6 week period between February and April 2008.

1.20 The stage has now been reached where, following these two key stages of public consultation, the Area Action Plan has been refined for a further 6 week period of consultation prior to its submission to the Secretary of State.

1.21 The AAP has therefore evolved to its current form and the Council believes that it addresses the key issues that were identified at the outset. Extensive consultation has been undertaken during the course of developing the Area Action Plan and this consultation process and the outcomes (including changes made to the Plan) have been drawn together in a "Consultation Statement" (**supporting document xx**) which will be submitted to the Planning Inspectorate as part of the submission draft Area Action Plan.

1.22 A key objective running through the whole of the plan is to ensure that the policies and proposals which emerge are inherently sustainable and represent the best choice for people, the environment and the local economy. Therefore, as it has been formulated, the Area Action Plan has been assessed against sustainability measures at key stages. This takes into account the social, environmental and economic effects of the AAP and explains why the policies and proposals are considered to be the most sustainable and best suited to addressing the key issues and opportunities for the area that were identified at the outset. The WLGAAP Baseline Study and Sustainability Appraisal is available on request or can be found online at [www.leeds.gov.uk/ldf](http://www.leeds.gov.uk/ldf).

## 2. POLICY CONTEXT

### National Policies

2.1 In shaping the AAP account has been taken of national planning policies including:

- Planning Policy Statements (PPS's)
- Planning Policy Guidance Notes (PPG's)
- Government Circulars

2.2 Of particular relevance is the Government's Sustainable Communities agenda which is a long term programme to create places where people want to live and work, now and in the future. A sustainable community should:

- Meet the diverse needs of existing and future residents
- Be sensitive to the environment
- Contribute to a high quality of life
- Be safe and inclusive
- Be well planned and built
- Offer equal opportunity and good services to all.

## **Regional Policy**

2.3 The Regional Spatial Strategy (RSS) was adopted in May 2008 and now forms part of the Development Plan for Leeds. The RSS sets out a number of policy objectives relating to housing growth, the environment, the local economy and transport, reflecting the role of Leeds at the heart of the city region. It has an important role in providing a strategic policy context for local policies and it is therefore essential that this Area Action Plan is in general conformity with the RSS.

2.4 The RSS identifies Leeds as a 'Regional City' (Policy YH4 of RSS) which should be the prime focus for housing, employment, shopping, leisure, education, health and cultural activities in the region. Amongst other aims, Policy YH4 states that Plans, strategies and investment decisions should 'develop a strong sense of place with a high quality public realm', 'create new and improve existing networks, corridors and areas of greenspace', 'strengthen identity and roles of city and town centres as accessible and vibrant focal points for high trip generating uses' and increase opportunities for walking and cycling.' The West Leeds Gateway is an area where these aims can be brought together and be applied as part of a coherent plan.

2.5 The potential of the Leeds-Bradford corridor is recognised in the RSS as a 'regeneration and investment opportunity' (Policies LCR1 & LCR2). The corridor stretches for nine miles between the city centres of the first and third largest economies in Yorkshire and the Humber and the RSS policy expresses the following priorities:

- to support site assembly
- improve the quality and capacity of public transport links along the corridor
- invest in housing market renewal
- training programmes to improve access to employment opportunities

2.6 To help deliver this policy, and in order to meet the RSS emphasis on the wider regeneration/transformation agenda, a partnership between the two local authorities has been established which seeks to build on the current strengths of Leeds and Bradford through joint working and to use the economic growth of the respective city centres to benefit the deprived urban areas that lie between them. The AAP area represents the easternmost section of this corridor and will provide a catalyst for regeneration and improved transport links within the broader corridor.

## **Local Policy**

### **Vision for Leeds**

2.7 The Community Strategy for Leeds (Vision for Leeds 2004 – 2020) has the following main aims:

- 'Going up a league as a city' making Leeds an internationally competitive city and the best place in the country to live, work and learn, with a high quality of life for everyone.
- 'Narrowing the gap' between the most disadvantaged people and communities and the rest of the city.
- 'Developing Leeds' role as the regional capital', contributing to the national economy as a competitive European city, supporting and supported by a region that is becoming increasingly prosperous.

2.8 The West Leeds AAP has the potential to contribute to all three aims of the Community Strategy - ***going up a league*** – creating a sustainable living and working environment which

raises the image of the area; - ***narrowing the gap*** – enabling local people to take advantage of the opportunities presented by the regeneration of the area and its improved integration with adjoining neighbourhoods; - ***developing Leeds as a regional capital*** – the proximity of the area to the city centre and surrounding neighbourhoods such as Holbeck Urban Village, gives it the potential to make a significant contribution to the future long term growth and success of the City.

### **The Leeds Strategic Plan**

2.9 The Leeds Strategic Plan (2008 to 2011) sets out the strategic outcomes and improvement priorities which have been agreed following extensive consultation with councillors, stakeholder groups and the public across the city. The Leeds Strategic Plan is also the Local Area Agreement for Leeds, a formal agreement with central government about how to improve outcomes on shared priorities. The contents of the Strategic Plan are aligned with the Vision for Leeds (2004 to 2020) and can be seen as the delivery plan for the Vision for Leeds.

2.10 At the heart of the Leeds Strategic Plan is Leeds City Council's ambition to transform the quality of life in Leeds to see:

- people happy, healthy, safe, successful and free from the effects of poverty;
- our young people equipped to contribute to their own and the city's future well being and prosperity;
- local people engaged in decisions about their neighbourhood and community and help shape local services;
- neighbourhoods that are inclusive, varied and vibrant offering housing options and quality facilities and free from harassment and crime;
- an environment that is clean, green, attractive and above all, sustainable; and
- a city-region that is prosperous, innovative and distinctive enabling individuals and businesses to achieve their economic potential.

2.11 The AAP will help to integrate the targets and priorities of the Strategic Plan. This will be monitored through the AAP's Service Delivery and Implementation Plan (SDIP) (See Appendix 1).

### **The Renaissance Leeds Strategy**

2.12 The Renaissance Leeds Partnership, a collaboration between the City Council, Yorkshire Forward, the Homes and Communities Agency and the Leeds Initiative, was formed in 2005 in order to oversee the physical and spatial development of the city as part of wider work to deliver the Vision for Leeds. An earlier Renaissance Leeds report\* published by Leeds City Council and Yorkshire Forward in 2004, saw West Leeds as one of the "spokes" – driven by the growth of the city centre – but 'dis-connected' from it and not sharing in the wealth it creates.

2.13 The AAP area is specifically described as forming part of a "Rim of Disconnectivity," (see diagram xx) owing to the way in which the community has been severed from the city centre and other communities by motorways, other road systems and railways. The overall effect is a sense of poor connectivity and an absence of a good quality public environment which undermines its identity and character.

2.14 The AAP addresses the above issue by seeking to increase the permeability of the area, connecting it into the wider "rim" around the city centre and to the city centre itself.

### **Unitary Development Plan**

2.15 The Revised Unitary Development Plan (2006) forms part of the Development Plan for Leeds and remains an important policy context for the AAP.

2.16 As a consequence of changes to the Development Plans system introduced by the Planning & Compensation Act 2004, the Secretary of State has agreed that the majority of UDP Policies can be saved until they are replaced by new policies in an adopted Development Plan Document, prepared under the Local Development Framework.

2.17 The schedule of UDP Policies which are 'saved' and which will continue to apply to the West Leeds Gateway area can be viewed at [www.leeds.gov.uk/UDP](http://www.leeds.gov.uk/UDP). The AAP does not repeat these saved policies.

### **The Core Strategy**

2.18 The emerging Core Strategy sets out the vision for the future of Leeds over the next two decades and provides broad policies to shape development. All other documents prepared as part of the Local Development Framework, including this AAP, have to fit with the Core Strategy and contain policies and proposals which support its strategic vision. The AAP has therefore been informed by the emerging Core Strategy at every stage.

2.19 Taking its lead from the Vision for Leeds, a key purpose of the Core Strategy is to give spatial expression to "narrowing the gap between the most disadvantaged people and communities and the rest of the City."

2.20 Therefore, the AAP aims to tackle environmental, economic and social issues in an integrated way and contribute to the delivery of the Core Strategy by:

- enabling deprived neighbourhoods to share in the success of the city and increase prosperity
- contributing to a wider urban renaissance
- creating an attractive place which is good to live and work in
- helping to create a well-connected city
- developing a healthy local economy and a successful town centre
- Raising the quality of greenspaces to help improve people's health and well being.

### **Links to other Area Action Plans and Regeneration Areas**

2.21 **Diagram xx** below shows the AAP in relation the other priority regeneration areas in Leeds. The AAP proposals link into these adjoining areas and opportunities are taken to improve links with the Kirkstall Renaissance Area, the City Centre, the City Centre Rim and Holbeck Urban Village.

*\* Perceptions of an Evolving City, Proposals for a Well-Connected City and Principles to Guide Development of a Sustainable City (Koetter Kim & Associates and Leeds Civic Architect – Aug 2004*

### **3. THE 5 STRATEGIC THEMES**

3.1 Central to the Council's approach in moving towards the achievement of the long term objectives described in para.1.6 above, is that the principles of sustainability are fully integrated into the Plan. There is a particular emphasis on areas of change where policies and proposals are designed to provide long-lasting benefits to the area and enable the management of environmental resources (and the consequences of climate change) and help provide opportunities to access employment and community services and facilities.

3.2 Within the context of these higher level principles of sustainability, is the desire to take practical action at a local level for the communities of West Leeds, now and in the future and the following five strategic themes for action have been identified. These are intended to group related issues and address the key issues of specific relevance to West Leeds which emerged during the preparation of the Baseline Report, local evidence gathering and the different stages of Public consultation. The themes are:

- **West Leeds – A Place to be Proud of**
- **A Green and Healthy West Leeds**
- **A Well Connected Area**
- **Vibrant Town and Local Centres**
- **An Attractive Place to Live**

*Insert conceptual diagram to illustrate what these themes seek to achieve in the area*



## **3.5 WEST LEEDS – A PLACE TO BE PROUD OF**

### **History - the factors that have helped to shape West Leeds**

3.5.1 The historical legacy of the AAP area, particularly its listed buildings and Conservation Areas, is currently undervalued but, with the right investment, it could play an important role in the area's regeneration, increase tourism and be a source of local pride which is also valued by the city as a whole.

3.5.2 The built form of the area still reflects the origins of Armley as a village and its rapid growth during the industrial expansion of Leeds from the late 18<sup>th</sup> Century. This expansion was largely as a result of the growth of the textile industry from small weavers cottages (some remain at the western end of Town Street) to large textile mills, most notably Armley Mills on Canal Road, built by Benjamin Gott in the early 1800s, and at one time the world's largest woollen mill. The area was also home to heavier industry such as the Leeds Forge and Scotch Forge.

3.5.3 Armley was well located for trade, being close to the Leeds and Liverpool Canal (completed in 1816) which at the time of the Industrial Revolution provided the most important transport link for the movement of wool and other goods. The railways also left their mark on the area and remain significant features. At one time there were two stations in Armley and significant sidings and connections to local industry. Canal Road, between Armley Mills and Stanningley Road was the focus of much of the industrial production, with a number of buildings remaining from that time.

3.5.4 To house the significant influx of new workers, there was a massive expansion of terrace houses. Between 1861 and 1932 4,700 back-to-backs and 1,800 through-terraces were constructed. Much of this housing remains, although many areas were cleared in the post war period and were replaced with high rise blocks, such as Burnsall Grange and Croft to the north of Armley Town Street. Significant areas of dense terrace housing were also cleared to create the New Wortley Estate, laid out in the then fashionable 'Radburn' style.

3.5.5 The area is also characterised by areas of greenspace which reflect the history of the area, including parks, allotments and cemeteries. Armley Park once formed the grounds of Armley House (Gotts Park) and stretches from Stanningley Road down towards the Leeds and Liverpool Canal. Armley Moor, just outside the Town Centre, is informal in nature and was formerly a tenter field for the drying of wool.

3.5.6 Reflecting the historical legacy of the area, there are a number of listed buildings in the area including Grade II\* listed Armley Gaol, St Bartholomew's Church and part of the Armley Mills complex, which is also designated as a Conservation Area. A new Conservation Area has also recently been designated (2007) for Armley, centred around the town centre.

### **Conservation Areas**

#### Central Armley

3.5.7 The Conservation Area for central Armley was designated on 19 October 2007. A Conservation Area Appraisal has since been adopted by the City Council as non-statutory planning guidance and this explains its special character and attributes and highlights particular areas for enhancement. In addition, a management plan has also been drawn up for the area which sets down measures to maintain and enhance that special character. Both

these documents are complementary to saved UDP policies (policies N14-22 of Volume 1 and BC1-9 of Volume 2).

3.5.8 It is important that buildings which make a positive contribution to the Conservation Area are retained in accordance with the considerations at para. 3.19 of Planning Policy Guidance Note 15. 'Positive' buildings which contribute to the special character or appearance of the Conservation Area are identified in the Armley Conservation Appraisal. New development is encouraged in the Conservation Area as long as it does not detract from its special character or appearance. In this respect, new buildings do not have to slavishly copy existing buildings but there should be a respect for fundamental spatial and architectural characteristics.

3.5.9 A key objective in the Conservation Area is to retain traditional shop fronts and to take opportunities to re-instate those which may have been 'modernised' so that they are appropriate to the building. Signage applied to the shop fronts is also important to the character and appearance of the conservation area. New signage should therefore avoid cluttering the street scene.

The following policies will therefore apply:

#### **POLICY WL 1**

#### **PROPOSALS FOR DEVELOPMENT WITHIN THE ARMLEY CONSERVATION AREA SHOULD REFLECT THE FOLLOWING PRINCIPLES:**

- (i) **'POSITIVE' BUILDINGS SHOULD BE RETAINED UNLESS IT CAN BE SHOWN THAT IT IS NOT VIABLE OR THE REPLACEMENT PRESERVES OR ENHANCES THE CONSERVATION AREA.**
- (ii) **NEW DEVELOPMENT SHOULD RESPECT THE PLAN FORM AND CHARACTER OF THE SPACES IN ARMLEY CONSERVATION AREA. THEREFORE, THE INFILLING OF GARDENS AND OTHER OPEN SPACES WILL ONLY BE PERMITTED IF IT PRESERVES OR ENHANCES THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA.**
- (iii) **THE REPLACEMENT OF TRADITIONAL SHOP FRONTS IN ARMLEY CONSERVATION AREA WILL BE RESISTED AND THEIR REPAIR ENCOURAGED.**
- (iv) **NEW BUILDINGS SHOULD RESPECT THE SITING, MASSING, FORM, PROPORTIONS AND MATERIALS OF ADJOINING BUILDINGS.**

**Note: Insert plan of Conservation Area (showing listed buildings & 'positive' buildings)**

3.5.10 The elevated position of Armley and the placing of important buildings in prominent positions mean that those views into and out of the Conservation Area are important. In particular, views of St Bartholomew's Church are important to the image of Armley. It is recognised that development both within and immediately adjacent to the Conservation Area could potentially have a harmful effect. Therefore every effort should be made to enhance these views and avoid visual harm. Key views are identified in the Armley Conservation Area Appraisal (**supporting document xx**).

3.5.11 The public realm (highways and other publicly owned spaces) provides the setting for historic buildings and it is important that every effort should be made to keep traditional materials and reinstate appropriate high quality materials and street furniture. Therefore, the siting and design of road signs and street furniture in the Conservation Area should be sympathetic to the area's historic character and have regard to the current 'Streets for All' guidance.

### Armley Mills

3.5.12 Armley Mills is a Listed Building (Grade II & II\*) of great attractiveness, with a unique setting and considerable architectural and historic value. It has housed the Leeds Industrial Museum, telling the story of the City's diverse industrial heritage, since 1982.

3.5.13 The Mill has great potential due to its close proximity to the City Centre and unique position on the Leeds Liverpool Canal (part of National Cycle Network Route 66) and the River Aire. It is only 800m from Armley Town Street, yet the Mill does not connect well with the Armley area generally due to poor pedestrian links. Equally, it is also poorly connected into the Cardigan Fields Leisure Complex which lies immediately to the north across the river. There would be clear mutual benefits in having stronger pedestrian links between the two complexes.

3.5.14 To the rear of the Museum car park is Dunkirk Hill, an area of greenspace which is managed by the Council. This was originally laid out as a picnic area and whilst it offers good views of Leeds from its summit, its design and purpose is now outdated and it has become a focus for anti social behaviour. The consequence of this is that the main approach to the Museum is unattractive and uninviting.

