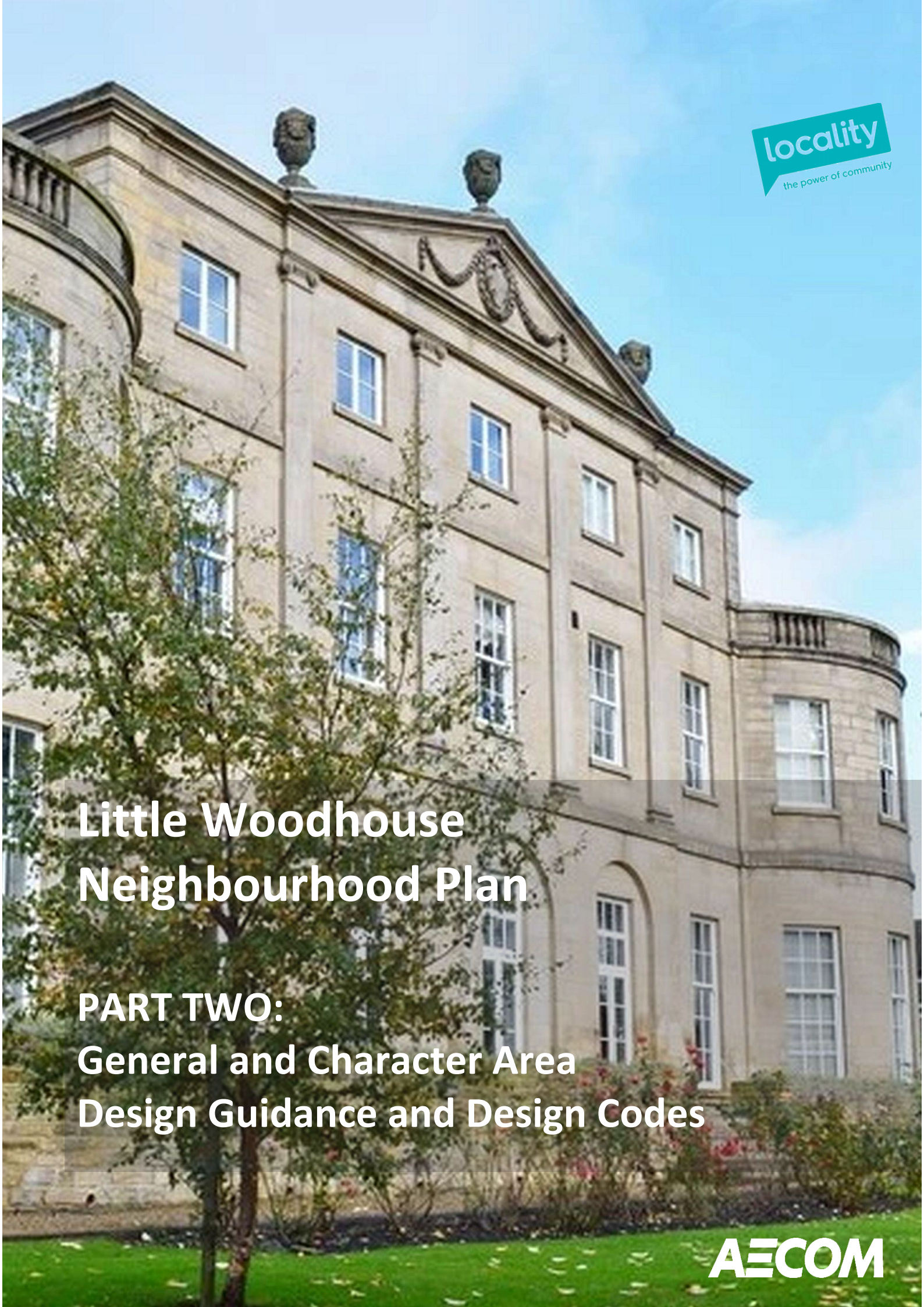

Little Woodhouse Neighbourhood Plan

PART TWO:
General and Character Area Design Guidance and Design Codes

Little Woodhouse Neighbourhood Plan

PART 2: GENERAL AND CHARACTER AREA DESIGN GUIDANCE AND DESIGN CODES

Contents

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Quality information

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Revision History

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5	xxxxxxx	Review Final Draft		Locality
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General Design Guidance and Codes

01

1. General Design Guidance & Codes

This section sets out the principles that will influence the design of potential new development and inform the retrofit of existing properties in the Neighbourhood Plan Area. Where possible, local images are used to exemplify the design guidelines and codes. Where these images are not available, best practice examples from elsewhere are used.

1.1 Introduction

This document provides Design Guidance and Design Codes which will inform development across Little Woodhouse. It is separated into two sections, Section 1 which provides generalised guidance to be applied across the entirety of the area, and Section 2 which provides guidance which is more specific to each of the Character Areas.

The pages are illustrated with images and captions which should also be considered as part of the overall guidance, and carry as much weight as the main text. This report forms part of the suite of documents which support the Little Woodhouse Neighbourhood Plan. The other supporting documents should also be referred to within any development proposals within the area.

This document has been structured to reflect the topics of the National Model Design Code (Ministry of Housing, Communities and Local Government, 2021). The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide (2021 update), which reflects the government's priorities and provides a common overarching framework for design.

- Context
- Movement
- Nature
- Built Form
- Identity
- Public Space
- Use
- Homes and Buildings
- Resources
- Lifespan

1.2 General design principles

The guidance and codes of this section are intended to be applied across the entirety of Little Woodhouse. They are general in their nature and uphold positive design principles. Together they set the baseline standard of quality and practice which is expected within the Neighbourhood Area.

1.3 Context

- Development must uphold the traditional character of Little Woodhouse, and the role it plays as a mixed-use neighbourhood on the western fringe of Leeds city centre.
- Development should seek to balance land-uses so Little Woodhouse remains a mixed-use area which sufficiently serves the needs of its community.
- Development should support pedestrian and cyclist movement into Leeds city centre, and should also support connections to the River Aire.
- Development should respect the heritage assets and character of Little Woodhouse and preserve as much of this heritage as possible.
- Designers must respond to the local character with one of the following three approaches, considered in the following order:
    - **Harmonise**- clearly responding to existing characteristics;
    - **Complement**- delivering something slightly different which adds to the overall character and quality in a way which us fitting and shares some similarities; and
    - **Contrast**- a high quality design which is different but which adds positively to the built-form and character. Something which will be considered a good precedent for future development.

Figure 01: Leeds Town Hall, located within the city centre to the east of Little Woodhouse. The Neighbourhood Plan area should maintain connections into the city centre.

Figure 02: The Joseph's Well Building is one heritage asset within Little Woodhouse which contributes to the local character and context. Such buildings should be preserved.

