

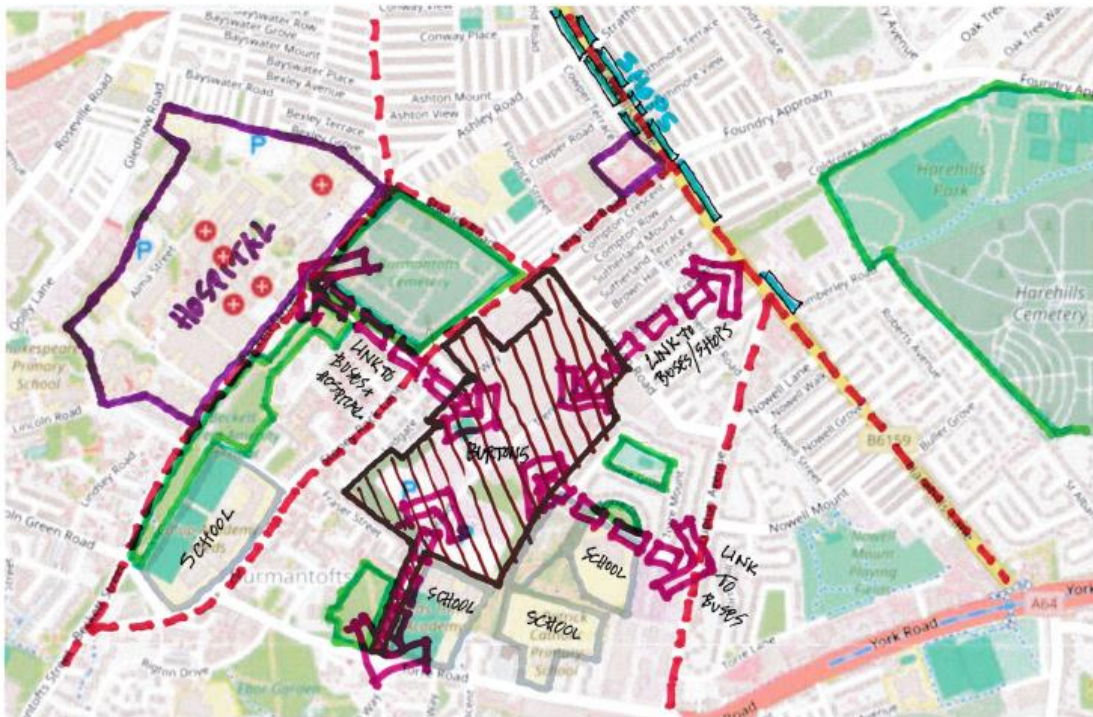


Burton's Site: Development suggestions by Leeds Civic Trust

1. Objectives

- Integrate scheme with surrounding community
- Consult local community incl. ward councillors prior to design work
- Retain principal elevations of the 1934 Burton's factory
- Create a development which reflects and celebrates the cultural heritage of the site
- Make space available for a publicly accessible Burton's archive
- Create a development that provides the basis for an inclusive, mixed community
- Use innovative design and layout to create distinctive places
- Ensure all development is carbon neutral
- Include street trees, green spaces and other social infrastructure, and make available to new and existing residents
- Take advantage of the site's location, highly accessible by active travel and public transport, to create a community for a future, more sustainable lifestyle
- Give priority to pedestrian movement through the site, even on routes designed for vehicles
- Explore opportunities to include pockets of public realm using varied hard and soft landscape treatments