3.5.15 However, despite these negative features, visitor numbers to the Museum are improving in response to new events and exhibitions and it is considered that there is further scope for improvement.

3.5.16 Parts of the overall complex are now in need of investment and in order to maintain and further improve the Museum's attractiveness and long term future, the following actions should be considered:

- accommodating a complementary use(s) in part of the Mill complex
- improving the adjoining greenspace at Dunkirk Hill
- improving the car park and by providing an attractive 'gateway' or entrance feature which would give the Museum a higher profile
- improving the pedestrian link with the Cardigan Fields Leisure complex to the north of the river Aire.

3.5.17 The suggestion of accommodating an ancillary use(s) at the Museum is designed to help underpin the Museum's long term future as a visitor attraction, and this is under investigation. Creating space for such uses would need to be done by moving some existing usages and facilities, relocating and in some cases even disposing of some of the Museums collections. If this is possible, the emphasis would be upon introducing uses which would complement the Museum's role and help to strengthen it as a visitor attraction.

3.5.18 A long term solution to the future of the area in which the Museum is located is needed and a comprehensive approach, developed through a planning brief, will guide any further development.

### **POLICY WL 2**

**THE CITY COUNCIL WILL, IN CONSULTATION WITH THE ENVIRONMENT AGENCY AND BRITISH WATERWAYS (AND AS NECESSARY OTHER AGENCIES), PREPARE A PLANNING BRIEF TO PROMOTE THE REGENERATION OF THE ARMLEY MILLS COMPLEX, INCLUDING THE ADJOINING DUNKIRK HILL IN ORDER TO:**

- (i) **take account of the Leeds Flood Alleviation Scheme objective of reducing flood risk to the Armley Mills site and adjoining properties**
- (ii) **facilitate the improved pedestrian connectivity between the Mills and Kirkstall Leisure Complex at Cardigan Fields;**

- (iii) support the rationalisation of Museum floorspace to facilitate the occupation of complementary uses;**
- (iv) improve the adjoining Dunkirk Hill as an area of greenspace and a more attractive entrance to the museum**
- (v) improve car parking to support the Museum and other potential uses**
- (vi) improve access to the Canal**
- (vii) improve biodiversity across the site**
- (viii) explore the utilisation of low or zero carbon energy sources at the Mill complex, to include solar, wind and water power.**

**Note: Insert plan of Conservation Area**

## 3.6 A GREEN AND HEALTHY WEST LEEDS

3.6.1 The importance of greenspace in bringing about a regeneration of the area was a key issue raised by people during early consultation on the AAP. Consequently, a key aim is to create well designed, safe (e.g. overlooked), high quality and accessible greenspaces which will give the area a strong sense of place which local people can enjoy and use for active or informal recreation. As well as being a source of community pride and attracting new investment, greenspaces also support biodiversity and contribute to 'urban cooling' which will help adapt to climate change.

3.6.2 In 2008/9 the Council carried out an 'Audit' of greenspace in Leeds and a 'Needs Assessment' under the guidelines contained in national planning policy guidelines, (Planning Policy Guidance Note17). The primary purpose of this study is to inform the emerging Core Strategy for Leeds and other local development documents, such as the WLGAAP, in recognition of the important role open space plays in enhancing the quality of life for people in Leeds.

### Needs Assessment

3.6.3 The Needs Assessment element of the PPG17 Study was carried out by specialist consultants on behalf of the City Council. **Supporting Document XX** explains the methodology employed and the way in which the Leeds district was sub-divided for the purposes of the study into 10 geographic areas, including 'West Inner' which covers Armley, Bramley and Stanningley (the AAP area). The following conclusions for this area are summarised below.

3.6.4 Compared to the district-wide position, the views of West Leeds residents were that there are not enough:

- natural areas
- children's play areas
- allotment gardens
- tennis courts

3.6.5 A key finding across 'West Inner' in common with other parts of Leeds, was that the majority of respondents have a strong preference for being able to walk to a range of facilities: parks & gardens, amenity areas, children's playgrounds, teenage facilities and grass pitches.

### Consulting Children and Young People

3.6.6 In order to obtain the views of young people within the area, the Council took the opportunity to work alongside Leeds Primary Care Trust to consult children and young people in West Leeds in order to better understand how they felt about their local environment and to identify changes that could be introduced to improve their health and well-being, including their use and access to greenspaces and the routes they use to move around the area. This 'Children & Young People's Consultation Report (2008)' is **Supporting Document xx**.

3.6.7 The key findings of that study were as follows:

- the major concerns of young people when moving around their local community were traffic, the people they meet and the buildings they have to walk past. They thought that

- marking out safer routes, including the best road crossing points, and telling pupils through school assemblies about these routes was a good idea.
- The same concern was expressed about getting to and from Parks, making sure everyone knows about the best and safest routes which are shared by everyone, not just children.
  - Traffic was a major concern , with children commenting that many drivers speed and do not slow down in areas where children and young people are, e.g. schools, parks, leisure centres
  - Parks need to be improved as many had broken or no equipment. More exciting equipment and other additions to make them more attractive. Teenagers were often cited as those responsible for vandalism. However, when asked, teenagers identified young adults as those responsible and felt threatened by them, preventing them using facilities such as Multi-Use Games Areas.
  - Children and young people thought that parks were only accessible if local, within a reasonable walking distance, that was felt to be on a safe route. Parents would not allow their children to go to parks if they had to go through an unsafe area or they felt the park was in an unsafe area.
  - Children and young people recommended that:
    - a) equipment should be provided for all age groups in separate areas, but that these should be visible and not hidden away.
    - b) equipment and activities should include traditional and non-traditional , e.g. swings, skate parks, youth shelters, benches, mini golf, multi-use games areas, things to climb, bins, flowers, ponds, toilets and refreshments,
    - c) parks should be cleaner and looked after.

#### Protecting greenspaces in West Leeds

3.6.8 The PPG17 Audit of greenspace provision is still underway (June 2009) and revised standards of greenspace provision will be formulated for the whole of the Leeds Metropolitan District at the conclusion of this study. However, the PPG17 Audit is clearly showing that some of the area's greenspaces are poorly maintained, unattractive and not fully used or appreciated.

3.6.9 **21** greenspaces in the AAP area, covering a total area of 44 ha. are already protected under 'saved' Policy N1 of the UDP. Some of these areas continue beyond the AAP boundary and the total area (gross) extends to 92 ha. which are accessible to the local community. The AAP proposes the addition of **15** sites of over 0.2ha. to those already protected under UDP Policy N1. These are:

- i) Land adjacent to Railway at Moor End and at College Lawn (0.6ha)
- ii) Area to south of Wortley Heights and Towers along the side of the railway line has potential as improved open space and green link (2.8 ha). This area forms an integral part of the Leeds Core Cycle Network.
- iii) Open space adjacent to Five Lanes Primary School, an area of public open space laid out as part of the development of the school ( 0.2 ha).
- iv) Bowling Green at Armley Liberal Club (0.3 ha).
- v) Land between Canal and River Aire, (part of Yorkshire Chemicals Site) (1.2 ha).
- vi) Churchyard St Bartholomew's Church (0.89 ha).
- vii) Allotments adjacent to the Mosque at Hall Lane and Brooklyn Terrace (0.2 ha).
- viii) New Wortley Cemetery (2.3 ha).
- ix) Land between Canal Road, the railway and Armley Park Road (1.0 ha)
- x) The Malmesbury's (4 sites in New Wortley totalling 0.2 ha.)
- xi) Land adjacent to Phil May Court, New Wortley (0.4 ha)
- xii) Pudsey Road /Valley Road (Heights) (0.9 ha)
- xiii) Whingate Primary (0.4 ha)
- xiv) Ledgard Way/Salisbury Grove (0.8 ha)
- xv) Armley Mills (0.6 ha)

### **POLICY WL3**

#### **THE GREENSPACE SITES LISTED ABOVE ARE IDENTIFIED ON THE PROPOSALS MAP AND WILL BE PROTECTED UNDER POLICY N1 OF THE UDP.**

##### Improving greenspaces

3.6.10 In addition to continuing to protect greenspaces, an important aim of the AAP is to improve its overall quality and attractiveness. Armley Park is a key local asset which also serves a wider area of west Leeds. The Council will continue to invest in raising the quality of this Park in order to achieve 'Green Flag' status. Achieving high quality greenspaces is a key part of successful 'place making' and will address the concerns expressed by residents during early consultation on the AAP. Based on the PPG17 Audit and upon the wider potential regeneration benefits of particular sites, a number of priorities for improvement have been identified. Some of the areas are managed by the Armley Common Rights Trust and new partnership arrangements between the Trust and the Council are needed to facilitate this. The sites identified for priority spending are listed in Policy WL 4. These are:

##### 1. Armley Moor

Armley Moor is an informal piece of greenspace centrally located within the AAP area, adjacent to Armley Town Centre. The Armley Conservation Area Appraisal considers Armley Moor to be, arguably, the most important open space in the Conservation Area and highlights the need for investment in order to restore it to its former glory. However, the site currently scored poorly in terms of poor overall management, inappropriate and unauthorised horse grazing, poor infrastructure (such as seats, litter bins and paths) and a generally unwelcoming environment. Consequently, significant improvements should be made to it in order to increase its attractiveness and its usability for people living and working in the area.

##### 2. Ley Lane

Ley Lane is another well located piece of greenspace in terms of its accessibility to the local community. It performs a different function to Armley Moor in that it is a playing pitch and therefore caters for active sport. However, the site scored poorly in the PPG17 audit and could benefit from signage, improved facilities on site and better maintenance.

##### 3. Dunkirk Hill

Dunkirk Hill is a 'natural' piece of greenspace which is located adjacent to Armley Mills. Unfortunately management issues have led to the site gaining a negative reputation. To combat this, the site has been prioritised for improvements which may consist of opening up the site, improving security and surveillance and the creation of an improved entrance to Armley Mills. Detailed proposals for Dunkirk Hill greenspace will be brought forward as part of a comprehensive scheme for the improvement of the whole Armley Mills complex.

##### 4. Area to the south of Wortley Heights and Towers

This is a green corridor which forms part of the West Leeds Country Park route through the WLGAAP area. The corridor follows the railway line westwards through informal greenspace and past rugby and football pitches. This area of greenspace has the potential to be a very attractive route through the area but requires significant investment to improve accessibility and usability.

## 5. Wortley Recreation Ground

Wortley Recreation Ground is a valuable community park but it requires significant investment in order to bring it up to 'Green Flag' standards. In addition to improvements to the formal and informal parkland areas, the playing pitches require drainage improvements in order to make them more useable throughout the year.

### **POLICY WL 4**

**THE PROTECTED GREENSPACES ALLOCATED ON THE PROPOSALS MAP WHICH HAVE AN ADDITIONAL DARK GREEN 'STAR' NOTATION, WILL, SUBJECT TO MONITORING AND REVIEW, BE GIVEN PRIORITY IN SPENDING PROGRAMMES IN ORDER TO RAISE THEIR QUALITY AND ATTRACTIVENESS TO THE LOCAL COMMUNITY AND FACILITATE BETTER CONNECTIVITY WITHIN THE AAP AREA AND NEIGHBOURING COMMUNITIES.**

**THE SITES IDENTIFIED ARE:**

- i) ARMLEY MOOR**
- ii) LEY LANE**
- iii) DUNKIRK HILL**
- iv) AREA TO THE SOUTH OF WORTLEY HEIGHTS AND TOWERS**
- v) WORTLEY RECREATION GROUND**

3.6.11 The provision of new or improved 'greenspace' (or improvements to the public space generally) will also be sought in commercial developments where development provides an opportunity to link up or improve access to nearby greenspaces.

### Health & Well-Being

3.6.12 There is clearly a strong relationship between the protection and improvement of greenspaces and the opportunity to contribute to improved health and a sense of well being in the community. One of the Government's objectives is to build physical activity more into all people's lives, i.e. walking to the shops and to school. There is, therefore, a clear need to incorporate health matters into the spatial planning for the area and to provide the infrastructure to encourage healthier lifestyles, such as safe routes for walking and cycling.

3.6.13 It is clearly important to appreciate that issues relating to good health are cross-cutting and are therefore relevant to a number of policy areas in the AAP, especially the promotion of walking and cycling and the broader aim of improving connectivity. Policy TR1 (Transport & Movement) and 'saved' policy T2 of the UDP Review promote walking and cycling and ensure that developers take full account of the need to facilitate access to local facilities on foot, by bicycle or by public transport.

3.6.14 The evidence\* that demonstrates a strong link between a good quality environment, with safe and attractive opportunities for recreation, and good health is growing. However, it is not just important to a person's physical health. Evidence also suggests that exposure to natural spaces has a restorative benefit with regards to mental health and a general sense of well-being.

\* 1. National Institute for Health & Clinical Excellence (Physical Activity and the Environment – Jan 2008); 2. Sustainable Development Commission (Health, Place & Nature – March 2008); 3. Dept. of Health & Dept. for Children, Schools and Families (Healthy Weight, Healthy Lives: a Cross Government Strategy for England – Jan. 2008)



3.6.15 This AAP provides a real opportunity to deliver these aspirations as part of its 'place making' role, promoting social well being and delivering a safe, healthy and attractive place to live. It is also recognised that the design of the outdoor environment can influence levels of crime and feelings of safety. Through the application of the adopted Statement of Community Involvement, the Council will therefore actively encourage local community involvement in placemaking in significant new developments and in the improvement of greenspaces and connectivity.

#### River Aire and Leeds-Liverpool Canal Corridor

3.6.16 The canal and river form the northern boundary of the AAP and are important unifying features which are not only valuable for recreation, as a cycling and walking route on the canal towpath, but also as a 'green' link which is of significant nature conservation value (the canal is a Site of Special Scientific Interest). However, the links to the Canal from the rest of the AAP area needs to be improved in order that local people can benefit from it (see Policy WL 10).

3.6.17 The aim is to enhance the attributes of the river and canal corridor and avoid developments which may have a harmful effect, either directly in the immediate area or indirectly (upstream or downstream) on neighbouring areas. The Biodiversity and Waterfront Development SPD provides a framework to inform, guide and assess new development on sites adjacent to rivers, canals and becks in Leeds to ensure that biodiversity issues are fully considered and addressed.

3.6.18 Any developments should also have regard to the Leeds Waterfront Strategy, (SPG21), which aims to add vitality to the waterways and waterfront through good planning and design. The City Council is working in partnership with Yorkshire Water, the Environment Agency and British Waterways through Aire Action Leeds to coordinate various initiatives such as West Leeds Country Park and Kirkstall Valley Park.

3.6.19 Flooding is not a major issue in the AAP area. Only a small part of the area is affected, at Armley Mills Industrial Museum, which has a high probability of flooding (Flood Zone 3a ii). The emerging plans for the Mill complex include the possibility of introducing complementary uses and the plans will be informed and guided by the Flood Alleviation Strategy for Leeds.

#### **POLICY WL 5**

**DEVELOPMENT PROPOSALS ADJACENT TO AND NEARBY THE RIVER AND CANAL CORRIDOR WILL BE SUBJECT TO A SEQUENTIAL TEST AND A COMPREHENSIVE FLOOD RISK ASSESSMENT IN CONSULTATION WITH THE ENVIRONMENT AGENCY. THE OPPORTUNITY TO IMPROVE PEDESTRIAN AND CYCLE ACCESS TO THE CORRIDOR, AND PARTICULARLY THE CANAL TOWPATH WILL ALSO BE SOUGHT**

#### **POLICY WL 6**

**THE COUNCIL WILL ALSO SEEK, EITHER DIRECTLY OR THROUGH DEVELOPER CONTRIBUTIONS, TO ENHANCE THE HISTORIC INTEREST OF THE CANAL ENVIRONMENT BY ENVIRONMENTAL IMPROVEMENTS, DIRECTIONAL SIGNAGE AND VISITOR INFORMATION.**

#### **West Leeds Country Park**

3.6.20 This initiative promotes the use of greenspace and footpaths in the wider West Leeds Area. The area contains opportunities to enhance access to the countryside through the rights of way network and by linking up existing parks and recreation grounds. The provision

of improved signage and information panels at key points will also help to improve the area's identity.

3.6.21 The Country Park is important in separating the urban conurbations of Leeds and Bradford. Starting at Granary Wharf in Leeds City centre, a circular route links some 20 miles of footpaths and encircles many of the major districts of West Leeds. The Country Park also links into the Kirkstall Valley Park a network of greenspace and routes through the Kirkstall Valley.