1.4 Movement

1.4.1 General Movement

- Pavements should be designed to accommodate pedestrian flow and be accessible for all. On-street parking and the presence of bins can undermine pedestrian usage on some of the streets and needs to be addressed.
- Where footpaths exist between residential developments, effort should be made to support these with appropriate lighting and well-maintained boundary treatments to support feelings of safety in these through-routes.
- The safe movement and crossing of pedestrians, cyclists and those with mobility impairments should be considered at all times. Reallocation of road space to support sustainable transport modes is encouraged where possible.
- Development located adjacent to the Radial Routes should be supported with appropriate visual screening and noise mitigation measures, given the speed and volume of vehicles moving along these routes.

1.4.2 Parking

- The provision of car parking needs to be carefully balanced to ensure that sufficient provision is made to meet needs, whilst not dominating the appearance of the street.

Figure 03: The movement of pedestrians should not be compromised by the presence of bins or street furniture, as is the case in this image.
Figure 04: Overlooked, well-lit routes with high-quality materials help support pedestrian movement.

Figure 05: Making space for sustainable modes of travel is encouraged.

- In the absence of adequate space for car parking within developments, sustainable transport should be supported in these units through the incorporation of cycle parking.
- Paving of front gardens for parking reduces valuable green infrastructure and should be resisted.

1.4.3 Cycle Parking

- New housing development should provide adequate and secure covered storage for cycles and mobility scooters, with level access to the highway within the ownership boundary of each property.
- Secure and combined electric cycle, mobility scooter and electric vehicle recharging points are also encouraged where appropriate.
- Residential cycle parking needs to be secure and dry, with access restricted to legitimate users.
- Visitor cycle parking should be provided in convenient, overlooked locations with easy accessibility
- Cycle parking needs to have regard for some of the narrower street widths within Little Woodhouse. It should not obstruct pedestrian or vehicle movement or flow.

Figure 06: Parking can be designed to have a limited impact on an environment, through adopting quality landscaping and limiting bay numbers.

Figure 07: On-street, secure bicycle storage solutions can be adopted in parking bays, as shown in this example image (not within Little Woodhouse).

Figure 08: Residential cycle parking solutions can be adopted on plot, as shown in this example image (not within Little Woodhouse).

1.5 Nature

1.5.1 Biodiversity and Green Infrastructure

- Any development should enhance biodiversity wherever possible. This will involve restoring and increasing green-infrastructure assets, and provision of a clear landscaping scheme to demonstrate how new development will create positive green linkages and contribute to these assets.
- New developments should strengthen biodiversity and the natural environment. Biodiversity Net Gain (BNG) should be adopted as a requirement for all relevant development.
- New development proposals should aim for the creation of new habitats and wildlife corridors; e.g. by aligning back and front gardens, and making space for new habitats within layout designs.
- Street planting is encouraged where possible, especially where streets are largely hardstanding. In principle, existing trees should be retained.
- Native species should be specified to promote biodiversity in proposed planting designs.
- Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species. Soft boundary treatments are especially encouraged alongside areas of green space, such as Rosebank Millennium Green.
- The use of green roofs is one way of contributing to local biodiversity net gain. These can also assist with insulation and summer cooling requirements. Whilst currently uncommon in the roofscape of Little Woodhouse, these roofs could be considered in future developments and should be adopted in a way which complements the existing roofscape.

Figure 09: Opportunities to reclaim public spaces and adopt planting are supported, both for biodiversity and social purposes.
Figure 10: Planted gardens soften the built-form and hardstanding of and area and look highly attractive.

1.5.2 Water and Drainage

- Sustainable Drainage Systems (SuDS) and swales should be integrated into developments to help address surface water run-off. These should be designed in accordance with The SuDS Manual, CIRIA.
- Consideration should be given to the slope of the land and how this might exacerbate flooding within Flood Zone 2 and Flood Zone 3, in the west of the area. The adoption of permeable paving solutions instead of tarmac is encouraged and shouldn't be considered relevant only to the areas at risk of flooding.
- Existing watercourses, existing surface water flow routes across the site, and existing drainage systems, must be taken into consideration and the drainage strategy should mimic natural drainage patterns as closely as possible.
- Gardens and soft landscaping should be maximised to reduce the overall area of impermeable hard surfacing that might increase surface water volumes and increase local flood risk. Further, green space can be used for natural flood protection e.g. permeable landscaping, swales etc.

Figure 11: Roadside swales and planting help reduce surface water run-off and contribute to local green-infrastructure as shown in this example image (not within Little Woodhouse).
Figure 12: Areas of hardstanding, like car parks, can be broken up through the incorporation of landscaping, such as within the Joseph Well's car park.
Figure 13: Retaining gardens, instead of their conversion to hardstanding/ parking, helps to reduce surface water run-off.

1.6 Built form

1.6.1 Boundary Treatments

- Panel fencing along publicly visible boundaries is considered inappropriate and should be avoided. Panel fencing and concrete fencing is especially inappropriate within the Conservation Areas.
- Traditional boundary treatments such as brick walls, hedges and traditional railings should be retained.
- The replacement of walls and hedges for alternative fencing should be restricted.
- The boundary line of adjacent and neighbouring properties should be maintained so as to create a sense of frontage along the street.
- Bin storage solutions should enable bins to be stored neatly, easily and out of sight in convenient locations.

Figure 14: A positive, traditional boundary- a tall red brick wall.

Figure 15: A positive, traditional boundary-hedgerow

Figure 16: A positive, traditional boundary- a low, red-brick wall with landscaping and hedgerow.

1.6.2 Topography

- There is opportunity for taller buildings to be located on lower ground, such as within the PBSA Character Area, in response to the fall of the land.
- Buildings should not appear out of scale in comparison to their surroundings. Any development in an elevated position should carefully consider the privacy of surrounding units and its impact on the skyline, both within Little Woodhouse and with regards to the city.
- Landmark features and views should not be compromised due to being blocked by tall buildings.

1.6.3 Building Heights and Orientation

- There are various awkward relationships between the buildings and the streets within Little Woodhouse (e.g front of properties facing onto the rear of properties such as at Rosebank Gardens and Consort Terrace). Development should sensitively consider relationships with existing buildings with the intention of creating harmonious spaces, whilst not encroaching on privacy.
- Development should be orientated to face the street. It should respect contours and 'step up' the hills in response to the local topography.
- Care should be taken to respect key views of buildings and across the roofscape of Little Woodhouse.

Figure 17: Key views out of the neighbourhood plan area should not be compromised due to ill-considered development or the inappropriate height of new buildings.
Figure 18: Stepped terraces are a positive way of addressing level changes across Little Woodhouse.

Figure 19: Landmark features, such as the spire, should be protected and not blocked from view by new development.