2. Local Context



LOCAL CONTEXT



2.1 Local links

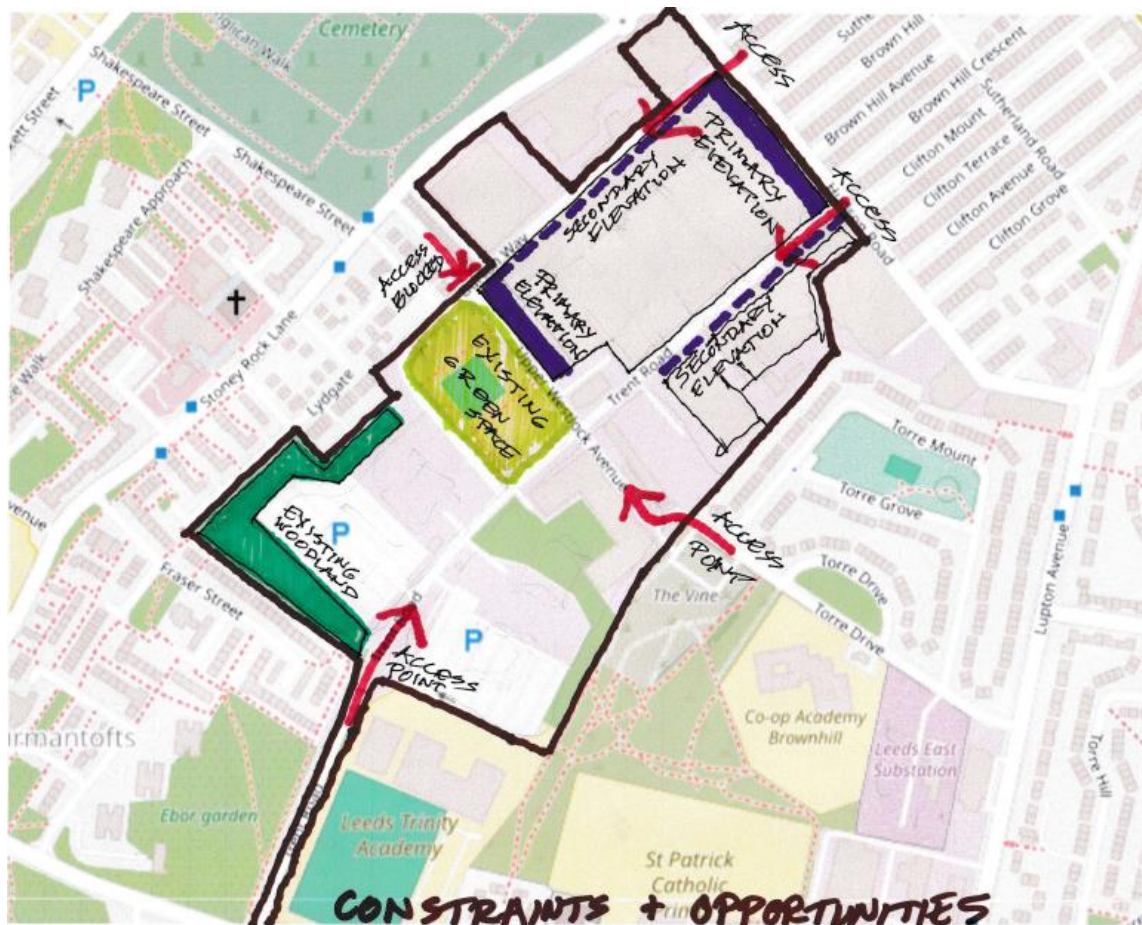
The existing N-S road through the site, Trent Road, connects to Hudson Road and Torre Road. The E-W Upper Westlock Avenue could easily connect with Westlock Avenue to the west and Torre Drive to the east, to create links on all four sides of the site to bus routes, Harehills Lane shops, Compton Centre, St James's Hospital, Harehills Park, etc.

The current proposals for Mass Rapid Transit in West Yorkshire envisage a tram route terminating at St James's Hospital so enhance pedestrian links to this location would give residents access to a high quality link to Leeds City Centre, Leeds Railway Station and destinations on the routes to Bradford and the White Rose Centre. In the longer term, there is potential for MRT extensions east towards Seacroft and one of the route options could be along Stoney Rock Lane immediately to the northwest of the Burton's site.

2.2 Local community

Any development strategy for the site will require local community engagement, particularly with those living in the latter streets and those living adjacent to the site. This should be as soon as possible, at an early stage in the formulation of ideas. Incorporating local ideas and preferences within the design, where possible, will help to ensure integration of new residents into the wider community. We recommend contacting local ward councillors.

3. Site constraints and opportunities





3.1 Heritage

The cultural and architectural heritage of the factory building has played a significant role in the lives of many Leeds residents, and this needs to be one of the key drivers of the design and layout.