3.6.22 The AAP aims to strengthen these and other footpath and bridleway links in the area to improve the accessibility and attractiveness of the nearby countryside and greenspace for local people to enjoy.

#### Linkages

3.6.23 Connectivity between the greenspaces and routes in the AAP Area need improvement. The AAP therefore aims to not only preserve and enhance existing greenspace but also create better links between them. This will include the identification, promotion and signposting of a pedestrian link from the AAP to the City Centre.

#### **POLICY WL 7**

**THE CITY COUNCIL WILL SEEK TO PROVIDE BETTER LINKS (AS INDICATED ON THE PROPOSALS MAP) BETWEEN GREENSPACES, AND ALONG IDENTIFIED ROUTES WITHIN THE AAP, INCLUDING PARTS OF THE LEEDS CORE CYCLE NETWORK, TO PROMOTE WALKING AND CYCLING. DEVELOPERS WILL BE EXPECTED TO CONTRIBUTE TO SUCH PROVISION WHERE APPROPRIATE AND PARTICULAR PRIORITY WILL BE GIVEN TO THE IMPROVEMENT OF LINKS TO THE WEST LEEDS COUNTRY PARK, THE CITY CENTRE AND TO THE CANAL. WHERE APPROPRIATE LINKS AND SPACES COULD INCORPORATE PUBLIC ART.**

#### **Playing Fields**

3.6.24 Playing fields, pitches, courts and bowling greens perform a special function for formal outdoor sport and recreation, allied to that of greenspace. **A total of 5** playing pitch sites in the AAP area, covering a total area of **9.9** ha. are already protected under 'saved' Policy N6 of the UDP. However, the AAP proposes the deletion of one site (Oldfield Lane – refer to Policy WL 28) for future housing use and the addition of three sites to those protected under UDP Policy N6. These areas are at:

- (i) Wortley High School (extending an existing protected pitch)
- (ii) Castleton Primary School
- (iii) Whingate Primary School

#### **POLICY WL 8**

**THE PLAYING PITCH SITES LISTED ABOVE ARE IDENTIFIED ON THE PROPOSALS MAP AND WILL BE PROTECTED UNDER POLICY N6 OF THE UDP.**

3.6.25 For clarity, the approach in the Unitary Development Plan and supported in this AAP is that where the public has full access to a playing field (for example within a park), the playing field has been included within the broader protected greenspace designation (Policy N1) on the Proposals Map. Elsewhere, playing pitches without full public access, including private playing fields, have been identified with a separate notation as Protected Playing Fields on the Proposals Map.

3.6.26 Given the nature of the demand for playing pitches and people/teams willingness to travel to facilities, the need to protect pitches from inappropriate development cannot be

considered solely within the boundaries of the AAP. Therefore such a wider view will be taken in the event of any development pressure on protected pitches in line with the guidance contained in PPG17.

## 3.7 A WELL CONNECTED AREA

### Background

3.7.1 How people move into, out of, and around the AAP area has an effect on the economic, social and environmental well being of the area. During public consultation on the Plan, improvements to transport and movement were identified as essential to transforming the area. The ability of people to access employment, education, retail and other community facilities is directly linked to quality of life and it is therefore essential that this plan protects existing transport options whilst promoting a shift to sustainable transport modes.

3.7.2 The AAP area benefits from a more sustainable pattern of travel than the Leeds average, with over half of households, (54%) having no car and a higher proportion of people in the area travelling to work on the bus or walking. Other than the principal routes, the WLGAAP area does not suffer particularly from congestion or 'rat running' and it is well located in terms of accessibility to the motorway, and inner and outer ring roads. However, the poor connectivity to the city centre is a key issue, with the railway, roads, canal and river acting as physical barriers.

3.7.3 The need to provide safe and attractive routes from Armley to Kirkstall and the city centre is widely recognised. Consultation with Leeds Involvement Project\* emphasised the importance of mobility for all sectors of the community, including people with disabilities and older members of the community, to engage in a full spectrum of activity. Access to the canal towpath was particularly seen as important as this is one of the closest "natural" spaces which also provides a well surfaced and flat route but which is currently difficult to reach.

3.7.4 The improvement of access for all sections of the community; pedestrians, cyclists and public transport users through traffic management measures will therefore be pursued. This may include the widening of pavements, and improved and safer pedestrian and cycle routes, traffic calming, bus priority lanes or the use of High Occupancy Vehicle Lanes (HOV). Enhancing the use of the river and canal corridor as main pedestrian and cycle routes should also form part of this feasibility work.

### Public transport

#### Bus Transport

3.7.5 Public Transport to and from the area is considered to be good with landmark schemes like the FTR (FTR = future) bus route providing a frequent service both into the City Centre and out to West Leeds. This service in particular has also attracted local authority investment in highway improvements, including new bus stops and the Wellington Road bus lane.

\*The aim of Leeds Involvement Project is to support people using Health and Community Care services to have more control over the services that they use, through involvement in planning and improvement processes. LIP mainly works with disabled people

3.7.6 Support is given for a number of improvements to the transport infrastructure in the West Yorkshire **Local Transport Plan 2 (LTP2)** - West Yorkshire's strategic transport planning alliance between METRO and the 5 West Yorkshire District Councils. Schemes provisionally allocated funding include:

- Carriageway/footway Improvements to Tong/Road Wellington Road corridor
- A647 Quality Bus Initiative (Programmed)
  - o Phase 1 – Bus Priority Measures – Construction due to start April 09
  - o Phase 2 – Armley Road High Occupancy Vehicle Priority Lane (between 'Mike's Carpets' and the Gyratory) – currently at the detailed design stage with construction due to start 2011

Potential schemes to be brought forward:

- Copley Hill / Oldfield Lane / Tong Road Junction signalisation

### Rail Transport

3.7.7 Armley has previously been identified as a possible location for a new rail halt in the Passenger Transport Executive's Rail Plan 5. However this option was not identified as a priority in Rail Plan 6 – which covers the life of the LTP 2 (2006-2011) and a site has yet to be identified. There are inherent physical and other site constraints to be overcome before a rail halt in Armley can be realised, including signalling and timetabling issues. However as a longer term vision to provide an alternative to private car use beyond the life of the LTP 2, work should continue to identify a suitable site for a rail halt in Armley ensuring that:

- It is well sited in relation to the local population
- Accessibility requirements are met
- The new halt does not adversely affect the existing train service in terms of signalling, timetabling or passenger comfort (crowding).

3.7.8 The two Leeds to Bradford rail links are being examined as part of a Leeds-Bradford corridor study: the Calderdale Line and Airedale line. The study will examine the possibility of separating express and stopping traffic on these two lines. This may have the effect of allowing greater flexibility in the timetabling between Leeds and Bradford on the Airedale line where a train station for Armley may be located. The City Council will maintain partnership work with the Department for Transport, Metro and Bradford Council to conclude this feasibility work.

### **POLICY WL 9**

**THE CITY COUNCIL WILL MAINTAIN PARTNERSHIP WORK WITH THE DEPARTMENT FOR TRANSPORT, METRO AND BRADFORD COUNCIL TO FURTHER INVESTIGATE THE FEASIBILITY OF DELIVERING IMPROVED CONNECTIVITY ON THE RAIL NETWORK FOR LOCAL COMMUNITIES.**

### **Pedestrian and Cycle Access**

#### The River Aire and Leeds and Liverpool Canal Corridor

3.7.9 As noted above (para 3.6.16), this corridor is important as a level and well surfaced route which can be enjoyed by all sectors of the community. It is well used as a cycling and walking route (the canal towpath is a National Cycle Network route). The canal is also an important 'green' link which is of nature conservation value (the canal is a Site of Special Scientific Interest and Site of Ecological or Geological Interest). There is clearly an opportunity to increase promotion of the canal as a key pedestrian and cycle artery to the city centre and to the West Leeds Country Park in the opposite direction and as a level well surfaced route for people of all abilities. The aim will be to enhance these attributes

(particularly facilitating easier level access to the canal from the AAP area, which is difficult at present) and avoid developments which may have a harmful effect, either directly in the immediate area or indirectly (upstream or downstream) on neighbouring areas. In particular, the opportunity will be taken to strengthen the link from Armley Mills and Cardigan Fields Leisure Complex onto the canal towpath as part of any redevelopment proposals.

#### **POLICY WL 10**

**LINKED TO POLICY WL 5, THE CITY COUNCIL WILL, IN PARTNERSHIP WITH BRITISH WATERWAYS, PROMOTE THE USE OF THE CANAL AS A PEDESTRIAN AND CYCLE ROUTE, LINKING WEST LEEDS TO THE CITY CENTRE AND THE WEST LEEDS COUNTRY PARK. THE SAFETY, ENVIRONMENTAL AND ACCESS IMPROVEMENTS WILL BE PROMOTED TO ENSURE THAT THE ROUTE WILL BE ACCESSIBLE FOR ALL MEMBERS OF THE COMMUNITY INCLUDING THE LESS PHYSICALLY ABLE.**

3.7.10 In addition to the main east-west artery of the canal towpath and linked routes, the provision of safe and accessible walking and cycling routes throughout the AAP area, promotes active and healthy lifestyles and reduces reliance on the car. Tong Road in particular presents a significant physical barrier to communities south of Armley town centre. The AAP therefore seeks to provide safe and sustainable transport links between Tong Road and the communities to the south to Armley town centre. These links are identified on Diagram x (Greenspace and Green Links Plan).

#### **POLICY WL 11**

**A NETWORK OF PEDESTRIAN AND CYCLE ROUTES WILL BE PROMOTED AS PRIMARY LINKS FOR PEOPLE TO MOVE THROUGH THE AREA TO KEY FACILITIES AND BEYOND TO NEIGHBOURING COMMUNITIES, SUPPORTED BY TRAFFIC MANAGEMENT MEASURES.**

**THESE ARE TO BE FOCUSED ON, BUT NOT LIMITED TO, THE FOLLOWING AREAS IN THE CONSIDERATION OF DEVELOPMENT PROPOSALS:**

- 1. CANAL ROAD**
- 2. TONG ROAD/WELLINGTON ROAD, INCLUDING A LINK FROM THE SOUTH OF TONG ROAD TO ARMLEY TOWN STREET**
- 3. ARMLEY TOWN STREET, BRANCH ROAD AND CRAB LANE**
- 4. ARMLEY MILLS TO CARDIGAN FIELDS/KIRKSTALL ROAD**
- 5. THE GYRATORY, IN PARTICULAR ACCESS TO THE CITY CENTRE AND THE CANAL FROM THE AAP AREA.**
- 6. THE CANAL AND RIVER CORRIDOR**
- 7. GREEN LANE**
- 8. AMBERLEY LANE**

**THE EMPHASIS WILL BE ON CREATING ROUTES IN SAFE AND ATTRACTIVE ENVIRONMENTS FOR ALL MEMBERS OF THE COMMUNITY, INCLUDING THE LESS ABLE PEDESTRIANS AND CYCLISTS, THROUGH THE DEVELOPMENT OF A NETWORK OF ROUTES, GREEN LINKS AND CORRIDORS, AS SHOWN ON THE PROPOSALS MAPS.**

#### **Armley Road to Kirkstall Road Renaissance Area**

3.7.11 The Kirkstall Road Renaissance Area lies immediately to the north east of the AAP area between the River/Canal and Burley Road. It comprises of 37 ha. of land which is due to undergo a major mixed use redevelopment in accordance with an agreed Planning Brief. The Brief for the area incorporates new public spaces north of the River and pedestrian bridges to link the site up with the Canal towpath. Although the part of the AAP area south of the Canal does not present any current opportunities to connect into the Kirkstall Road Renaissance Area, it is a long term aspiration to achieve this as part of any future redevelopment in order to improve the north-south connectivity between New Wortley and

Kirkstall Road. Therefore initial attention will be paid to the Gyratory/Inner Ring Road/Wellington Road and Canal Road routes.

#### **POLICY WL 12**

**ANY FUTURE REDEVELOPMENT PROPOSALS ALONG ARMLEY ROAD FOR EMPLOYMENT USE (SEE ALSO POLICY WL 34) SHOULD ADDRESS THE NEED TO INTEGRATE PROPOSALS WITH THE KIRKSTALL ROAD RENAISSANCE AREA BY AN APPROPRIATE DESIGN AND LAYOUT, INCLUDING THE POTENTIAL OF PROVIDING A BRIDGE OVER THE CANAL WHICH IS SUITABLE FOR PEDESTRIANS AND CYCLISTS.**

#### Armley Road/New Wortley

3.7.12 The bridge between the New Wortley Estate and Armley Road provides a pedestrian access across Canal Street. However, it is not attractive to use and the possibility of replacing it with a 'Green Bridge' to create a more inviting pedestrian route will be explored in the plan period. Armley Road forms part of a pedestrian route into the City Centre from New Wortley but due to its industrial character it is a hard environment devoid of trees and other landscaping. To improve the walking environment and encourage its use, a landscape scheme will be sought to accompany all new planning applications for development proposals along Armley Road.

#### **POLICY WL 13**

**PROPOSALS FOR NEW DEVELOPMENT ALONG ARMLEY ROAD WILL BE ACCOMPANIED BY A LANDSCAPE SCHEME WHICH IS SPECIFICALLY AIMED AT CONTRIBUTING TO THE IMPROVEMENT OF THE GENERAL ENVIRONMENT ALONG ARMLEY ROAD FOR ALL MEMBERS OF THE COMMUNITY, INCLUDING THE LESS ABLE PEDESTRIANS AND CYCLISTS.**

#### Amberley Lane

3.7.13 Amberley Lane is a straight wide road which is devoid of any trees or attractive landscaping. This creates an unattractive setting for the houses and properties adjoining the road and measures should be taken to address these negative characteristics. The Council will therefore seek to introduce environmental improvements to the streetscape of Amberley Lane, including hard and soft landscaping.

#### **Car Parking – Armley Town Centre**

3.7.14 An appropriate balance needs to be struck between vehicle users and those travelling by foot, bus and cycle in order to create attractive, lively, safe and interesting places. This does not mean excluding the car. Vehicular access and parking within Armley Town Centre is a key issue for traders and it is recognised that additional short stay parking and improved directional signing is required to support the town centre and local businesses (see para. 3.8.10).

#### **Developer Contributions – Public Transport**

3.7.15 Developers will be expected to contribute to improved physical infrastructure and improved public transport services. Any development proposal will therefore be assessed in accordance with the guidance contained within the City Council's SPD "Public Transport Improvements and Developer Contributions," August 2008. This assessment will establish whether or not a developer contribution will be required to secure enhancements to public transport infrastructure in order to help address the travel impact of the proposed development.

3.7.16 Development proposals also need to include a Travel Plan prepared in accordance with the guidance contained within the City Council's draft SPD "Travel Plans", May 2007 (adopted for development control purposes from 1<sup>st</sup> June 2007 onwards).

**Armley Gyratory**

3.7.17 The Gyratory is a busy strategic roundabout which has a negative impact on the surrounding environment as a result of traffic noise and air pollution. In particular the pedestrian route around it from New Wortley into Leeds is uninviting and opportunities should be taken to reduce these impacts (see Policy WL38 which seeks a re-configuration of the Gyratory should the land become available for development in the future).



## **3.8 A VIBRANT TOWN CENTRE & LOCAL CENTRES**

### **Armley Town Centre**

3.8.1 Central Armley covers a broad area which centres on Armley Town Street but extends outwards to include the adjoining parks and greenspace at Armley Moor and Armley Park, the area of St Bartholomew's church and the south side of Stanningley Road.

3.8.2 Town Street is the commercial focus and hub of the AAP area and its success is considered to be fundamental to the regeneration and prosperity of the wider West Leeds area. The AAP therefore puts forward a range of policies which are intended to make a positive contribution to this long term aim.

3.8.3 Armley is an important part of the history of Leeds and there are many buildings remaining which date back to its industrial past as a centre of textile production. The town centre's status as a Conservation Area will be an important tool in protecting Armley's heritage and increasing investment in the appearance of "positive" buildings.

3.8.4 There has been a significant level of new investment in the Central Armley area over recent years, including the restoration and extension of Armley Library to incorporate a One Stop Centre. A new health centre has been built and new residential developments are underway, including the conversion of the listed Winker Green Mills to form apartments. A replacement Council leisure centre which is also located in the Town Centre is currently under construction.

3.8.5 Whilst Armley has many attributes, it also has issues which need to be addressed in order to maintain the Town Centre's long term viability. Although there are many attractive buildings in Town Street, overall it has a poor appearance including the outdated 1960s buildings, vacant units and the proliferation of unauthorised signs. Traffic creates conflict between vehicles and pedestrians and on-street parking management needs to be improved. During consultations on the Issues and Alternative Options concerns were raised regarding a perceived decline of the Town Centre and poor parking arrangements.