1.7 Identity

1.7.1 Heritage Assets

- Any conversion of buildings should respect and retain the character of the original building or structure.
- Original features of the streetscape, such as stone setts, should be preserved.
- Development should positively contribute to and emphasize the historic character of the Neighbourhood Area
- Development should maintain the relationship with the local topography through, for example, working with the slopes of the rising land to create interesting buildings and places.
- Development within the Heritage Area should be in accordance with the design guidance outlined in the Heritage Area Character Appraisal and Management Plan.

1.7.2 Local Distinctiveness

- Little Woodhouse is a place of special character and historic interest. Development should respect integral aspect which form the local character, including:
  - Respecting the distinctive topography which provides southward and westward views;
  - Maintaining a positive relationship to Hanover Square and Woodhouse Square;
  - Upholding the quality and form of


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Figure 20: A new development which upholds the character of the area.

Figure 21: Stone setts are a positive heritage feature which should be retained.

Figure 22: New buildings should complement the form of more traditional neighbouring units.

the large villas, and maintaining the landscaped grounds of both the large and small villas;

- Respecting the terraces, upholding architectural detailing and preserving landscaped gardens; and
- Upholding the soft landscaping where it exists given its importance in the character of Little Woodhouse.

1.8 Public Space

- Streets and public spaces should be designed for all users and should support social interaction. The quality of these places should be maintained.
- Local Green Spaces should be protected from development.
- Consideration could be given to converting quieter streets (such as cul-de-sacs) into shared spaces for pedestrians and vehicles. In low traffic streets, the whole road space tends to be used equally by pedestrians. This sharing of the space could be reinforced by reducing traffic speed, paving techniques and landscaping.
- Routes should be well-defined and well-lit. This includes the footpaths between streets and those which cut across Rosebank Millennium Green.

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Figure 23: Green spaces should not be compromised by development, only enhanced.

Figure 24: Placemaking features and a well-maintained evironment help create positive places for people.

Figure 25: Routes should be well-lit and foster notions of safety for all users.

1.9 Use

- Consideration should be given to how areas of amenity green space and public space can be enhanced within Little Woodhouse to be more useable, attractive or contribute to the local biodiversity. This will help to make more efficient use of the land within the Neighbourhood Area.
- Development should seek to support and enhance the land-use structure, by locating similar or complementary uses together.
- Land along Woodsley Road and Burley Road (within the Neighbourhood Retail, facilities and mixed-uses character area) should be championed as a mixed use hub of activities within Little Woodhouse.
- The balance between housing types and tenures across the whole of Little Woodhouse needs to be a consideration for any new housing proposals, and how this may affect the overall demographic composition of the area.
- Housing should seek to adopt a degree of flexibility which allows home-working. Housing should seek to adopt a design which is also flexible to the needs of the inhabitant over time.
- Increasing the number of dwellings within Little Woodhouse should be supported with an appropriate increase in community services, green spaces and/ or community spaces.

Figure 26: The Willows, an area of green space to the north of Kirkstall Road, is an important open space for recreational use.

Figure 27: The balance between housing types and tenures, and how these exist alongside each other, needs careful consideration.

Figure 28: The Local Centre at Woodsley Road, which serves Little Woodhouse, should be enhanced.

1.10 Homes and Buildings

- New houses, and the conversion of buildings into apartments or Houses of Multiple Occupancy (HMO), should respect the space standards established in the Nationally Described Space Standards 2015 and Local Plan policies. The original character of converted buildings should be upheld whilst supporting a healthy dwelling space of an appropriate size.
- New development should strive to be easily reached, entered, and used by people of all ages and physical abilities. Flexibility is encouraged within the design to cater to the changing needs of occupants over time.
- Distances between buildings and orientation of units should maintain the privacy of occupants. The layout of new developments should hold this as a key design factor. Layouts should also ensure natural surveillance from buildings to public spaces.

Figure 29: Distances between units should respect privacy

1.11 Resources

1.11.1 Retrofitting Older Buildings

- In terms of retrofit in the traditional Victorian buildings terraces and villas, secondary glazing might be appropriate to improve thermal performance of single-glazed windows without impacting the buildings outwards appearance.
- External wall insulation might not be appropriate to buildings which are listed or are required to retain their existing appearance. In such cases, internal wall insulation might be preferred to limit external alternations.
- Renewable energy is encouraged but should be carefully incorporated into the design to reduce visual impact e.g. solar shingles and photovoltaic slates could be specified on buildings that are within, or close to, the setting of a heritage asset. Designs should aim to conceal wiring and infrastructure and use carefully chosen slates or tiles on roofs to complement the solar panel materials. This is especially important where the roofscape might be more exposed due to being on lower lying ground, as seen from taller buildings.
- Developers are encouraged to include sustainable vehicle technology to support parking, such as electric vehicle charging points. Electric charging infrastructure should not inhibit movement along the footpaths for pedestrians or those with accessibility requirements.

1.11.2 Flood Resilient Housing

- Boundary treatments within the flood zone are encouraged to be designed with high water resistance materials and/or effective seals to minimise water penetration.
- Proposals should take a proactive approach to incorporating flood resilience into building design through internal layout, where appropriate the Flood Resilient Construction of New Buildings Guidance should be adopted.
- New housing should demonstrate how rainwater and greywater will be stored and reused to reduce demand on mains supplies. Efforts should be made to conceal rainwater harvesting units, or install them with attractive finishings. Greywater recycling reduces pressure on local utilities.
- The installation of water butts within new residential developments is encouraged to collect rainwater from roofs and reduce the overall rainwater runoff impact of any development.

Figure 30: Trees and shading help to minimise unwanted solar gain.

1.11.3 Passive Environmental Design

- Sun path analysis should be used in developing the site layout, to ensure taller buildings don't overshadow low-rise buildings, reducing beneficial solar gains and/or solar Photo Voltaic (PV) output. This should also have regard to the slopes of Little Woodhouse.
- East and west facing façades would benefit from other forms of external shading such as projections to reduce direct solar gains during the early and late parts of the day. New buildings should be oriented to maximise beneficial solar gain, with, for example, one of the main glazed elevations within 30° due south, whilst avoiding overheating. Any north-facing facades might have a smaller proportion of window to wall area to minimise heat loss on this cooler side.
- Where such an orientation is not possible, every attempt should be made to design the roof structure to support a solar PV array, orientated to maximise power output.
- Where possible, trees should be used to provide seasonal shading from unwanted solar gain i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.

1.11.4 Energy Efficiency

- The National Grid is decarbonising as cleaner, greener energy is used to generate electricity, supporting a move away from fossil-fuel heating to electricity-based systems. Additional sources of low carbon energy should be included in the design where suitable.
- Air source heat pumps are expected to replace gas condensing boilers as the most common heating system for individual dwellings. While they provide low carbon energy, they must be carefully sited within the property boundary to minimise visual impacts, maintenance issues and may require acoustic screening.
- Wherever possible roofs of commercial/ industrial buildings should include arrays of photo-voltaic panels with any excess power fed into the grid.