3.8.6 Whilst there are two small supermarkets present, the Town Centre is affected by strong competition from elsewhere. The centre needs to improve its image and appearance from Stanningley Road in order to increase its visibility and attractiveness to shoppers and compete with out of centre retailers.

3.8.7 Saved Policy S2 of the adopted UDP seeks to protect the vitality and viability of the town centres, including Armley, and the City Council will continue to control and steer development to in-centre locations, consistent with national planning policy (Planning Policy Guidance Note 6). A key objective is to ensure the long term vitality and viability of Armley as a provider of retail and other appropriate town centre services for local residents.

#### Town Centre Boundary

3.8.8 Although the existing leisure centre lies within the Town Centre, its replacement is being built on a site which currently falls just outside of the town centre boundary. It would therefore be appropriate to redraw the Town Centre boundary accordingly.

3.8.9 The Armley One Stop Centre lies just outside the designated Town Centre boundary. To reflect its important role within the Town Centre, it is logical to revise the boundary from that shown in the UDP, to include the building within the Town Centre area.

#### **POLICY WL 14**

**THE TOWN CENTRE BOUNDARY IS PROPOSED TO BE EXTENDED TO INCLUDE THE AREA OF THE PROPOSED LEISURE CENTRE AND THE ONE STOP CENTRE, DEFINED ON THE PROPOSALS MAP.**

#### Traffic Management and Parking

3.8.10 The existing arrangements for on-street parking in the Town Centre area has led to a large amount of long stay and all-day parking on adjoining streets, which impacts on shoppers using the Town Centre. It is recognised that better management of parking, including designated short stay parking, would encourage greater usage of the shopping and other facilities within the Town Centre in addition to improving pedestrian safety. There are very limited opportunities to provide additional off-street parking in the Town Centre. However, the new leisure centre is to provide additional car parking which will be available for town centre users and the site at Gelder Road (see Policy WL 16) may also have potential for additional short stay parking.

#### Town Centre Improvement

3.8.11 It is considered that Armley Town Centre lacks an overall 'look' in terms of shopping frontages, street furniture, signage and surface treatment. Parking areas are generally poorly marked out and there is a clutter of highway signage. There are several development proposals which, when they come to fruition, will help to address this. However, much could be done to improve the public areas and street scene in order to make visits to the town centre a more pleasant experience and help to underpin its commercial success. The City Council is funding improvements to Armley Town Centre through the 'Town and District Centre Regeneration scheme'. This scheme is to aid the regeneration of Armley Town Street, the main commercial area, by making improvements for pedestrians, enhancing the area's visual appearance and increasing its attractiveness as a place to shop. This will be achieved by resurfacing the pavements in Yorkstone, replacing the existing street furniture with new heritage-style railings, seating and lighting columns and introducing an element of public art. It is hoped that private developers will take their lead from this initiative in bringing forward their own improvement schemes.

#### **POLICY WL 15**

**THE CITY COUNCIL WILL IMPROVE THE VISUAL AND GENERAL ENVIRONMENT OF THE TOWN CENTRE BY IMPLEMENTING A TOWN CENTRE IMPROVEMENT SCHEME BY THE END OF 2010 WHICH WILL INCLUDE THE FOLLOWING WORK:**

- Resurfacing of footpaths and kerbs from Armley One Stop Centre to Armley Moor in yorkstone and granite
- New black heritage-style lighting columns
- Re-painting of the CCTV masts in black to match the new street lighting
- Introducing matching heritage-style street furniture, in black; steel benches, litter bins, cycle racks and pedestrian guards
- Artwork to include a historic timeline, a series of 14 keystones at intervals on Town Street, noting historic events and people, a compass in stone and granite depicting distances and directions to towns and cities around the world.

**BEYOND 2010, THE COUNCIL WILL, IN PARTNERSHIP WITH THE LOCAL BUSINESS COMMUNITY, CONTINUE TO SUPPORT IMPROVEMENTS TO THE TOWN CENTRE WHICH WILL HELP TO MAINTAIN ITS VIABILITY AND ATTRACTIVENESS.**

3.8.12 Gelder Road to the north of Town Street is bordered by a terrace of small retail units. The units have a poor appearance and suffer from low occupancy. Whilst retailing uses would be acceptable, given their location to the rear of the main shopping area, it is considered that this area may be better suited to managed workshop units, offices or even car parking.

#### **POLICY WL 16**

**THE COUNCIL WILL SUPPORT THE REFURBISHMENT OR REDEVELOPMENT OF THE GELDER ROAD COMMERCIAL UNITS FOR EITHER RETAIL, LEISURE, OFFICE OR WORKSPACE FOR SMALL BUSINESSES OR START UP UNITS. THE SITE MAY ALSO BE DEVELOPED AS A CAR PARK TO SERVE THE TOWN CENTRE.**

3.8.13 The Town Centre is adjoined by a large resident population and pedestrian and cycle access will be encouraged both within and from outside the Town Centre through the provision of safe, convenient and attractive links (See Policy WL 11).

3.8.14 Armley Moor is located immediately on the edge of the town centre but its potential as a recreational area and an important pedestrian route is not fully realised. The site has therefore been prioritised for improvement under Policy WL 4 in order to make it a distinguishing feature of Armley town centre and a space that people find attractive to use.

3.8.15 The City Council has successfully applied to the Heritage Lottery for funding under the Townscape Heritage Initiative Scheme (THI) following designation of the Conservation Area in central Armley. Grant aid will be awarded to owners of historic property on Branch Road and Town Street to carry out repairs, reinstatement and work to bring vacant space back into use. The THI will also match fund the public realm improvements which are programmed to begin in 2009, ensuring that high quality natural materials are used.

3.8.16 One of the priorities for improvement is No.2 Branch Road, (known locally as Mike's Carpets). This is a former chapel and a Grade II Listed Building which lies in a prominent gateway location at the junction of Branch Road and Stanningley Road. The building suffers from unsightly unauthorised signage and its fabric has been seriously neglected. The building therefore needs significant investment and preferably an alternative use which would ensure a viable future for the building and create a positive entrance to Armley Town Centre.

#### **POLICY WL 17**

**NUMBER 2 BRANCH ROAD A LISTED GRADE II FORMER CHAPEL OCCUPIES A PROMINENT GATEWAY POSITION TO ARMLEY TOWN CENTRE. THE CITY COUNCIL WILL TAKE ACTION TO REMOVE UNAUTHORISED SIGNAGE AND WORK TOWARDS SECURING A VIABLE FUTURE FOR THIS IMPORTANT BUILDING.**

### **Local Centres**

3.8.17 Three local centres fall within the AAP area: Oldfield Lane, New Wortley and Whingate. These local centres are vital in being able to offer easily accessible day-to-day essential shopping, services and other community facilities to meet all resident's needs. As the centres are located at the heart of the community they serve, local centres are the most sustainable means of grouping and accessing shopping and local services.

#### Oldfield Lane Local Centre

3.7.18 The Local Centre consists of a supermarket, associated smaller stores and car park, together with three shops located close to the junction of Oldfield Lane and Amberley Road.

3.8.19 Although it is an important facility, its physical appearance and the hard surfaced car park has a negative impact on the surrounding area. The entrances to the centre are functional and unwelcoming. The supermarket frontage to Oldfield Lane also presents an unattractive view along the streetscene.

#### New Wortley Local Centre

3.8.20 New Wortley Local Centre is recognised as an important local facility which acts as a focal point for the surrounding community. The intent of this policy is to strengthen its function as a local centre. This can be achieved through traffic calming, landscaping, street furniture and surface treatment works to promote a unified image.

#### Whingate Local Centre

3.8.21 This is a loose collection of shops centred on the Whingate, Upper Wortley Road and Tong Road junction. The intent of the AAP is to maintain the local centre as a sustainable location providing the local community with accessible day to day shopping, services and community facilities.

#### **POLICY WL 18**

**THE CITY COUNCIL WILL SEEK TO PROTECT AND ENHANCE THE ATTRACTIVENESS AND IDENTITY OF THE FOLLOWING LOCAL CENTRES:**

- a) Oldfield Lane
- b) New Wortley
- c) Whingate

**IN ORDER TO MAINTAIN THEM AS A FOCUS FOR SHOPPING, LOCAL SERVICES AND OTHER COMMUNITY FACILITIES TO IMPROVE THEIR LONG TERM VITALITY AND VIABILITY.**

## 3.9 AN ATTRACTIVE PLACE TO LIVE AND WORK

### LAND FOR HOUSING

3.9.1 The context for housing land release is contained in the Regional Spatial Strategy (RSS) and the adopted UDP Review (2006). The key approach in the RSS is that Regional Cities, such as Leeds, should be the prime focus for housing development and that this focus is based on the major need to achieve urban renaissance and increase urban renewal. The West Leeds Gateway clearly falls into the category where housing development of the right quality will contribute to such an urban renaissance in a sustainable location close to the City Centre.

3.9.2 RSS Policy YH7 sets out that sites should be allocated by giving first priority to the re-use of previously developed land and buildings and the more effective use of existing developed areas and second priority to other suitable infill opportunities. The third priority is given to urban extensions. The main thrust of RSS policy is therefore to support urban transformation in places like West Leeds and to ensure that such growth is sustainable.

3.9.3 Within this strategic context, the AAP proposes a number of new sites which are described below and that the priority, in line with the RSS and the UDP, is to give priority to re-using previously developed land.

3.9.4 However, it is important to note that, in addition to promoting sites for new housing, West NW Homes is embarking on a major programme of housing improvement work on the New Wortley estate in order to bring homes up to the required 'decency standard'. This work has now commenced and once completed will have a positive impact upon the quality and energy efficiency of the existing housing stock.

3.9.5 In addition, as part of the issues raised by the older private housing stock within the area, the Council is looking at options for its improvement. This will include group repair and face-lift schemes to improve the external fabric of properties, gardens and yards. Currently the options are being considered with a view to making an initial bid to Leeds City Region in 2010 for funding from 2011 onwards. If successful it is hoped that this would be the first round of a number of bids to allow the continual long term regeneration of the older private stock in West Leeds as part of the overall improvements to the area.

#### Proposed sites for housing

3.9.6 Twelve sites for housing development have been identified in the WLGAAP area, with a total estimated capacity of 790 dwellings. These will contribute to the RSS target of 4,300 annual average net additions to Leeds' housing stock between 2008-2026 (Table 12.1 of RSS). A schedule of these sites indicating site capacities and timing for their likely development is given in the attached Delivery Plan. Of these sites, 10 are brownfield and are therefore able to contribute to housing supply immediately, contributing approximately 611 dwellings. Two sites are 'greenfield' and will contribute approximately 178 dwellings. However, the release of these greenfield sites will be aligned with the Phase 2 greenfield housing sites identified in the UDP Review (2006). The conditions relating to their release for development is explained in para. 7.2.10 of the UDP Review.

3.9.7 Saved UDP Policy H4 will also apply within the WLGAAP area for residential proposals not identified for that purpose in the UDP Review or the WLGAAP.

3.9.8 Two of the sites proposed for housing, at Farrow Road and Highfield Gardens, are to be developed through the Council's 'Affordable Housing Strategic Partnership'. Consequently, the Council's Affordable Housing Policy\* will apply to the remaining identified housing sites at Far Fold, Mistress Lane, the 'Island' site, Oldfield Lane, Amberley Road, Evelyn Place, Tong Road and at New Wortley, in addition to any 'windfall' development. The targets for the delivery of affordable housing in the AAP area are between 15% and 30%. The Strategic Delivery and Implementation Plan details the affordable housing requirement for each site.

3.9.9 In assimilating these sites into the fabric of the existing built up area of West Leeds, careful consideration will need to be given to design issues (including appropriate densities of development) in accordance with saved UDP Policies (N12 and N13 in particular) and as advised through supplementary planning guidance 'Neighbourhoods for Living' (SPG 13). The Council is also intent on making a step-change in the sustainability of new housing and will apply the emerging Supplementary Planning Document (SPD) on Sustainable Design and Construction to new development proposals. The gateway sites at Mistress Lane, the "Island Site" and The British Gas site and Armley Gyratory provide the opportunity to promote exemplar sustainable development schemes in West Leeds.

3.9.10 In order to assist with improving the quality of the greenspaces listed in Policy WL 6, and other areas as needed over the life of the Plan, the Council will, through the application of saved UDP Policy N4, continue to secure developer contributions in place of on-site provision, where this is acceptable in the overall design of each scheme.

### **Far Fold, Armley**

3.9.11 Far Fold, located to the north west of the Town Centre, is a major cleared site and development opportunity with residential use considered the most appropriate. The site has constrained access off Stanningley Road, so future access to the site should be provided off Theaker Lane. This would cross an existing area of designated greenspace which will need to be replaced. The loss of greenspace should be replaced within the development site in addition to normal on-site greenspace required for residential development, under saved UDP Policy N4. The resultant area of greenspace should form an attractive green link to enable pedestrian access from Armley Moor through to Armley Park.

### **POLICY WL 19 (Far Fold – 1.31 ha.)**

**LAND AT FAR FOLD IS ALLOCATED FOR RESIDENTIAL USE SUBJECT TO ACCESS BEING TAKEN FROM THEAKER LANE AND APPROPRIATE HIGHWAY IMPROVEMENT WORKS. ANY LOSS OF GREENSPACE AS A RESULT OF THE ACCESS WORKS MUST BE REPLACED WITHIN THE SITE. A GREEN LINK, INCORPORATING NEW PEDESTRIAN AND CYCLE ACCESS THROUGH THE SITE, CONNECTING ARMLEY MOOR WITH ARMLEY PARK WILL BE DEVELOPED.**

\* Affordable Housing Policy - UDP Review 2006 policies H11, H12 and H13 apply with more detailed requirements outlined in Supplementary Planning Guidance (SPG3, Feb 2003 and SPG3 Annex July 2005, Revision April 2009). In addition, the Council approved an informal affordable housing policy in July 2008. Both the informal policy and adopted SPG need to be considered in applications submitted for residential development.

### **Mistress Lane, Armley**

3.9.12 The Mistress Lane development site is owned by the City Council. It is located at the entrance to the Town Centre in a prominent position. The site lies adjacent to 2 tower blocks, Westerly Croft and Westerly Rise. Redevelopment schemes for the site must provide 40 car spaces for these retained flats. They should improve the visual attributes of the tower blocks and create a strong frontage to Armley Road and Crab Lane with the development of a striking but sympathetic building wrapping around this prominent corner site. Development on the Mistress Lane frontage should be lower scale and more in keeping with existing residential properties. Given that it will be difficult to provide useable on-site greenspace on this site, a commuted sum in lieu of on-site provision, would be acceptable in order to enable the Council invest this in raising the quality of nearby greenspaces.

#### **POLICY WL 20 (Mistress Lane – 1.19 ha)**

**MISTRESS LANE IS IDENTIFIED FOR RESIDENTIAL USE. REDEVELOPMENT OF THIS GATEWAY SITE MUST RETAIN THE TWO EXISTING TOWER BLOCKS AND BE DESIGNED TO CREATE A PROMINENT FRONTAGE TO ARMLEY ROAD AND CRAB LANE AS WELL AS RESPECT THE CHARACTER OF MISTRESS LANE.**

### **The 'Island' site**

3.9.13 To the south of Canal Road the City Council has identified a site which presently detracts from the streetscene, but which has the potential to offer major improvements of benefit to the wider area if it is developed in an appropriate manner. The site incorporates two public houses and a historic lifting tower which have architectural merit and contribute positively to the area. However, to the rear of these are a number of buildings that are vacant and in a poor state of repair. The City Council believes that a comprehensive redevelopment of the whole site, while maintaining the positive features would greatly enhance the character of the area and provide an opportunity to create an attractive pedestrian route to Armley Mills. It is envisaged that the predominant use will be residential. Given that it will be difficult to provide useable on-site greenspace on this site, a commuted sum in lieu of on-site provision, would be acceptable in order to enable the Council invest this in raising the quality of nearby greenspaces.