Figure 31: The current Park Lane Campus site has a good example of a solar PV facade.

1.12 Lifespan

- Consultation with the community and regular communication and liaison with the community groups must form a key part of the design process from inception to submission.
- Major development must provide a Building for a Healthy Life Assessment which can be updated through all stages of the planning and delivery of the project.
- Major development must provide a statement to show how each of the National Design Guide topics has been taken into account within the design process at each stage.
- This design code document is intended to provide high level strategic guidance for development. It is recommended that more detailed coding for development sites which come forward is developed and submitted as part of submitting a full planning application.
- A majority of buildings in Little Woodhouse have a lifespan of over 120 years with examples of changes of use. The ambition should be to mirror this longevity and adaptability. A majority of buildings in Little Woodhouse have a lifespan of over 120 years with examples of changes of use. The ambition should be to mirror this longevity and adaptability.

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Character Area Design Guidance and Codes

02

2. Character Area Design Guidance and Codes

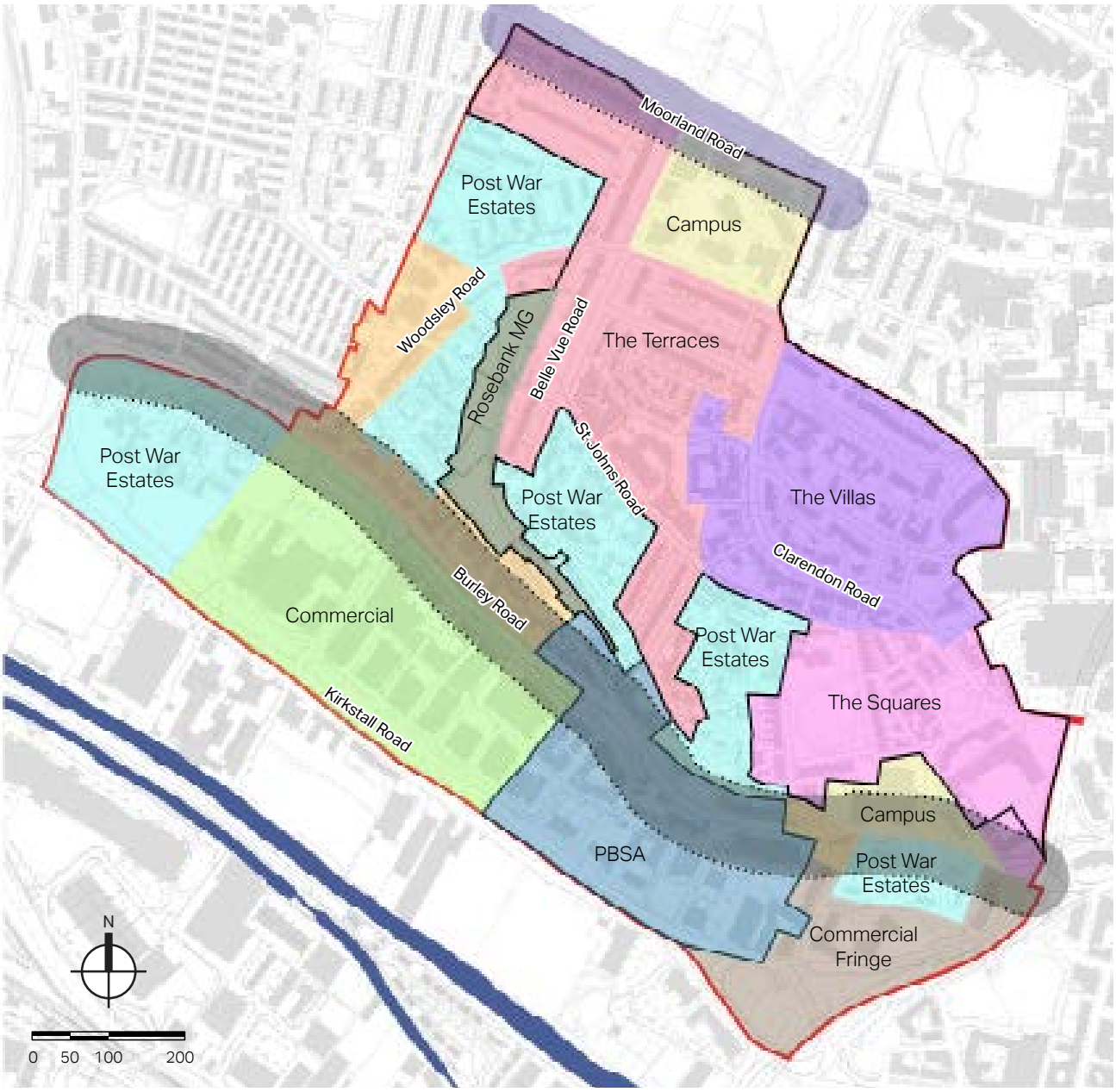
The Character Analysis report outlines various character areas within Little Woodhouse, each with their own attributes and opportunities. The Character Areas are based on the dominant characteristics of an area and may contain some examples of other types of buildings.

The purpose of this section is to provide design guidance and codes specific to each of the character areas, so that new development is able to respond appropriately to local placemaking issues and opportunities.

2.1 Character Area Design Guidance

These design codes provide a reference for designers to understand the components of each character area. Each character area has its own section with a short piece of introductory text summarising the opportunities. Codes are then provided under the relevant topic headings of the National Model Design Code. The character areas discussed include the following.

- The Heritage Area
- The Squares
- The Villas
- The Terraces
- Post-War Estates
- Purpose Built Student Accommodation (PBSA)
- Neighbourhood retail, facilities and mixed-uses
- Campus-Areas
- Commercial and Light Industrial Area
- Commercial Fringe
- Burley Road Corridor
- Moorland Road Edge
- Rosebank Millennium Green.



Character areas key

- Heritage Area
- The Squares
- The Villas
- The Terraces
- Post War Estates
- Purpose Built Student Accommodation (PBSA)
- Neighbourhood retail, facilities and mixed-uses
- Campus Areas
- Commercial and Light Industrial Area
- Commercial Fringe
- Burley Road Corridor
- Moorland Road edge
- Rosebank Millennium Green

2.2 The Heritage Area

The Heritage Area is rich in cultural heritage and local identity. There is opportunity to preserve form, aesthetic and character and prevent risk of deterioration through positive guidance of the built form and the green spaces. The Little Woodhouse Heritage Area is a large area and overlaps several Character Areas (see character areas map) capturing much of the earliest development, including the vast majority of the 38 listed buildings and other Non-Designated Heritage Assets (NDHAs) within Little Woodhouse. The Heritage Area designation effectively assimilates the 3 Conservation Areas.

2.1.1 Context

- Red brick should continue to be used as the dominant building material.
- Original features of the building should be maintained, including stone window and door surrounds, string courses and dentils. Painting over or removing these original features is discouraged. Repairing is encouraged over replacing. Whilst it is accepted that windows may require upgrading, retaining the traditional timber window frames is encouraged.

2.1.2 Movement

- The gridded street network represents the traditional layout and should be maintained

2.1.3 Nature

- The leafy nature of the Heritage Area should be maintained; removal of mature trees and hedgerow which fronts onto the street is discouraged. Street trees should be preserved.

2.1.4 Built Form

- Inappropriate sized dormers are discouraged. These should be particularly avoided on the front of properties. Appropriate boundaries should be limited to stone or red brick walls (tall or short), hedgerow or planting. Panel fencing is not considered to be appropriate on any publicly accessible boundaries.
- Removal of rear boundaries should be actively discouraged. Where boundaries have been removed, there should be a clear (yet aesthetically appropriate) demarcation between public and private space. This might include a change in materiality. This will allow some sense of boundary line to be maintained.
- Mews development, or new 'out-houses', should not compromise the privacy of original buildings. They should be arranged in a way which reinforces building lines and existing character, rather than in an

ad-hoc fashion.

2.1.5 Public Space

- Street parking should be addressed and efforts should be made to capture parking on-plot, to the rear. Where not possible, street trees should be adopted to break up the impact of cars upon the streetscape.
- Stone setts within streets should be upheld and maintained for their contribution to the Heritage Area, as should stone flags to footways where they exist. Care should be taken to maintain surface material and uphold a high quality public realm, to help preserve the special character of the Heritage Area.
- New development should allocate space within the plot for bin/ refuse storage to avoid the impact on the street

2.1.6 Use

- Many of the traditional buildings have been converted for University uses or as HMOs. Whilst diversification of use/ tenure is not discouraged, effort should be made to retain the form and character of the original building. Extensions should adopt a similar or complementary palette of materials, and not appear overscaled or dominant in relation to the original building.

Figure 32: Original street-scapes, with heritage features, are inviting and pleasant public spaces.

Figure 33: Use of red brick and retaining the palette of original buildings is supported.

Figure 34: The street has a more traditional character where bin storage and parking is limited.


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Figure 35: There is a balance of detail and rhythm across units which new development needs to have a sensitive response to.

Figure 36: Rich architectural features should be celebrated and retained.

Figure 37: The texture of original features and form should not be compromised by inappropriate development

2.3 The Squares

The Squares represent a collection of fine buildings, open spaces and areas of public realm, but could benefit from reinforcement, of enclosure, retention of original features such as stone setts and boundary walls, and a de-cluttering of the street-scape.

2.3.1 Context

- Views down from slopes of Hanover Square to the south are currently well channelled. Development should support the strong building lines and frontages which support these views. Development within the PBSA/ Park Lane Campus site should have regard for these views, and the importance they have in establishing the identity of Hanover Square.
- The traditional street pattern of the Claremonts should be upheld.

2.3.2 Movement

- On-street parking around Hanover Square should be provided in limited runs, with pavement build outs and street trees. This will help to soften the streetscene and complement the parkland adjacent.

2.3.3 Nature

- Hanover Square and Woodhouse Square should be protected as important open spaces. Efforts to further increase biodiversity within these green spaces are encouraged.

2.3.4 Built Form

- Boundary treatments should maintain a strong frontage along the Squares and be complementary to neighbouring properties.

2.3.5 Public Space

- There is opportunity to enhance the south-east corner of Woodhouse Square as a gateway into the Neighbourhood Plan Area. Planting and amenity greenspace should be maintained and this. Public realm improvements, such as enhancing surfacing towards the pedestrian and cyclist bridge, could help enhance this arrival point further.
- The south-east corner of Hanover Square should also be enhanced in accordance with the Park Lane Campus Design Code.
- Stone setted paved carriageways should be retained and maintained along the Claremont streets, Brandon Road, Hanover Lane and Kendal Lane (east).

Figure 38: The south-east corner of Woodhouse Square; an important gateway into Little Woodhouse.

Figure 39: The Claremonts are rich in heritage.

Figure 40: The strong frontage and building line of terraces fronting Hanover Square are more readily enjoyed when parking is limited.

2.4 The Villas

It is important to retain the grandeur of the Villas, which have retained much of their attractive original architecture and leafy surrounds. Guidance should help to prevent incremental erosion of this character, and address the impact of bin storage and car parking especially on the area.

2.4.1 Movement

- Efforts to reduce, limit or manage the levels of on-street parking are encouraged, (however this should not be at the loss of gardens to parking conversion).

2.4.2 Nature

- Conversion of gardens to car-parking is strongly discouraged, and reverting hardstanding to gardens is supported where possible.
- Mature trees should be retained, and their contribution to the streetscene not underestimated (especially along Hyde Terrace and Springfield Mount).

2.4.3 Built Form

- Extensions and any new out-buildings should be appropriately designed and sized in relation to the original building. This especially true to the rear of buildings which are exposed, such as along Back Hyde Terrace. Red brick is the most appropriate material.
- Building set-back should be similar to neighbourhing properties.
- An informal, varied building-line and roof-line is supported so long as it complements buildings along the street.

2.4.4 Public Space

- Stone sett paved carriageways should be retained and maintained along Springfield Mount, Kendal Road, Back Kendal Lane, Hyde Terrace and Hyde Place.
- Stone flags to pavements should also be retained where they exist and restored in areas where they have been partially replaced by tarmac.


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Figure 41: An example of the architectural interest shown across the front elevation of units, thanks to the bay-windows.

Figure 42: The leafy grandeur of the villas needs to be upheld.

Figure 43: Varied building line and roof lines are common within the Villas.

Figure 44: The buildings are often set back from the street, behind gardens (22 Clarendon Road).

2.5 The Terraces

There is opportunity to improve the environmental quality of the Terraces, address the relationship between streets, and to reintroduce garden space into this character area.

2.5.1 Context

- The external appearance of the terraces has been neglected in some cases. Upkeep of the terraces, especially the frontage, is important for these buildings to retain their special character. A high level of upkeep should be strived for.