#### **POLICY WL 21 (The 'Island' site – 0.86 ha.)**

**THE CITY COUNCIL WILL PREPARE A PLANNING BRIEF FOR 'THE ISLAND SITE' IN ORDER TO PROMOTE A COMPREHENSIVE AND HIGH QUALITY DEVELOPMENT FOR THIS GATEWAY SITE, PREDOMINANTLY FOR RESIDENTIAL USE.**

### **Oldfield Lane**

3.9.14 Just to the east of the existing supermarket and to the north of Oldfield Lane is a disused playing field owned by Leeds Schools Sports Association (LSSA) and the City Council. This site has been disused for several years as it was no longer 'fit for purpose' for the LSSA to use for exhibition matches and as the home of Leeds City Boys. The pitch has never been in general community use. Retaining this single pitch is not consistent with the Council's strategy for playing pitches and as the PPG17 Audit demonstrated that there is not a shortage of pitches or alternative greenspace in the area, the site is now proposed for housing development. This designation is on the basis that the developer would need to fund improvements to the other playing pitches in the same community area in order to raise their quality and playability.

3.9.15 In addition, and as an integral part of any scheme proposed for this site, an area of new informal greenspace should be provided to extend the existing greenspace to the south of the Five Lanes Primary School and create a green link from this enlarged greenspace through to Oldfield Lane.

**POLICY WL 22 (Oldfield Lane – 1.70 ha.)**

**THE DISUSED LEEDS SCHOOLS SPORTS ASSOCIATION SITE IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT. THE DEVELOPMENT SHOULD PROVIDE NEW GREENSPACE ON-SITE TO EXTEND THE EXISTING AREA OF GREENSPACE TO THE NORTH AND TO CREATE A GREEN LINK ACROSS THE SITE FROM THIS GREENSPACE TO OLDFIELD LANE.**

**Highfield Gardens, Wortley**

3.9.16 The site adjacent to Highfield Gardens and Oldfield Lane has recently been cleared of council-owned properties and temporarily grassed. This land now provides a development opportunity to provide new housing which could improve the range of housing provision in the area.

**POLICY WL 23 (Highfield Gardens – 0.88 ha.)**

**LAND ADJACENT TO HIGHFIELD GARDENS IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT.**

**Evelyn Place**

3.9.17 An existing grassed area which is bordered by Evelyn Place to the south and a railway line to the north is a former housing clearance site. This site is promoted for residential use as it relates well to the existing housing in the adjoining area. Given that it will be difficult to provide useable on-site greenspace on this site, a commuted sum in lieu of on-site provision, would be acceptable in order to enable the Council invest this in raising the quality of nearby greenspaces.

**POLICY WL 24 (Evelyn Place – 0.30 ha.)**

**LAND ADJACENT TO EVELYN PLACE IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT.**

**Tong Road Corridor**

3.9.18 Two sites have been identified for residential development in the Tong Road Corridor. One is a disused and derelict scrap yard adjacent to Whingate Primary School which is an eyesore and creates a poor image for the area. If a scheme is not forthcoming it may be appropriate for the City Council to use Compulsory Purchase powers to secure its development. The second site is the City Council cleared site at Farrow Road which is currently temporarily grassed over. Given that it will be difficult to provide useable on-site greenspace on these sites, a commuted sum in lieu of on-site provision, would be acceptable in order to enable the Council invest this in raising the quality of nearby greenspaces.

**POLICY WL 25 (Tong Road – 0.53 ha.)**

**LAND AT TONG ROAD ADJACENT TO WHINGATE PRIMARY SCHOOL IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT. THE CITY COUNCIL WILL CONSIDER THE USE OF COMPULSORY PURCHASE POWERS IF NECESSARY TO SECURE THE DEVELOPMENT OF THIS SITE WHICH HAS A POOR IMPACT ON THE ENVIRONMENT OF THE AREA.**

**POLICY WL 26 (Farrow Road – 0.42 ha.)**

**LAND AT FARROW ROAD IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT.**

**New Wortley Estate**

3.9.19 New Wortley is located between Canal Street and Wellington Road. It is only 2 km to the west of Leeds Town Hall but is cut off from direct pedestrian access to the City Centre



due to intervening roads, particularly Armley Gyratory and the railway. New Wortley is a predominantly residential area which has a small local centre with a range of facilities, including shops, a health centre, community centre, church and primary school.

3.9.20 The estate is characterised by low density 'Radburn' style system-built housing and a number of low rise flats (T-blocks) which have a deteriorating fabric, high voids and a history of anti-social behaviour. The 'Radburn Style' is characterised by large irregular blocks defined by streets and roads with vehicular cul-de-sac routes to car parking courts and a network of pedestrian routes and alleys between the blocks which lack natural surveillance. Reconfiguration of this open space, rationalising the network of routes and creating better circulation, together with a more imaginative approach to the design of open space will encourage use by the local community and help to prevent crime and anti social behaviour.

3.9.21 Overall, tenancy stability is very good in the area and early consultation on the AAP revealed a strong desire for residents to stay in the area. However, most residents recognised that improvements were needed, supporting an approach which would bring about a gradual improvement of the area whilst retaining the established community. The aspirations of New Wortley residents has been expressed in a 'Community Plan', prepared by the residents with the help of Planning Aid and published in June 2009. This is a **supporting document** to the WLGAAP as it provides important evidence for the Plan and priorities for improvements to the estate which can be addressed in the Strategic Delivery and Implementation Plan.

3.9.22 Whilst some residents do not wish to see any demolitions, it is considered that an approach based upon the limited clearance of the worst properties in New Wortley to facilitate new development and environmental improvement works, complemented by a broader housing decency programme on the majority of the estate, is consistent with the community's aspirations for the area which were expressed in earlier consultation and expressed as an acceptable option in their Community Plan if retaining and refurbishing the T-blocks is not viable.

3.9.23 West North-West Homes are undertaking decency works to the majority of the stock in the area. However, a total of 36 properties are proposed for demolition by the Council, these being 5 (of the 6) T-blocks plus 6 adjoining houses. These properties are listed in the Strategic Development & Implementation Plan.

3.9.24 It is considered that the retention of these properties would have a detrimental impact on the redevelopment opportunities currently being considered by the Council, e.g. the Leeds Affordable Housing Programme, future PFI schemes and other complementary long term regeneration proposals, such as the opportunity to integrate development of the adjoining Centrica site and Gassy Fields with the existing estate. These redevelopment opportunities have the potential to create a strong neighbourhood focus and to incorporate pedestrian and cycle movement between Hall Lane and the Gyratory and also from New Wortley Local Centre to the centre of the estate along Green Lane/Hall Lane. These 'aspirational routes' and two further across the British Gas Training Centre and Gyratory are shown on the Proposals Map.

3.9.25 It is acknowledged that there are short to medium term challenges to redevelopment owing to the current economic climate and the Council is therefore committed to bring forward short term environmental solutions in the area, especially in the area proposed to be cleared to complement the ALMO's decency programme. Building in the 'Radburn' style led to large expanses of featureless car parking areas, courtyards and unattractive grassed areas which lack facilities for passive or active recreation and which, overall, detract from the appearance of the estate.

#### **POLICY WL 27**

**THE CITY COUNCIL WILL, IN PARTNERSHIP WITH THE LOCAL COMMUNITY, REGENERATE THE NEW WORTLEY ESTATE, THROUGH SELECTIVE DEMOLITION, REDEVELOPMENT OF VACANT SITES, NEW HOUSING, REFURBISHMENT OF EXISTING PROPERTIES, AND RECONFIGURATION OF OPEN SPACES AND COURTYARDS.**

**UNDER THIS POLICY REDEVELOPMENT SHOULD CONTRIBUTE TO THE APPEARANCE AND AMENITY VALUE OF EXISTING AND PROPOSED GREEN LINKS AND ASPIRATIONAL ROUTES IDENTIFIED ON THE GREEN LINKS PLAN.**

#### New Residential sites

3.9.26 Within New Wortley, the sites listed below and indicated on the Proposals Map are considered to be suitable for residential development. The Council would prefer these sites to be brought forward in a comprehensive and integrated manner but if they are developed individually, they must contribute to the Council's overall vision to create a strong sense of place in this community. In order to support the community's aspirations to create a well designed, high quality residential environment in this 'gateway' location, the provision of attractive greenspaces will be integral to any development solution and succeed in linking new development with existing housing.

3.9.27 A mixture of housing types and tenures will be sought. In the case of Gassy fields any residential development proposals must take the Blast Safety Zone of the operational gas holder to the south-east into consideration.

#### **POLICY WL 28 (Former Liberal Club site – 0.49 ha.)**

**THE FORMER LIBERAL CLUB SITE IS PROPOSED FOR RESIDENTIAL DEVELOPMENT, POSSIBLY IN CONJUNCTION WITH GASSY FIELDS (SEE POLICY WL 37 BELOW), TO MAKE UP A SINGLE DEVELOPMENT OPPORTUNITY.**

3.9.28 At Gassy Fields, the City Council will accept some reconfiguration of greenspace to accommodate housing development in order to facilitate a better overall residential environment and layout. This will be on the basis that the loss of greenspace is compensated for by either an improvement in quality or its replacement within the same community area.

#### **POLICY WL 29 (Gassy Fields – 2.4 ha.)**

**THE CITY COUNCIL WOULD GIVE FAVOURABLE CONSIDERATION TO THE RECONFIGURATION OF GASSY FIELDS TO ACCOMMODATE RESIDENTIAL DEVELOPMENT WHICH MEETS THE AIMS AND OBJECTIVES OF THE AAP, SUBJECT TO:**

- **REPLACEMENT GREENSPACE BEING PROVIDED ELSEWHERE WITHIN NEW WORTLEY; OR**
- **IMPROVEMENT BEING CARRIED OUT TO IMPROVE THE QUALITY AND ACCESSIBILITY OF EXISTING GREENSPACE WITHIN NEW WORTLEY.**

3.9.29 Following the proposed demolition of the 36 properties in Holdforth Place, (see paras 3.8.17 and 18 above), the Council will promote new housing development alongside landscaping improvements and footpaths to improve the pedestrian environment.

#### **POLICY WL 30 (Holdforth Place – 0.85 ha)**

**THE CITY COUNCIL WILL PROMOTE NEW HOUSING DEVELOPMENT ON THE AREA WHICH WILL BE CREATED FOLLOWING THE DEMOLITION OF 36 DWELLINGS AT HOLDFORTH PLACE. AN INTEGRAL PART OF ANY NEW DEVELOPMENT WILL BE A**

## **LANDSCAPING SCHEME TO IMPROVE THE ENVIRONMENT AND FACILITATE PEDESTRIAN MOVEMENT THROUGH THE AREA.**

### Shared Areas

3.9.30 The 'Radburn' type properties were designed with large areas of hard surfacing for car parking. A maze of alleyways gives access to the residential property on the estate. However, these can also be used for anti-social activities and any design solutions for this area should address this particular problem. In consultation with the community the City Council will investigate the closure or restrict access to these alleyways and the City Council will pursue environmental improvements to large areas of hard surfacing in the form of 'Shared Areas' or similar solution. 'Shared Areas' are shared surfaced areas for car parking, walking and cycling, landscaping and play.

### **POLICY WL 31**

**THE CITY COUNCIL WILL CONSULT WITH THE LOCAL COMMUNITY TO DEVELOP A NETWORK OF SHARED AREAS AND COURTYARDS TO ENSURE APPROPRIATE PARKING PROVISION AND AN IMPROVED ENVIRONMENT. CONSIDERATION WILL ALSO BE GIVEN TO THE CLOSURE OF OR RESTRICTING ACCESS TO THE ALLEYWAYS WITHIN THE NEW WORTLEY ESTATE.**

### **British Gas Training Centre**

3.9.31 The British Gas training centre (Centrica), located adjacent to Canal Street and associated car parking on the Gyratory, is a significant employer within the area. However, it is anticipated that the training centre may be relocated during the life of the plan. In such circumstances it is considered that the site could be successfully developed for mixed uses, the location of individual uses within the site to be compatible with existing neighbouring uses in and around New Wortley estate.

3.9.32 The location of the centre is strategically important as the site presents an opportunity to create a 'Gateway' development maximising the entrance to the West Leeds Gateway area. High quality design is of paramount importance as is the need to be respectful of the scale of existing development adjacent. Any new development would also need to provide accessible and safe routes for pedestrians and cyclists through the site to improve links between New Wortley and the City Centre.

### **Armley Gyratory**

3.9.33 The Armley Gyratory is a key junction linking the motorway network to Leeds City Centre. It currently experiences significant peak hour queuing, causing congestion, delay and related air quality problems. It also has a poor accident history. The Gyratory is also a major physical barrier between West Leeds and the City Centre for pedestrians and cyclists and vehicles accessing the junction from Tong Road in the peak hours also have significant difficulties.

3.9.34 Therefore, any future development of the British Gas Training Centre site would have to address these issues with the objective of finding a more efficient highway layout that improves connectivity between New Wortley and the City Centre and provides a convenient, accessible and safe route for pedestrians and cyclists. The opportunity to connect into the planned 'green viaduct' which runs from the eastern side of the Gyratory into Holbeck Urban Village should also be considered as part of any planned improvement.

3.9.35 The City Council will therefore work in conjunction with the landowner to overcome site constraints and guide future alternative uses of the sites should they become available for development in the plan period and be mindful of the constraints imposed by the proximity of the Gasholder and the need for appropriate site remediation.

## **POLICY WL 32**

**THE CITY COUNCIL WILL SUPPORT THE REDEVELOPMENT OF THE BRITISH GAS SITE AND THE GYRATORY AS A GATEWAY DEVELOPMENT FOR A MIX OF USES TO INCLUDE RESIDENTIAL AND EMPLOYMENT WHICH;**

- **PROMOTES THE STRATEGIC LOCATION AS A GATEWAY SITE TO THE WLGAAP**
- **IS OF A HIGH QUALITY DESIGN WHICH RESPECTS THE SCALE OF SURROUNDING DEVELOPMENT**
- **IMPROVES LINKS FOR PEDESTRIANS AND CYCLISTS BETWEEN NEW WORTLEY AND THE CITY CENTRE BY PROVIDING ACCESSIBLE, SAFE AND LOGICAL ROUTES THROUGH THE SITE.**
- **PROVIDES HIGH QUALITY USEABLE GREENSPACES WHICH ARE DESIGNED TO INTEGRATE NEW DEVELOPMENT WITH EXISTING HOUSES**
- **REPLACES THE EXISTING HIGHWAY GYRATORY SYSTEM WITH A MORE EFFICIENT HIGHWAY LAYOUT THAT ALSO REDUCES THE BARRIERS TO ACCESSIBILITY BETWEEN WEST LEEDS AND THE CITY CENTRE.**

## **LAND FOR EMPLOYMENT**

### Land and premises

3.9.36 In the WLGAAP, 'employment uses' are defined as Class B1(b) – research & development, studios, laboratories and higher technology; Class B2 – general industry; Class B8 – storage & distribution. Offices (Class B1(a)) are classed as a town centre use and should be located there in line with national guidance (Planning Policy Guidance Note 6). However, offices which are ancillary to the employment uses as defined above may be acceptable outside of town centres.

3.9.37 In the 2008 review of Employment Land in Leeds, only one employment allocation within the AAP was identified for continued protection, land at Chelsea Close (Saved Policy E4:32 in the UDP). This is not surprising given the built up nature of the area. However, the fact that a high proportion of people both live and work within the area is a positive attribute which needs to be supported and strengthened where possible. Therefore it is important that existing employment areas are protected and supported in recognition of the sustainable characteristics the area portrays to prevent their loss to other uses.

### Wortley

3.9.38 The area of derelict land off Chelsea Close shall retain its allocation for employment use. The land is considered to be one of the few sustainable sites in West Leeds with good access to the road network which could accommodate an expansion of existing employers or new employment development. Residential development to the west has occurred recently so any employment uses should have minimal impact on residential amenity. Office development and other town centre uses would not be appropriate in this location as the site lies outside of a designated town centre. Policy WL39 replaces saved UDP policy E4:32.

## **POLICY WL 33**

**THE CITY COUNCIL WILL SUPPORT THE DEVELOPMENT OF NEW EMPLOYMENT USES ON LAND AT CHELSEA CLOSE, OR THE EXPANSION OF EXISTING EMPLOYMENT USES, WHERE THESE HAVE NO ADVERSE IMPACT ON NEARBY RESIDENTIAL AMENITIES. SUCH DEVELOPMENT SHOULD BE OF A HIGH STANDARD OF DESIGN INCORPORATING A QUALITY LANDSCAPING SCHEME.**

3.9.39 West Leeds has retained much of its traditional industrial heritage but unlike other parts of Leeds it has not seen a significant rise in development relating to the business and service industry. This may change in the future and an increase in the range of jobs available for the people of West Leeds would be welcomed. However, the large number of 'small to medium sized enterprises' (SME's) who are engaged in manufacturing and distribution are highly valued and there is a need to protect and support these businesses.