2.5.2 Movement

- Parking is often captured to the rear of the properties within the Terraces. Garages should ideally be built with red brick and have an appropriate door colour/ material (white UPVC can look at odds with the traditional character of the terraces).
- Unallocated on-street parking undermines the character of the street. Breaking this up with street trees, or allowing only on one side of the carriageway (see Kelso Road) are encouraged.
- It is possible for communal bike pods to be adopted in the space of a parking bay

2.5.3 Nature

- Many gardens adjoin each other within the terraces and have boundaries in close proximity. Gardens should seek to create continuous links of green infrastructure, helping to support movement of wildlife. Retention of soft landscaping is encouraged.
- Areas of paving in private areas should be permeable to help reduce surface water runoff.

2.5.4 Built Form

- Building lines and boundary lines should be maintained, complement adjacent units/ boundaries, and support the strong frontages/ enclosure of the terraces. Inappropriate extrusions or additions (like overscaled dormers) are discouraged.
- The built form should work with, not against views out. Channelling streets to respond well to views, maintaining strong frontages, and stepping terraces are supported as ways of working with views along streets.
- Terraces should seek to reinforce articulation down the street. Adopting similar patterns of window openings (fenestration), bay windows and/ or porches help to create a sense of continuity which works well in this character area.


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Figure 45: The view down Woodsley Road. The strong building line, rhythm of dormers, and stepped roofline works well in framing views and following the fall of the land.

Figure 46: There is contrast between the original walls and modern replacement walls.

Figure 47: Soft landscaping along front boundaries is encouraged to create a continuous link of greeen infrastructure.

2.6 Post-War Estates

There is opportunity to improve the environmental quality of the estates, the relationship with neighbourhing development, and addressing connectivity and layout of these areas to support sustainable travel.

2.6.1 Movement

- Where possible, and without encroaching on the privacy or security of households, cul-de-sacs should be made permeable to those walking or cycling. Many of the estates already adopt this. For new developments , cul-de-sac layouts are discouraged in favour of a more connected street network.
- Garages, parking courts, footpaths and alleyways should be overlooked by habitable windows and include street lighting.

2.6.2 Nature

- Much of the amenity green space within the post-war estates is under-utilised or of a low quality. These places can be reclaimed as communal spaces with planting, small allotments or shared spaces, helping to increase notions of pride and ownership.

2.6.3 Built Form

- Alternative, softer boundary treatments, such as hedgerow instead of panel fencing, could help to better integrate the estates with their surroundings and soften the estates.
- The arrangement between properties and the street needs careful consideration. Development in proximity to the estates should address these poor relationships appropriately. Establishing outward facing perimeter blocks is encouraged, rather than inward facing arrangements which leave the rear of properties exposed.

2.6.4 Public Space

- Upgrading the public realm through appropriate lighting, attractive planting and enhancements to surfacing could create an attractive context for the houses within the post-war estates.

F.48

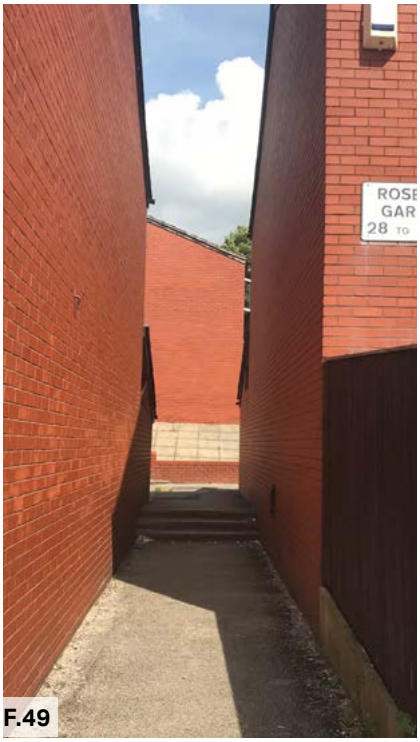

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Figure 48: A good example where a street allows for pedestrian and cyclist movement, whilst limiting vehicle movement.

Figure 49: Public footways would benefit from passive surveillance.

Figure 50: A quirky planter within the grounds of Marlborough Towers.

2.7 Purpose Built Student Accommodation

There is opportunity to ensure high-quality, well-considered tall buildings which encourage positive interaction to the surrounding streetscape, and which have a strong sense of place. More detailed design guidance is provided within the PBSA design code, which should be used as a blueprint to inform any proposed development.

2.7.1 Movement

- It is important that PBSA units accommodate enough cycle parking spaces for the number of dwellings. This should be provided in a safe and secure facility.

2.7.2 Nature

- There should be sufficient onsite green space for any new development to cater for the health and wellbeing needs of its occupants

2.7.3 Built Form

- Development of taller buildings within the PBSA will impact the skyline of Little Woodhouse. The roofscape therefore needs careful consideration.
- Where possible, large building footprints should seek to be broken down to allow for some permeability and pedestrian connections.

2.7.4 Identity

- It is important for the PBSA to cultivate its own sense of place, and avoid appearing sterile. This will be achieved through weaving coherence between the accommodation units with attractive public realm, active ground floor frontages, and a sensitivity of design which sees the buildings appropriately respond to each other. When designing a building, the wider context and relationships should be given importance.
- Tall buildings need to be designed to high architectural standards given their prominence. The top of the building and its skyline needs to be carefully considered, especially given the impact of these buildings in views across Little Woodhouse.
- The use of materials should be consistent and simple.

2.7.5 Public Space

- Wind tunnels and overshadowing as a result of the tall buildings needs to be considered; the public realm may need to be protected from down drafts. Street trees can help.

2.7.6 Use

- Services need to be concealed.

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- Active ground floor uses are encouraged, especially where the units front Cavendish Road and Burley Road. Communal facilities work well in these ground floor spaces.
- Entrance points need to be clearly marked and obvious.

2.7.7 Homes and Buildings

- Internal daylight and sunlight, enclosure and height of buildings should have regard for the sunlight and undertake a solar-path analysis.
- Communal spaces should seek to provide a range of uses. The impact on surrounding residents should also be taken into account.

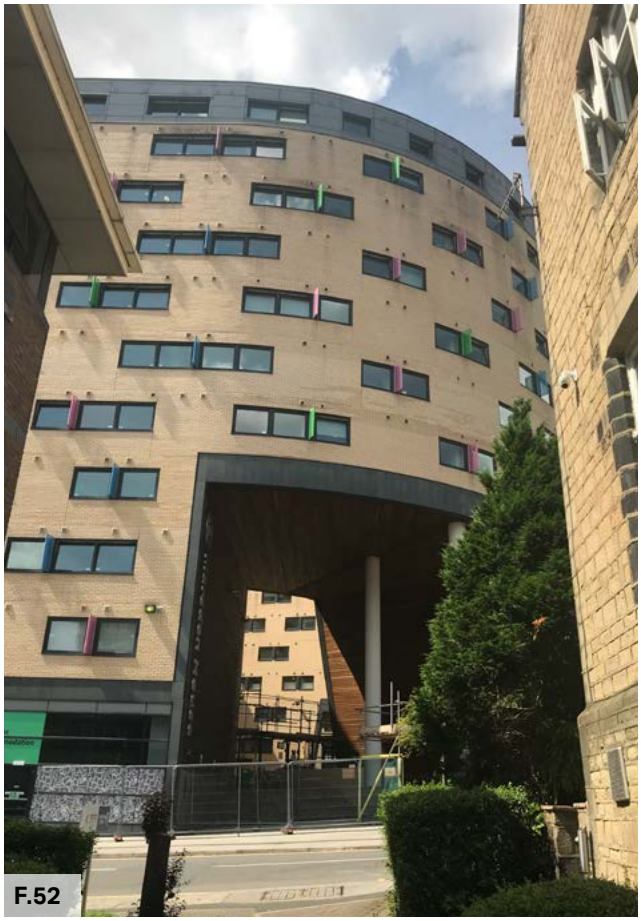

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Figure 51: It is important for the PBSA character area to cultivate a sense of place and a softer streetscape. Landscaping helps to achieve this.

Figure 52: Large footprints can be broken down to enable pedestrian permeability, and iconic entrances.

Figure 53: Adopting a stepped roofline helps to reduce the monolithic form of tall buildings, as does a change in materiality.

2.8 Neighbourhood Retail, facilities and mixed-uses

This area of retail and community uses would benefit from de-cluttering of the streetscape, environmental and shop-signage improvement, a fostering of dwell-time through attractive public realm and interventions which support mixed-use activity.

2.8.1 Movement

- There should be appropriate space for delivery/ drop-off services to serve the developments within this area. This could be limited to certain times of the day to enable flexible use of the street space. Whilst these services are important, they should not impede the experience of the street-space.
- Widening the pavement to be a consistent width along Woodsley Road is supported (ideally through the reallocation of road space rather than alteration to the building line). The pavement is quite wide in part, however the abundance of street furniture and highways infrastructure clutters the area and inhibits pedestrian movement. This should be removed and/ or improved.
- Any public cycle parking should be well supervised and not obstruct movement channels.
- Stepped access points should be removed in favour of more accessible/ ramped options.

2.8.2 Nature

- The adoption of street-trees along Woodsley Road retail area could help to soften the appearance of this environment. Planters could also help create a sense of place which is currently lacking.
- Integrating the on-street parking with soft-landscaping would help to improve the streetscene.

2.8.3 Built Form

- The building line along Woodsley Road retail area should be continuous, supporting a coherent identity.
- Attempts should be made to soften hard boundaries, such as security fencing, with vegetation or hedgerow.
- Shop front designs should take account of the quality of the architecture on those buildings which are defined as non-designated heritage assets, to ensure that they relate well to the upper levels.

2.8.4 Identity

- Shop signage along Burley Road and Woodsley Road should be enhanced.
- To foster a sense of place and reinforce the role as a local service centre, new development contribute to a positive local identity. Cohesion across shop frontages, maintaining building lines, and public realm enhancements/ decluttering is encouraged where it is possible for the benefit of the wider street-scape.
- The signage needs to reflect the importance of community use as well as retail, including the Post Office, Hyde Park Surgery and Pharmacies, the Grand Mosque, Woodsley Community Centre, and the Methodist centre and shop.

2.8.5 Public Space

- The public realm is of a low quality and has been subject to various treatments. Re-paving the public realm would help to improve its quality. Decluttering the public realm of street furniture, consolidating signage, and providing bins, benches and green infrastructure in suitable locations is supported.


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Figure 54: Removing the street clutter would allow more space for pedestrian activity and help celebrate this as a focal point for the community.
Figure 55: Community facilities should be visible and accessible within this character area.

Figure 56: Efforts should be made to soften hard boundaries like security fencing, as seen along the Leeds Grand Mosque.

2.9 Campus Areas

The campus sites both present an opportunity to adopt high-class architecture and design, supporting the Little Woodhouse identity and establishing key roles in the functioning and use of the neighbourhood area. More detailed design guidance for the Park Lane Campus site is provided within the Park Lane Campus Design Code, which should be used as a blueprint to inform any proposed development on this site.

2.9.1 Movement

- Additional or improved crossing facilities could be considered at the Hanover Way/ Burley Road junction, helping to improve access to the Park Lane Campus site and make movement easier.
- The central green space of the University Western Campus should be retained for public enjoyment. Temporary structures should be removed and reverted back to open green space.

2.9.2 Nature

- Retention of the mature trees and planting present along Burley Road/ Hanover Way is supported.
- There is the opportunity for a green space development at the eastern junction of Park Lane with Burley Street

2.9.3 Built Form

- The relationship between the rear of the Park Lane Campus and buildings which front onto Hanover Square is poor and could be enhanced by providing a strong frontage to the Square.

2.9.4 Identity

- The enclosure and architectural quality of buildings within the University Western Campus should be respected. Building or structures which do not uphold the existing design quality or built form should not be permitted and risk undermining the sense of place.
- New development within the University Western Campus should represent world-class educational facilities and sustainable building practice within an open campus. Disparate architectural styles are permitted so long as they uphold this quality.


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Figure 57: New crossing points, or enhanced crossing facilities, are supported along Burley Road/ Park Lane.

Figure 58: The striking architecture of the University Western Campus sets the standard for development.

Figure 59: Mature trees along the Park Lane campus perimeter should be maintained.

Figure 60: There is opportunity to enhance the relationship of the Park Lane campus site with Hanover Square.

2.10 Commercial and Light Industrial Area

The area could benefit from an increase in the quality of the public realm to support activity, the addition of quality greenspace which is functional and performs drainage functions, and for form to reflect a human-scale.

2.10.1 Movement

- The movement of larger scale vehicles (HGV, delivery, etc) needs to be accounted for within this character area. This may be reflected in wider junctions or carriageways. Accommodating these larger vehicles should not impact the quality of the street environment or pedestrian/ cyclist safety.
- Provision of crossings for safety and wellbeing of pedestrians and cyclists should be considered in any proposed development

2.10.2 Nature

- Street trees, verges and planted areas could help to break up the swathes of hardstanding within this area, especially along Cavendish Street. SuDS, and other methods of slowing surface water run off, are also encouraged given location within Flood Zone 2 and Flood Zone 3.
- Where suitable, green roofs should be considered on top of the low-lying warehouses/ industrial units
- Screening the surface car parks from Burley Road/ Studio Road through trees and planting is encouraged.
- The continuous green space along much of the north side of Kirkstall Road (laid out as a boulevard area) should be retained and enhanced with more planting to provide screening of traffic.