#### The Canalside (Armley Road, New Wortley)

3.9.40 'Canalside' is a thriving area of employment/industrial uses with good access to the road network. It is bounded to the south by the railway and to the north by the Leeds-Liverpool Canal. There are a number of attractive buildings which are worthy of retention. There are two buildings which are listed, Castleton Mill and 66-68 Armley Road. Two of the locks on the Canal are also listed. There are also a number of attractive buildings that are considered to make a positive contribution to the appearance of the area and are worthy of retention both architecturally and in terms of their historic connection to the area; these are Crown House and The Albion Public House, both on Armley Road, no. 1 Canal Place and Canal Mills within the Castleton Mills complex.

3.9.41 It is considered that the AAP should assist in the retention of this stable employment area and make environmental improvements as and when the opportunity arises.

3.9.42 The tight boundaries of this area defined by the Leeds-Liverpool Canal, the railway and the Gyratory, together with associated noise from the employment/industrial uses in occupation mean that it is an unattractive location for residential development. Any proposals for residential development in this location will therefore be resisted to ensure that good quality employment/industrial land remains available. If any redevelopment proposals for employment-led uses do come forward in the plan period, Policy WL15 above seeks to ensure that the opportunity is taken, through careful design, to connect into the Kirkstall Road Renaissance Area and waterfront area visually and, in order to improve the north-south connectivity, also explore the feasibility of a physical pedestrian link by bridging the Canal.

#### Tong Road/Wellington Road Corridor

3.9.43 Long stretches of Tong Road are taken up by employment uses providing an important source of employment for the local communities as well as performing an important function for the area and the Leeds economy.

3.9.44 The City Council will therefore seek to retain existing employment land and support business growth where it would not unduly compromise other planning and highway matters.

### **POLICY WL 34**

**THE CITY COUNCIL WILL SEEK TO RETAIN EXISTING EMPLOYMENT LAND AND PREMISES IN THE KEY EMPLOYMENT AREAS DEFINED ON THE PROPOSALS MAP, INCLUDING ALONG ARMLEY ROAD, STANNINGLEY ROAD AND TONG ROAD.**

#### Helping the local community to access jobs

3.9.45 The provision of land and premises is only one part of a much wider ranging set of initiatives to support the local economy and get people into jobs. This includes the West Leeds Family Learning Centre which aims to provide local residents with the skills and training courses needed and working with local businesses.

3.9.46 Similarly, the Leeds Local Enterprise Growth Initiative (LEGI), through a new 'Catalyst Centre' will offer residents and businesses in West Leeds an integrated set of support

measures that will address the needs of individuals and enterprises. It will encourage and develop a learning culture which embraces innovation, enterprise and creativity.

## **EDUCATION & TRAINING**

3.9.47 Education Leeds is the champion for learning in the city and, building on the achievements of the last five years is now promoting new community based learning centres to respond to the needs of the community. This includes a major review and change to both the 14-19 curriculum and the organisation of learning opportunities. As part of this exercise Wortley and West Leeds High are to merge and re-open in September 2009 as a completely new built school on the current West Leeds High School site. The School will be called Swallow Hill Community College.

3.9.48 Although it is likely that for 2 years following 2009, the vacated Wortley High site will be used to accommodate a transitional bulge in pupil numbers, the site should be protected from being redeveloped for alternative uses, such as residential, until its potential for alternative community/educational use has been thoroughly investigated.

3.9.49 An Enterprise Centre is one such potential use. The need for this in West Leeds has been identified due to high levels of unemployment, low levels of self-employment and high levels of benefit dependency. The Centre will encourage the creation and growth of businesses to provide employment for local people and provide space for businesses with a wide range of requirements, giving on-site independent support and advice to help companies establish and grow. Development of an enterprise centre for West Leeds will complete the vision of the Leeds Local Enterprise Growth Initiative for a network of centres providing a single access point for enterprise support right in the heart of local communities.

### **POLICY WL 35**

**THE CITY COUNCIL WILL SAFEGUARD THE SITE OF WORTLEY HIGH SCHOOL FROM DEVELOPMENT TO ENABLE A FEASIBILITY STUDY TO BE CARRIED OUT INTO ITS POTENTIAL FUTURE USE FOR NEW COMMUNITY OR EDUCATIONAL FACILITIES TO SERVE THE WEST LEEDS COMMUNITY. SUBJECT TO THE SITE NOT BEING REQUIRED FOR COMMUNITY OR EDUCATION USE, THE PREFERRED USE WILL BE RESIDENTIAL. ANY USE OF THE SITE WOULD BE SUBJECT TO THE CONTINUED PROTECTION OF THE SCHOOL PLAYING PITCHES, EITHER FOR THEIR CURRENT USE OR AS ALTERNATIVE GREENSPACE.**

## **OUTDOOR ADVERTISING**

3.9.50 In terms of its effect on visual amenity, the AAP area suffers from too much unsightly advertising, particularly on shop fronts, hoardings and billboards, giving a poor impression of it as a place to live, work and invest. Much of the advertising pays little respect to the architecture or historic attributes of buildings.

3.9.51 It is proposed that unauthorised advertisements should be removed or brought under control. For those advertisements which are authorised, their impact on the image of the area will be reviewed.

3.9.52 The AAP also contains stretches of busy main roads giving access to and from the City Centre, notably Stanningley Road/Armley Road and Canal Street and Tong Road/Wellington Road. The advertising on these stretches of road gives not only a bad impression of the area but also the City as a whole. Advert hoardings in other parts of the

area also give a poor impression to people entering the area. It is therefore proposed that a strategy is adopted to control the level of advertising more effectively in the future.

#### **POLICY WL 36 – OUTDOOR ADVERTISING**

**THE CITY COUNCIL WILL UNDERTAKE A FULL AUDIT OF ALL OUTDOOR ADVERTS INCLUDING THOSE ON SHOP FRONTS, BILLBOARDS AND HOARDINGS WITHIN THE WLGAAP AREA. PRIORITY FOR IMPROVEMENTS WILL BE GIVEN TO THE FOLLOWING KEY LOCATIONS:**

- 1. ARMLEY TOWN CENTRE,**
- 2. WELLINGTON STREET AND TONG ROAD CORRIDOR, (INCLUDING WHINGATE JUNCTION),**
- 3. CANAL ROAD AND LEDGARD WAY AND**
- 4. STANNINGLEY ROAD, CANAL STREET AND ARMLEY ROAD;**

**THE PLANNING STATUS OF ADVERT HOARDINGS WILL BE REVIEWED AND THEIR VISUAL OR OTHER IMPACT ON THE LOCAL ENVIRONMENT ASSESSED. APPROPRIATE ACTION WILL THEN BE TAKEN IN THE CONTEXT OF PLANNING POLICY GUIDANCE PPG19 (OUTDOOR ADVERTISEMENT CONTROL PARAGRAPH 29) AND THE TOWN AND COUNTRY PLANNING (CONTROL OF ADVERTISEMENTS) REGULATIONS 2007 (SI no. 783. Circular 03/07).**

#### **SIGNAGE AND IDENTITY**

3.9.53 It is considered that the image and identity of the area could be significantly improved through better signposting and information boards to direct people around the area. A unified design for signage could help raise the areas image and help to make shops, open spaces and car parks more identifiable and accessible.

3.9.54 Better signage would also be helpful in directing people around the area and to specific facilities. A key area for improvement is to direct people around Armley Town Centre to support local shops and services.

3.9.55 Guidance on design of road signs and street furniture in the Armley Conservation Area is contained in Policy WL3. Any available funding will be directed towards these objectives, with a particular focus on Armley Town Centre and the area immediately around it (see Policy WL21).

#### **POLICY WL 37**

**THE CITY COUNCIL WILL AIM TO IMPROVE DIRECTIONAL SIGNAGE IN THE AREA UTILISING A LOCALLY CONSISTENT DESIGN THAT WILL HELP BUILD ON THE IDENTITY OF THE AAP AND IMPROVE ITS ACCESSIBILITY TO PEDESTRIANS, CYCLISTS AND CAR USERS. WHERE APPROPRIATE DEVELOPERS WILL BE EXPECTED TO CONTRIBUTE TO OR PROVIDE APPROPRIATE SIGNAGE ON THEIR SITE TO ACHIEVE THIS.**

## **4. DELIVERY PLAN**

4.1 Appendix 1 – The Strategic Delivery & Implementation Plan - sets out how the Council will address and resource the short to medium term regeneration priorities in the area. It also clarifies anticipated timescales and which lead agency will be responsible for implementation.

It is clear that the Area Action Plan will require a sustained partnership between the City Council, West North West Leeds Homes, local businesses, developers/investors, the local community and other organisations who have a 'stake' or interest in the area. A multi-agency West Leeds Gateway Programme Board has therefore been established to coordinate action and monitor progress.

Whilst the AAP has identified the broad direction of change, many other opportunities for the beneficial development or improvement of land and property will arise during the plan period. It is therefore important that initiatives that contribute to the implementation of the plan and the renaissance of West Leeds are encouraged and supported following the adoption of this plan.

## **5. MONITORING**

5.1 Regular monitoring is an important part of the new planning system. It will allow the City Council to update parts of the Local Development Framework and to respond quickly to changing priorities in the city. Monitoring will be vital to reviewing how effective policies within the WLGAAP are. The City Council will develop a system of monitoring the Area Action Plan using indicators and targets, including an assessment of the effectiveness of the policies contained in the plan.

5.2 The Planning and Compulsory Purchase Act (2004) requires local planning authorities to produce an Annual Monitoring Report (AMR). This will be the main means of reporting on the WLGAAP's performance and effects.



## **6. LIST OF SUPPORTING DOCUMENTS**

- 1. WLGAAP – Baseline Study and Sustainability Report**
- 2. WLGAAP - Consultation Statement**
- 3. PPG 17 Study – Needs Assessment**
- 4. PPG 17 Study – Children’s & Young People’s Consultation Report (2008)**
- 5. New Wortley Community Plan (2009)**
- 6. Armley Conservation Area Appraisal**

## Glossary

Acronym	Term	Explanation
<b>AAP</b>	<b>Area Action Plans</b>	<p><b>AAPs</b> are development plans which are part of the Local Development Framework (<b>LDF</b>). They focus on a specific area, subject to significant change, such as a major regeneration project. AAPs make sure developments are the right size, mix and quality. They also protect areas sensitive to change, and aim to solve conflict in areas with development pressures.</p> <p>The <b>West Leeds Gateway</b> AAP will set out <b>planning</b> guidance and policies.</p>
	<b>Affordable Housing</b>	<p>Affordable Housing is housing which provides for the needs of local people who cannot afford to buy or rent on the open market. There are two main types of affordable housing;</p> <ul style="list-style-type: none"> <li>- Social rented housing through a Housing Association or Local Authority</li> <li>-Intermediate Housing - housing at prices and rents above social rents but below market price or rents. Intermediate housing includes 3 main types: (i) shared equity/ownership (where you own a share of the property - get a mortgage for part of the property and pay rent on the remainder), (ii) discounted sale (where the housing association sells at a discounted price - a lease ensures it is sold on at the same level of discount) (iii) intermediate/submarket rent - rented properties where the rents are above social rent but below market rents.</li> </ul> <p>Low cost market housing is not by definition in PPS3 affordable housing.</p>
	<b>Brownfield land</b>	Any land or premises that has previously been used or developed in association with a permanent structure. It includes gardens, but excludes parks, recreation grounds, allotments.
	<b>Community Strategy</b>	A long term vision (10-15 years) for improving the social, economic and environmental well-being of a local area. The Community Strategy for Leeds is the Vision for Leeds 2 (2004-2020)
	<b>Conservation Area</b>	An area, designated by a local planning authority for preservation or enhancement because of its special architectural or historic interest under the Planning (Listed Buildings and Conservation Areas) Act 1990.
	<b>Consultation</b>	A process by which people and organisations are asked their view and are able to make their comments. Consultation is carried out in accordance with the Leeds Statement of Community Involvement (SCI) which was adopted in Feb. 2007. The SCI specifies how stakeholders and communities should be involved.

Acronym	Term	Explanation
DEC	<b>Development Enquiry Centre</b>	This is the reception for the Council's City Development Department. It is located at: The Leonardo Building 2 Rossington Street Leeds LS2 8HD Tel: (0113) 247 8000 Minicom (0113) 247 4305 Fax: (0113) 247 4117 Email: <a href="mailto:planning@leeds.gov.uk">planning@leeds.gov.uk</a> Open: Monday to Friday 08:30-17:00, except Wednesdays 09:30 – 17:00.
DPD	<b>Development Plan Document</b>	Documents which Local Planning Authorities are required to prepare in order to set out the future spatial planning framework for their area, as part of the Local Development Framework (LDF). They include the Core Strategy, the Proposals Maps, and Area Action Plans. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination. Once adopted, decisions on planning applications must be made in accordance with them.
	<b>Greenfield land</b>	Land that has not previously been used for urban development. It is normally used for agriculture, forestry, or parks.
	<b>Greenspace</b>	A collective term to describe greenspace which the public have a right to enter and use for formal or informal recreation. Examples include recreation grounds, parks, linear spaces along canal towpaths or former railway lines, pedestrian areas in the city centre, small play spaces within housing areas, and woodlands.
(Ha)	<b>Hectare</b>	One hectare (Ha) is equivalent to 10,000 square metres (100 x 100). This is approximately the same size as a full size football pitch.
	<b>Index of Multiple Deprivation</b>	The most commonly used method of measuring the level of problems and issues in an area. It looks at a number of factors such as income, level of employment, health, and education.
	<b>Kirkstall Road Renaissance Area</b>	An area along Kirkstall Road between the A58 flyover and the railway viaduct which is subject to development pressure. A planning framework has been prepared to guide developers for the regeneration of the area.
	<b>Leeds Bradford Corridor</b>	Partnership between the two cities to revitalise neighbourhoods, employment opportunities, environmental and transport links in the corridor.
	<b>Leeds Housing Market Assessment</b>	This study set out a picture of the need for housing across five housing market zones in Leeds, and suggests means to deliver <b>affordable housing</b> to meet the housing need in the future.
	<b>Leeds Local Enterprise Growth Initiative (LEGI)</b>	The Initiative aims to promote enterprise within disadvantaged communities, support the growth of locally owned business, and attract investment into deprived areas.
	<b>Listed Building</b>	Building or other structure of special architectural or historic interest included on a statutory list and assigned a grade (I, II* and II)

Acronym	Term	Explanation
	<b>Local centres</b>	<b>Local centres</b> provide for the day-to-day shopping needs (mainly food and household necessities) of the immediately surrounding communities.
<b>LDF</b>	<b>Local Development Framework</b>	The <b>LDF</b> is a collection of development documents which set out the local planning authority's policies. They take into account the impact of development on the economy, the environment and the social make up of the area. The <b>LDF</b> will eventually replace the <b>UDP (Unitary Development Plan)</b> .
<b>LTP</b>	<b>Local Transport Plan</b>	Sets out the agenda for transport planning and investments. West Yorkshire Local Transport Plan 2 (LTP2) sets out a programme for improvements to local transport up to 2011.
	<b>Planning</b>	Planning is about how we plan for, and make decisions about, the future of our cities, towns and countryside. Leeds City Council, as the local planning authority, is responsible for deciding whether a development - anything from an extension on a house to a new shopping centre - should go ahead.
	<b>Planning Aid</b>	Planning Aid is a voluntary service offering free, independent and professional advice and support on planning matters to community groups and individuals who cannot afford to employ a planning consultant. Yorkshire Planning Aid can be contacted on (0113) 237 8486 or email <a href="mailto:mike.dando@planningaid.rtpi.org.uk">mike.dando@planningaid.rtpi.org.uk</a>
	<b>Planning Brief</b>	A document summarising the planning authority's guidelines and requirements for the development of a particular site, which includes land use, design and access requirements.
<b>PPG</b>	<b>Planning Policy Guidance note</b>	Government statements of national planning policy. They will be replaced with <b>Planning Policy Statements (PPSs)</b> .
	<b>Planning Policy Guidance note 17 Assessment</b>	In order to decide whether a playing field or land/buildings used for sport can be developed for another use, a study must assess whether there is sufficient land or buildings used for sport elsewhere within the local area.
<b>PPS</b>	<b>Planning Policy Statement</b>	Government statements of national planning policy. <b>PPSs</b> are replacing <b>Planning Policy Guidance notes (PPGs)</b> . <b>PPSs</b> are available from the Department of Communities and Local Government by contacting their Enquiry Helpdesk on 020 7944 4400, or they can be viewed online at <a href="http://www.communities.gov.uk">www.communities.gov.uk</a> .
	<b>Quality Bus Corridor</b>	A scheme to provide a high standard of bus service along highly congested routes into Leeds city centre. It uses elements such as new bus lanes, Traffic Light Priority and improvements to passenger facilities.
	<b>Rail Plan</b>	The strategy for the development of the rail network for the period 2006-11 and which also sets out an approach to longer term developments beyond this period towards 2030.
	<b>Rapid Transit Route</b>	High quality bus-based public transport routes, with very similar characteristics to a tram scheme, i.e. segregated from other road traffic, highly reliable, and with high quality vehicles.
<b>RSS</b>	<b>Regional Spatial Strategy</b>	The <b>RSS</b> provides a framework to guide the preparation of local development documents within the Yorkshire and Humber region.

Acronym	Term	Explanation
	<b>Renaissance Leeds</b>	A joint project between Leeds City Council, the Homes and Communities Agency, Yorkshire Forward and Leeds Initiative. It has a key role in delivering major development projects.
<b>SPD</b>	<b>Supplementary Planning Document</b>	SPDs deal with specific issues (thematic or site specific) and elaborate upon the policy and proposals in Development Plan Documents (DPDs). SPDs will replace Supplementary Planning Guidance.
<b>SEGI</b>	<b>Site of Ecological or Geological Importance</b>	Site designated as being of county-wide importance for its flora, fauna, geology or landforms.
<b>SSSI</b>	<b>Site of Special Scientific Interest</b>	Site designated as being of national or international importance for its flora, fauna, geology or landforms. This is a statutory designation operated throughout Great Britain.
<b>SA</b>	<b>Sustainability Appraisal</b>	This is a document that takes into account the social, environmental and economic consequences of the <b>Area Action Plan</b> . It also makes sure that plans produced will last.
	<b>Sustainable development</b>	The widely used definition was drawn up by the World Commission on Environment and Development in 1987: <i>“Development that meets the needs of the present without compromising the ability of future generations to meet their own needs”</i> .
	<b>SUSTRANS</b>	Sustainable transport charity.
	<b>Town Centres</b>	<b>Town and district centres</b> provide a wide variety of shopping and community services for a large population. The approach across Leeds is to encourage all major retail development to locate at existing centres, and ensure that retail uses remain dominant there.
<b>UDP</b>	<b>Unitary Development Plan</b>	The Leeds <b>UDP</b> outlines planning policies and proposals and provides a framework for considering planning applications. It was approved in July 2006 and will be superseded by the <b>LDF (Local Development Framework)</b> .
	<b>West North West Homes</b>	The company which manages council housing on behalf of Leeds City Council, in the Area Action Plan Area and beyond.

## APPENDIX 1 - STRATEGIC DELIVERY AND IMPLEMENTATION PLAN **[NB THIS SECTION TO BE COMPLETED]**

### DELIVERY AND IMPLEMENTATION

- A.1 The achievement of the West Leeds Gateway AAP vision and objectives and the delivery of the AAP proposals is a priority for Leeds City Council and is recognised as such within the Councils Strategic Plan (2008-2011) and sister document, the Council Business Plan (2008-2011). These documents identify the outcomes and priorities agreed with Leeds's partners to help deliver the long term aspirations for the city as set out in the Vision for Leeds 2004 to 2020.
- A.2 The AAP sets the planning and spatial framework within which council departments and external partners will work together to deliver a co-ordinated approach to realise the objectives of the West Leeds Gateway AAP to create a sustainable, successful and healthy community; linking the area to the social and economic successes of Leeds City Council and creating a place the local community can be proud of by providing good quality housing, attractive greenspaces and a vibrant economy. The key partners working along side Leeds City Council will include:
- The Government Office for Yorkshire and the Humber
  - Yorkshire Forward
  - West North West Homes Leeds
  - Leeds Primary Care Trust (PCT)
  - West Yorkshire Police
  - Community and voluntary groups, e.g. New Wortley Residents Action Group
  - Existing businesses and business organisations
  - Landowners and potential developers
  - Environment Agency
  - British Waterways
  - Yorkshire Water
  - Metro
  - Network Rail
  - Department of Transport
  - Bradford City Council
- A.3 The AAP proposals for new development will rely in the main on private sector investment. This investment however will be supported by the following range of actions:
- A programme of improvements to Armley Town Centre through the 'Town and District Centre Regeneration Scheme'
  - Investment to assist in the repair of historic properties in Central Armley through the 'Townscape Heritage Initiative Scheme'
  - The Council's Affordable Housing Strategic Partnership
  - A programme of greenspace priorities and improvements
  - On going enabling and guidance – providing advice and support to individuals, organisations, businesses and investors/developers in regard to planning and other regulations.
- A.4 The City Council will use planning and development powers to make sure that new developments within West Leeds comply with the policies and strategy set out in the

Area Action Plan and will seek developer contributions towards the provision of new infrastructure (i.e. affordable housing, greenspace and public realm, education, public transport and highway). Developer contributions will be secured through planning conditions/obligations/agreements attached to planning permissions. Contributions will include appropriate maintenance and management.

## **TIMETABLE**

A.5 The proposals identified in the following table have been assessed against short, medium and long term deliverability targets. These broad time frames or phases reflect:

- Short term (2006- 2011)
- Medium term (2012 – 2016)
- Long term (2017 onwards)

A.6 Many of the proposals and improvements will take place across all three phases. Therefore the tables have identified target dates for key milestones/interventions/delivery mechanisms.

A.7 *Expand - provide summary of what will occur in which phase...*

## **Monitoring**

A.8 To ensure successful delivery of the AAP it will be necessary to review and monitor the policies and objectives of the AAP. The Leeds Local Development Framework Annual Monitoring Report will assess the effectiveness of the WLG AAP policies and proposals against national, regional and local targets. The AMR targets and indicators have been developed in accordance with national guidance on monitoring<sup>1</sup>.

A.9 To support the SDIP a monitoring framework for the WLG AAP has been designed that will help determine whether the policies in the AAP need to be amended or replaced in light of changes to national and regional policy or to reflect local changes in circumstance. The Monitoring Framework for the WLG AAP is provided as a supporting document.

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<sup>1</sup> Local Development Framework Monitoring: A Good Practice Guide (Department of Communities and Local Government, 2005)

Regeneration Objectives	AAP Policy [Policy refs to be updated]	Development Opportunity	Short term 2006 - 2011	Medium term 2012 -2016	Long term 2017+	Key Milestones/Interventions/Delivery mechanisms	Year(s)	Lead Partner/Delivery Agency
<b>1 WLGAAAP Strategic Theme: West Leeds – A Place to be Proud of</b>								
To improve the built environment, through high quality, sustainable design initiatives whilst preserving and, where appropriate, enhancing the area's heritage and reinforcing its distinct identity.	Policy WL4: The City Council will, in consultation with the E.A. and British Waterways (and as necessary other agencies), prepare a planning brief to investigate the potential of Armley Mills complex, including the adjoining Dunkirk Hill.	Armley Mills, Dunkirk Hill & Cardigan Fields (located adjacent to the AAP area)	Outline development proposals for private owned Cardigan Fields prepared (Sep 08).	Development of a modern cultural and leisure quarter at site of Armley Mills including a revitalised Industrial Museum underway.		Wider stakeholder consultation undertaken	2009	LCC
			Soft market testing development opportunities at Armley Mills commenced (Sep 08).			Detailed Planning and Development Brief for prepared for Armley Mills (including phasing).	2010/11	LCC
			Audit of museum artefacts completed (Jan 09).			Investment (public/private) identified for Armley Mills proposals.	2010/11	LCC
			Flood Alleviation proposals out to public consultation Apr/May 09			Council's exploration of hydro-power utilising existing watermills concluded.	2011	LCC
						Proposals for reorganisation of main Museum internal collections.	2011/12	LCC
						Defined delivery mechanism and level of investment	2011/12	LCC
						Procurement	2011/12	LCC
						Exploration of other 'Green' energy opportunities – solar, wind, CHP etc		
	Funding secured (£45K for design study) for Fish Pass and Canoe Run at Armley Weir.	2011/12	Environment Agency					
<b>2 WLGAAAP Strategic Theme: A Green and Healthy West Leeds</b>								
To improve and maintain the safety, quality and usability of greenspace	Policy WL6 The protected greenspaces allocated on the proposals map will be given priority in spending programmes in order to raise their quality and attractiveness and facilitate better connectivity.	i. Armley Moor Attractive greenspace not reaching its full potential as a community resource	Improved greenspace attractiveness and usability	Improved greenspace attractiveness and usability		Existing developer contributions (S106) from planning applications available and sums still due @ 12 March 2009 £x		
			Improved signage, facilities and maintenance			Developer Contributions from AAP allocations could potentially generate an additional £x of S106 greenspace monies. See separate greenspace priority supporting paper.		
			Access to greenspace improved at entrances and at ground level			Public consultation carried out (date). Inner West Area Committee funding used to develop design proposals		
		ii. Ley Lane Large area of greenspace laid out as a playing pitch and had a former children's play area.	Improved signage, facilities and maintenance	Improved signage, facilities and maintenance		Inner West Area Committee funding used to develop design proposals		LCC
		iii. Dunkirk Hill Large 'natural' piece of greenspace with picnic area	Access to greenspace improved at entrances and at ground level	Access to greenspace improved at entrances and at ground level changes. Maintenance addressed.				LCC



Regeneration Objectives	AAP Policy [Policy refs to be updated]	Development Opportunity	Short term 2006 - 2011	Medium term 2012 -2016	Long term 2017+	Key Milestones/Interventions/Delivery mechanisms	Year(s)	Lead Partner/Delivery Agency
		adjacent to Armley Mills currently subject to anti-social behaviour  iv. Area to the south of Wortley Heights and Towers An important green link across the WLGAP area which currently has access and maintenance issues.  v. Lower Wortley Recreation Ground Currently not achieving Leeds Quality Park Standard.	changes. Maintenance addressed  Integral part of Leeds Core Cycle Network – access and usage of the area of greenspace improved  Improvements made and towards Leeds Quality Park status. Better quality playing pitches and access from the park to the canal increased.	Access and usage of the area of greenspace improved  Funding from development of Oldfield Lane (WL28) to be directed towards pitch and drainage improvements.		Securing developer contributions towards environmental and accessibility improvements  Funding committed to undertake infrastructure works to include paths resurfacing, access controls, signage. Drainage improvements to playing pitches carried out. Public consultation undertaken.		LCC  LCC
To improve accessibility to pedestrians and cyclists to the green corridor of the canal corridor	Policy WL7 in considering any development alongside the river and canal corridor, the opportunity to improve pedestrian and cycle access to the corridor, and particularly the canal towpath will be sought.	Leeds/Liverpool Canal towpath	Leeds Waterfront Strategy produced by Aire Action Leeds (Jul 08). Provides a framework for key partners to develop a set of integrated projects to develop and deliver an enhanced corridor of waterways in West Leeds.  Work started (June 2009) on the £426,240 upgrade to the pedestrian and cycling route along the <b>Leeds and Liverpool Canal towpath</b> . The route stretches from Kirkstall brewery halls of residence to Armley Mills. There are also plans to extend the cycle route up to the university campuses and into the city centre.	Improved access and connectivity around the waterways in West Leeds for recreational use which will underpin the proposed regeneration of Armley Mills (see above).		Securing developer contributions towards environmental and accessibility improvements		LCC and Key Partners and developer agreements
To enhance the green corridors of waterways.	WL8 The council will also seek either directly or through developer	Leeds/Liverpool Canal towpath	Leeds Waterfront Strategy produced by Aire Action Leeds (Jul 08). Provides a			Securing developer contributions towards environmental and accessibility improvements		LCC and Key partners and developer agreements

Regeneration Objectives	AAP Policy [Policy refs to be updated]	Development Opportunity	Short term 2006 - 2011	Medium term 2012 -2016	Long term 2017+	Key Milestones/Interventions/Delivery mechanisms	Year(s)	Lead Partner/Delivery Agency
	<p>contributions to enhance the historic interest of the canal environment by environmental improvements, directional signage and visitor information</p> <p>Policy WL9 To provide better links between greenspace and along identified routes for pedestrians and cyclists with priority to West Leeds Country Park, City Centre and the Canal. Where appropriate Public Art installed</p>		framework for key partners to develop a set of integrated projects to develop and deliver an enhanced corridor of waterways in West Leeds.					
<b>3 WLGAAP Strategic Theme: A Well Connected Area</b>								
To improve public transport infrastructure	WL11 The Council will support the range of measures for the Armley area included in the Local Transport Plan 2	i. Armley Gyratory	Long term proposals being developed by Highways to reduce size of roundabout and reconfigure roads.		Reduced impact of the highways at the Gyratory, improved pedestrian /cycling connections to the city centre and an attractive gateway to West Leeds.	Proposals to be developed for re-configuration of Gyratory and consulted upon. Delivery of reconfiguration tied to redevelopment (planning permission) of the Gyratory Site (see Policy WL38)	2009 onwards	LCC and key partners and developer agreement
		ii. A647 Bus Priority measures (Phase 1)	Construction due to start April 09.	Extra capacity created on westbound carriageway.			May 09 2013/14	LCC and Key Partners
		iii. A647 HOV Proposals	Further proposals being developed between Highways and Urban Design for detailed consultation 09/10	Well designed scheme completed to provide a high quality priority lane for high occupancy vehicles.		Phase 2 – HOV priority work design stage Construction due to start Phase 3 =- Additional junction capacity design stage Construction	2009 2010 2009/10 2010/11	
		iv. Farnley to City Centre cycle route	Outline design being produced	Route completed (2013/14)		Outline design completed. Investment secured from LTP or Sustrans Route completed		

WEST LEEDS GATEWAY AREA ACTION PLAN: Delivery and implementation Plan 2006- 2017+

[NB: This version is incomplete]

Regeneration Objectives	AAP Policy [Policy refs to be updated]	Development Opportunity	Short term 2006 - 2011	Medium term 2012 -2016	Long term 2017+	Key Milestones/Interventions/Delivery mechanisms	Year(s)	Lead Partner/Delivery Agency
To improve connectivity into and out of the area for residents and visitors taking full advantage of the area's proximity to the two major cities of Leeds & Bradford.	Policy WL12 The City Council will work with stakeholders to investigate feasibility of a new rapid transport solution between Leeds and Bradford	Improved transport network between Leeds and Bradford	Feasibility work to examine the possibility of separating express and stopping trains on the Calderdale and Airedale railway lines.	Continue feasibility work beyond LTP2 to identify a suitable site for a rail halt in Armley.		Feasibility study work to be concluded	2010/11??	LCC/BCC and Key Partners
Improve connectivity within the area and links to attractions and greenspaces with specific action required to improve pedestrian links to City Centre (via gyratory) and Kirkstall Renaissance area)	Policy WL13 Promote the use of the Canal as a pedestrian and cycle route.	Enhance existing walking & cycling routes	Work has started to identify opportunities to enhance walking and cycling routes.	Improved access to the waterfront – walking and cycling routes to increase flow of people through the area and boost attractions.				
	Policy WL14 pedestrian and cycle routes will be promoted as primary links	<ul style="list-style-type: none"> <li>i. Canal Road</li> <li>ii. Tong Road/ Wellington Road</li> <li>iii. Armley Town Street</li> <li>iv. Armley Mills to Cardigan Fields/ Kirkstall Road</li> <li>v. The Gyratory</li> <li>vi. The Canal and River</li> <li>vii. Green Lane</li> </ul>	Promotion of a network of green routes as primary links for pedestrians and cyclists	Establishment of safer, more attractive walking and cycling routes				LCC and key partners and planning agreements