2.10.3 Built Form

- Adopting smaller scale units to the front of larger units should continue as an effective way of establishing building line and creating a more appropriate scale for the streetscape. New buildings should adopt this practice, and seek to adopt active uses in these front units.
- Where taller development is proposed, an analysis should be undertaken to understand impact on views from elsewhere in the neighbourhood area.
- Heights of new developments should take account of views from above (Fig 61) and up into Little Woodhouse from the river valley.


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2.10.4 Public Space

- Adoption of street furniture and the creation of attractive public spaces is encouraged to serve the employees working within this area.

2.10.5 Use

- Any frontages which face onto Cavendish Street and those set back from Burley Road (on the unnamed street) should seek to have an active frontage

2.10.6 Homes and Buildings

- This area is largely inactive outside of business hours. Good lighting and passive surveillance where possible is encouraged to help ensure feelings of safety.

2.10.7 Use

- Retain the commercial and light industrial use character of this area.


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Figure 61: The low-lying units have an exposed roofscape, which needs to be considered with any proposals for development.

Figure 62: The Emmerdale Studio Experience helps to diversify the offer within this area and attracts visitors (along with the Kirkstall Brewery).

Figure 63: Additional boulevard planting would help soften the swathes of hard standing along Kirkstall Road.

2.11 Commercial Fringe

There is opportunity to define the south-east edge of Little Woodhouse, to better support the movement and experience of pedestrians and cyclists, and to foster a more positive relationship to the neighbourhood area.

2.11.1 Context

- The Commercial Fringe forms the south-west corner of Little Woodhouse. Buildings should reinforce this as a gateway into the Neighbourhood Area, either through strong form or aesthetic, helping to signify arrival.

2.11.2 Movement

- Whilst the A58(M) is an arterial route, the experience of pedestrians and cyclists should still be paramount. Enhancement to the access and appearance of the pedestrian/ cycle bridge, or the adoption of a less jarring and more accessible structure, would be supported to cross the A58(M).

2.11.3 Nature

- Duncombe Street Green Space should be safeguarded as an area of open space.
- Where possible, trees and other planting should be used for screening purposes along the A58/ A58(M).

2.11.4 Built Form

- Orientation of the existing buildings focusses onto the strategic road network (A58, Burley Road/ Park Lane, A58 (M)/ Leeds Inner Ring Road). Care should be taken to ensure that the rear of buildings does not have a negative relationship to the neighbourhood plan area, and that these spaces should also have some activity.

2.11.5 Public Space

- Adoption of street furniture and the creation of attractive public spaces is encouraged to serve the employees working within this area.

2.11.6 Identity

- Buildings should be fitted with appropriate measures to reduce the impact of noise from the A58/ A58 (M)

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Figure 64: Trees help to soften the edge alongside the road network (Burley Road, in the case of this photo).

Figure 65: Trees and greenspace help to soften this edge of Little Woodhouse.

Figure 66: The harsh nature of pedestrian and cycle infrastructure is exhibited in the footbridge.

2.12 Burley Road Corridor

The name of this corridor changes along the length of the road (Burley Road, Burley Street, Park Lane), and reflects the changes in this historic western route out of the city centre. It forms a main route for buses to the west. There is an opportunity to enhance the pedestrian experience of the corridor, improve the environmental quality, address permeability and provide a safe route for cyclists along Burley Road.

Figure 67: The road occupies a key gateway position into Little Woodhouse.

Figure 68: Additional crossing points would help to improve movement across this carriageway.

2.12.1 Movement

- The movement of pedestrians needs to carefully considered. Additional crossing points, widening the pavement in parts, and pedestrian priority at junctions could help to improve the pedestrian experience.
- Additional crossings would help to support the safe movement of mobility/ visually impaired people across this major carriageway.
- Reallocation of road space to accommodate cycle lanes (with physical separation) should be consider to improve cyclist safety along this corridor.
- The road is an important gateway into and across Little Woodhouse. Definition of frontages and landscaping should be used to help create a strong sense of arrival.

2.12.2 Nature

- The green corridor along the south side of Burley Road could be enhanced with additional planting to shield the (unnamed) service road from the main carriageway.

2.12.3 Identity

- The identity of the parades of shops at the eastern end of Burley Street, including the Fox and Newt public house, could be enhanced and promoted as a retail area serving the eastern part of the

2.13 Moorland Road Edge

Moorland Road runs alongside Woodhouse Moor, an important resource of green space for the residents of Little Woodhouse. The boundary line along Moorland Road is strong and needs to be maintained to help define the northern boundary of Little Woodhouse. Hedges, green infrastructure and traditional boundary treatments are key to maintaining this strong frontage.

2.13.1 Movement

- Moorland Road forms a major pedestrian route between residential areas in Hyde Park and the University of Leeds Campus, particularly at certain times of day. Pavements, crossing points and parking and street furniture should take this into account.

2.13.2 Nature

- Mature trees, gardens and hedgerow should be maintained along Moorland Road to support a soft frontage onto Woodhouse Moor.

2.13.3 Public Space

- Maintaining and enhancing the pavement on the south side of Moorland Road could help to further strengthen this edge within the Neighbourhood Plan Area and raise its environmental quality.

Figure 69: Hedgerow should be maintained.

2.13.4 Identity

- Signage should be enhanced to identify the Little Woodhouse Area boundary and heritage, including -
- o Moorland Road also forms the northern boundary and entrance to the Moorlands Conservation Area (covered in more detail in the Little Woodhouse Heritage Area Appraisal)
- o At the eastern end of Moorland Road, the walls and buildings of the former Hall and Chapel of Leeds Grammar School mark the entrance to the University of Leeds Western Campus and Law School and form an important landmark feature for the whole area.

2.14 Rosebank Millennium Green (RMG)

This is an important community space and also an important transition between the lower and upper escarpment. This needs to be maintained as an important movement channel and as a public space.

2.14.1 Movement

- RMG provides (two) important pedestrian through routes along its footpaths down the escarpment. These routes need to be well lit and maintained (e.g. vegetation cut back) to support notions of safety and to enable clear movement channels.
- RMG also has a number of other recreational paths which should be surfaced and maintained.

2.14.2 Nature

- RMG is a prime example of the creation of green space from brownfield (previously demolished terraced housing). Its function as a green oasis in this built-up area has important health, wellbeing and biodiversity benefits and must be retained as such.

2.14.3 Identity

- RMG is an important community asset for the western part of the neighbourhood area, leased to a voluntary trust for 999 years and maintained by voluntary contributions. The area requires ongoing commitment, maintenance and enhancement which should be supported, including by any funding available from development levies.

Figure 70: The Victorian heritage steps provide a through route from Belle Vue Road down to Rosebank School

2.14.4 Public Space

- RMG supports a number of community uses, including local events, young people's clubs and activities, spaces for private exercise and seating, an orchard area and rose garden, sculptures and a civilian war memorial. Full public accessibility should be maintained at all times.