Regeneration Objectives	AAP Policy [Policy refs to be updated]	Development Opportunity	Short term 2006 - 2011	Medium term 2012 -2016	Long term 2017+	Key Milestones/Interventions/Delivery mechanisms	Year(s)	Lead Partner/Delivery Agency
	Policy WL15 Any future redevelopment along Armley Road for Employment uses (See Policy WL40) should address the need to integrate proposals with the Kirkstall Renaissance area by an appropriate design and layout including the potential for providing a bridge over the canal	Potential new bridge over the canal to Armley Road  Pedestrian bridge over canal to the 'island site' off Kirkstall Road as part of a potential future redevelopment				Submission and approval of planning application and securing developer contribution/provision of bridge		
Specific action required to improve the environment for pedestrians and cyclists.	Policy WL16 Environmental improvements to Armley Road					Spending of S106 greenspace contributions		LCC and planning agreements
<b>4 WLGAA Strategic Theme: A Vibrant Town &amp; Local Centre</b>								
To improve the vitality and viability of the Armley Town Centre.	Policy WL21	Armley Town Centre – Townscape Heritage Initiative (THI)  Armley Town Centre	Townscape Heritage Initiative (THI) Project Officer in post (Mar 09).  Conservation Management Plan approved (Dec 08).	Shop frontages improved, respecting heritage of the area and the properties  Creation of a fully accessible, vibrant and commercially viable Town Centre with enhanced architectural and historic features.		Upgrading of pavements, street lighting (heritage style) on Armley Town Street completed (supported by Town & District Centre Scheme monies) (T&DC).  Public art including compass and keystones installed.  Improvement of the pedestrian environment/footpath widening on Branch Road and Crab Lane	2009/10  2009/10  2013/14	LCC  LCC  LCC
	Policy WL22 Supporting the potential refurbishment or redevelopment of the units for town centre uses	Gelder Road commercial units	Future use of site identified	Units improved/ redeveloped to enhance the role of Armley Town Centre		Planning application submitted and approved Start on site Completion		Planning application

Regeneration Objectives	AAP Policy [Policy refs to be updated]	Development Opportunity	Short term 2006 - 2011	Medium term 2012 -2016	Long term 2017+	Key Milestones/Interventions/Delivery mechanisms	Year(s)	Lead Partner/Delivery Agency	
To create an inviting and prominent local 'gateway' to the area.	Policy WL24 2 Branch Road. Remove unauthorised signage and secure a viable future use.	2 Branch Road	Units in commercial use	Property in new beneficial use with improved/refurbished appearance		2 Branch Road Property re-valued	Nov 08		
						Soft Market Testing and draft illustrative drawings prepared to show potential of building	Dec 08	LCC	
						Enforcement action taken on unauthorised signage	xxx	LCC	
						Investigate acquisition of 2 Branch Road for an appropriate town centre use.	xxx	LCC	
<b>5 WLGAAAP Strategic Theme: An Attractive Place to Live and Work (see separate table below for development assumptions for)</b>									
To improve the quality of the existing housing stock and provide opportunities for the provision of new and affordable housing across a variety of tenure types.	Policy WL25 Residential use at Far Fold including replacement of existing greenspace	47 units (14 affd)	Brownfield Development of new residential housing including affordable			Planning application submitted and approved  Start on site  Completion		Private Investment/planning application	
	Policy WL26 Mistress Lane. Residential development with a prominent frontage.	236 units (35 affd)	Preferred developer identified.  Outline proposals for a residential housing scheme to include affordable housing presented to Plans Panel (Jun 08).			Planning application submitted and approved.  Start on site.  Completion		Private/public investment	
	Policy WL27 The 'Island' site. A comprehensive and high quality development for the site.	70 units (11 affd)		Brownfield Development of new residential housing including affordable			2 of 4 units vacant and on open market Internal site valuations Sites assembled for development Detailed planning and development brief Planning application submitted and approved.  Start on site.  Completion	Nov 2008 Jan 2009 xxx	Private Investment/planning application
	Policy WL28 Residential use at Oldfield Lane with greenspace to the north linking into existing and a green link through the site	61 units (18 affd)		Greenfield phasing release in line with UDP Saved Policy H3			Planning application submitted and approved.  Start on site.  Completion		Private Investment/planning application
	Policy WL29 Highfield Gardens	Pre-app scheme 42 affordable houses Funding accessed (Feb 09)		Brownfield Completion of 42 properties for social rent and shared ownership/ intermediate rent.			Planning application submitted and approved.  Start on site.  Completion	2010 xxx	Public Investment/planning application
	Policy WL30 Land	12 units		Brownfield			Planning application submitted and approved.		Private

Regeneration Objectives	AAP Policy [Policy refs to be updated]	Development Opportunity	Short term 2006 - 2011	Medium term 2012 -2016	Long term 2017+	Key Milestones/Interventions/Delivery mechanisms	Year(s)	Lead Partner/Delivery Agency
	adjacent to Evelyn Place is allocated for residential	(4 affd)	Development of new residential housing including affordable			Start on site. Completion		Investment/planning application
	Policy WL31 Land adjacent to Whingate Primary is allocated for residential	19 units (5affd)	Brownfield Development of new residential housing including affordable			Planning application submitted and approved. Start on site. Completion		Private Investment/planning application
	Policy WL32 Farrow Road is allocated for residential	Planning application 08/05946/FU – 24 affordable units Planning Permission granted (Feb 09).	Completion of 18 terraced and 6 semi-detached houses built for shared ownership/ intermediate rent or social rent.			Planning application submitted and approved. Start on site. Completion	2010 xxx	Public Investment/planning application
	Policy WL33 Regenerate New Wortley through selective demolition, redevelopment refurbishment and reconfiguration.	New Wortley	In partnership with local community selective demolition, redevelopment of vacant sites and refurbishment of existing houses and reconfiguration of open space and courtyards	In partnership with local community selective demolition, redevelopment of vacant sites and refurbishment of existing houses and reconfiguration of open space and courtyards		Options Appraisal completed Area for demolition approved Completion of outstanding works under Decency Programme	Jan 2009 Mar 2009 Mar 2010	LCC/ WNWH/New Wortley Community
	WL34 Former Liberal Club site is allocated for residential	29 units (4 affd)	Brownfield Development of new residential housing including affordable			Planning application submitted and approved. Start on site. Completion		Private Investment/planning application
	Policy WL35 Gassy Fields is allocated for residential	117 units (18 affd)			Greenfield phasing release in line with UDP Saved Policy H3	Planning application submitted and approved. Start on site. Completion		LCC and West North West Homes
	WL36 Holdforth Place	50 units (8 affd)	Brownfield Development of new residential housing including affordable.			Detailed consultation with residents. Acquisition of Holdforth Place concluded Demolition process begins/completed. Detailed planning & Development Brief Planning application submitted and approved. Start on site. Completion	2009 Jun 2009 2010/11	Private Investment/planning application (Accent)
To provide and maintain an improved	Policy WL38 Redevelopment of the British Gas training site for	118 units (18affd) and 5,800sqm of floorspace			Brownfield mixed use development including residential and affordable	Planning application submitted and approved. Start on site.		

WEST LEEDS GATEWAY AREA ACTION PLAN: Delivery and implementation Plan 2006- 2017+

[NB: This version is incomplete]

Regeneration Objectives	AAP Policy [Policy refs to be updated]	Development Opportunity	Short term 2006 - 2011	Medium term 2012 -2016	Long term 2017+	Key Milestones/Interventions/Delivery mechanisms	Year(s)	Lead Partner/Delivery Agency
variety of employment and skills development opportunities.	residential and employment use.				housing subject to relocation of Centrica training centre.	Completion		
	WL39 The City Council will support the development of new employment uses on land at Chelsea Close or the expansion of existing employment uses.	3,800sqm of floorspace  Development of a new West Leeds Enterprise Centre within the wider West Leeds area.	Expression of Interest re European Regional Development Funding approved.  Tender documents being finalised.	Brownfield Development of new employment  West Leeds Enterprise Centre provided in the area. (Note that this centre may not be located directly within the AAP area).		Planning application submitted and approved Land remediation Start/completion  Outline Business Case re ERDF funding submitted.  ERDF funding secured.  Procurement concluded and developer partner secure.  Planning application submitted and approved.  Start on site.  Centre open.	Sept 2009  Oct 2009  2011	Private Investment/planning application  LCC
	WL40 The city council will seek to retain existing employment land and premises in the key employment areas defined on the proposals map including Armley Road, Stanningley road and Tong Road							
	Policy WL43 Safeguard site of Wortley High. Feasibility study for community use	Community use or residential use. Retaining greenspace.	To be retained for school purposes until until 2011				Feasibility study carried out and future of site determined. Internal site valuations Demolition process begins/completed Detailed planning & Development Brief Planning application submitted and approved. Start on site. Completion	2010
Outdoor Advertising	Policy WL43. The City Council will carry out a full audit of all outdoor adverts across the WLGAAAP area starting with priority areas.		Audit work carried out and strategy adopted. Enforcement to be undertaken			Audit work carried out and strategy adopted to control advertisements in the area		LCC
Signage and identity	Policy WL43 Aim to improve directional signage in the area utilising a locally consistent design that will help to build on the identity of the AAP					Design brief to be undertaken		LCC

Regeneration Objectives	AAP Policy	Development Opportunity	Short term 2006 - 2011	Medium term 2012 -2016	Long term 2017+	Key Milestones/Interventions	Year(s)	Lead Partner
<b>WLGAAAP Strategic Theme: West Leeds – A Place to be Proud of</b>								
<b>WLGAAAP Strategic Theme: A Green and Healthy West Leeds</b>								
		Armley Park – investment to achieve Green Flag Status.				<i>Discuss with Phil Stanniforth wording for proposed improvements and timescales</i>		
		Mistress Lane; Armley Moor; Little Moor and Charlie Cake Park	Inner West Area Committee funding used to develop design proposals for areas of greenspace.			Land ownership issues between Armley Common Rights Trust (ACRT) and Council resolved.  Confirmation of funds to deliver improvements to areas of greenspace.		
		Concrete steps to canal towpath from Armley Park	The steps at ... <i>where?</i> require improvements to make them more accessible and open up this route from the park to the towpath (part of the West Leeds Country Park & Green Gateways project).			Proposals progressed and funding committed... <i>(identify funding source)</i>		
		Armley leisure centre	New Leisure centre provided			PFI credits in place and contractor selected to deliver a leisure centre. Work started. Completion New centre open Completion of works	Sept 2008 2009 xxx Mar 2009?	
		Strawberry Lane public open space	Lottery funding allocated to St Bartholomew's Primary school for the 'Field of Dreams' project – fencing access control gates and informal play space					



WEST LEEDS GATEWAY AREA ACTION PLAN: Delivery and implementation Plan 2006- 2017+

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Regeneration Objectives	AAP Policy	Development Opportunity	Short term 2006 - 2011	Medium term 2012 -2016	Long term 2017+	Key Milestones/Interventions	Year(s)	Lead Partner
<b>WLGAAP Strategic Theme: A Well Connected Area</b>								
		Green Viaduct (adjacent to WLG AAP area)	Initial discussions between Highways and Planning Services to progress a 'Green Viaduct' walkway Project. (Although this project is outside the AAP area, it will improve connectivity into and out of the AAP area)			Develop discussions on "Green Viaduct" proposals and <a href="#">how the WLG AAP area can link into the network</a> . Continue to link with the Rim Study – Renaissance Leeds Partnership Board to approve development projects, potential routes and infrastructure requirements		
<b>WLGAAP Strategic Theme: A Vibrant Town &amp; Local Centre</b>								
								Environmental Health
<b>WLGAAP Strategic Theme: An Attractive Place to Live and Work</b>								
		West Leeds Group Repair/Facelift Scheme	Schedule of works prepared 2009	Delivery of West Leeds Repair Facelift Scheme 2011-2014		Confirmation of funds from Regional Housing Board (RHB) Submission of bid		Environmental Health

WEST LEEDS GATEWAY AREA ACTION PLAN: Delivery and implementation Plan 2006- 2017+

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AAP Site Ref	Site Address	BF/ GF	Gross site area (ha)	NET Site area (ha) for new dwgs	Potential new dwg capacity	Potential new density (dph)	Planning App/ Pre-app density	Gross No. of existing Dwgs	Net Increase	Affd Housing	Site Area for Mixed Use/ Employment	
WL25	Far Fold	BF (pt GF)	1.317	1.1853	47	40	-	-	47	30%	14	
WL26	Mistress Lane <sup>1</sup>	BF(pt GF)	1.196	1.0764	161	150	236	-	236	15%	35	
WL27	Island Site <sup>2</sup>	BF	0.866	0.7794	70	90	-	-	70	15%	11	0.7794
WL28	Oldfield Lane LSSA Site	GF	1.706	1.5354	61	40	60	-	61	30%	18	
WL29	Highfield Gardens	BF	0.884	0.7956	32	40	42	-	42	100 %	42	
WL30	Evelyn Place	BF	0.302	0.302	12	40	-	-	12	30%	4	
WL31	Tong Road Adj Whingate Primary	BF	0.536	0.4824	19	40	-	-	19	30%	5	
WL32	Farrow Road	BF	0.425	0.3825	15	40	24	-	24	100 %	24	
WL34	Former Liberal Club site)	BF	0.49	0.441	29	65	-	-	29	15%	4	
WL35	Gassy Fields	GF	2.4	1.8	117	65	-	-	117	15%	18	
WL36	Holdforth Place	BF	0.85	0.765	50	65	-	36	14	15%	2	
WL38	Centrica training centre site & Gyratory <sub>3</sub> New Wortley <sub>3</sub>	BF	4.84	1.815	118	65	-	-	118	15%	18	1.452 (Gyratory)
WL39	Chelsea Close	BF		-	-	-	-	-	-	-	-	0.95

WEST LEEDS GATEWAY AREA ACTION PLAN: Delivery and implementation Plan 2006- 2017+

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WL40	Phase 2 Arlington Mills Pickering Street	BF		-	-	-	-	-	-	-	-	0.46
WL40	Carr Crofts Drive Armley Moor	BF		-	-	-	-	-	-	-	-	0.14
WL40	Carr Crofts Drive Armley Moor	BF		-	-	-	-	-	-	-	-	0.17
WL40	Carr Crofts Drive Armley Moor	BF		-	-	-	-	-	-	-	-	0.63
WL40	S/O 1-5 Oldfield Lane	BF		-	-	-	-	-	-	-	-	0.03
WL40	Tong Road Pipe and Nook Lane	BF		-	-	-	-	-	-	-	-	0.66
WL40	S/O Car dealership Armley Road	BF		-	-	-	-	-	-	-	-	0.65
<b>TOTAL</b>			<b>15.8</b>	11.4	732		362	36	<b>790</b>		<b>195</b>	<b>5.9</b>
									<b>Brownfield Total</b>	<b>611</b>		
									<b>Greenfield Total</b>	<b>178</b>		

KEY: Mixed Use =  Housing =  Employment Allocation = 

All assumptions are broad indications only and may be subject to change.

\* The potential new dwelling capacity is based on an assumption of the developable site area and density. Density assumptions are based on Strategic Housing Land Available (below). In addition some sites have recent planning application history or recent pre-application information. Both capacity figures are provided above but it is the highest figure **maximum** NET INCREASE.

\*\*Affordable Housing is calculated using the targets set out in LCC's Affordable Housing Supplementary Planning Guide (SPG3) and interim Guidance Note (July 2008):

Inner suburbs	30%
	1

# WEST LEEDS GATEWAY AREA ACTION PLAN: Delivery and implementation Plan 2006- 2017+

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Inner Areas	5%
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SHLAA Density Multiplier	Density	Flat proportion	gross to net ratio
Main Urban Area	40/Ha	20%	<0.4 NA
			0.4 - 2Ha 90%
			>2Ha 75%
Edge of Centre	65/Ha	60%	<0.4 NA
			0.4 - 2Ha 90%
			>2Ha 75%

## # Employment Assumptions

The job potential is calculated on the following "sqm per job" figures which come from the DETR guidance on Employment Land Reviews

Emp.Type	Sqm/Emp
B1a	19
B1c	32
B2	34
B8	50

The assumptions made for the type of employment use is based on either exist

The assumptions for floorspace (sqm) is based on an estimated 40% site covera

Planning Applications/ Pre Apps	
WL26 Mistress Lane	Advent Scheme 236
WL28 Oldfield Lane	Pre-app 60 dwellings
WL29 Highfield Gardens	Pre-app 42 houses
WL32 Farrow Road	08/05946/FU - 18 terrace houses & 6 semi-det houses

1 Mistress Lane - Housing Density assumption higher than SHLAA methodology based on high storey "gateway" development (4-5 storeys - based on Advent Scheme)

2 Island Site - Housing Density assumption higher than SHLAA methodology based on high storey "gateway" development (max 3-4 storeys) with employment uses on the ground floor.

3 Centrica Site - Housing Density assumption uses SHLAA methodology to assume edge of city centre density (65dwgs/Ha), however it should be noted that the site may offer the potential to increase this. The net site area allows for onsite greenspace and an allowa  
generous 40% discount in site area to accommodate for the gas holder safety exclusion zone and space for pedestrian and cycle routes through the site.

The former Wortley High school is reserved for community/educational uses. However if it is not required for such purposes the best use for the site is residential and the likely development capacity is indicated below.