The northern and southern facades of the principal factory building are the most important architecturally but also serve as physical reminders of the cultural heritage - these should be retained, with new development constructed behind them. The facade to Burton Way is also of interest, with the “Burton” tiled plaques and cast-iron hopper heads. So too is the façade of the existing commercial units to the east of Trent Road, in a similar style to the main building. Consideration should be given to the retention of these facades, which we believe would be possible (the Trent Road commercial units could be retained in commercial use, leaving that elevation unaffected).

The southern half of the site was part of the Burmantofts pottery works, manufacturing the famous Burmantofts tiles and faience which can be seen in many Leeds buildings and elsewhere. The main works were to the south of the site, with clay pits extending up towards where the Burton factory was later constructed. While there is nothing physical remaining, this aspect of the site’s heritage could be celebrated by the use of faience or tiles in significant locations.

3.2 Green space

South of the southern façade of the main factory, across Upper Westlock Avenue, is an area of open space, part of which was once a bowling green. This space should be kept open, partly as the setting for the southern façade and partly to provide a central “village green” as a focal point to the whole development.

The existing woodland at the south end of the site should be retained and could have recreational paths through it.

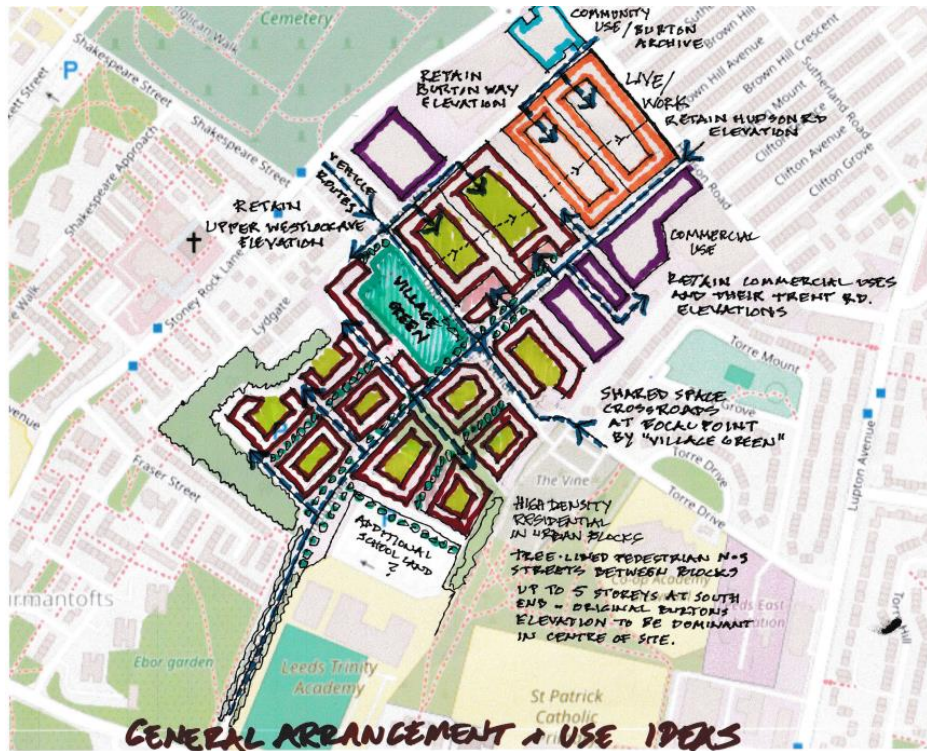
3.3 Heights

The southern façade of the original factory should be the dominant feature of the development. This could accommodate three/four storeys, but with larger than normal floor to floor dimensions and thus equivalent to about five storeys of new development. Surrounding new development should therefore be four storeys, but as the land falls away to the south, additional storeys could be added below, keeping the overall heights of new blocks similar, but allowing up to three further storeys at the southern end of the site.

As the fall of the land is toward the south, this provides the opportunity to make the most of the views and the sun’s path and the relative heights of the buildings should allow for that.



4. General Arrangement and Use Ideas



4.1 Concept Design

The sketch is indicative only but sets out a possible layout based on the objectives above.

- Existing facades are retained.
- The main roads through the site meet at a focal point crossroads, where the principal Burton façade and the green space are located.
- That principal façade and the existing open space to its south, which could act as a village green / public open space (public realm) / transport hub, form the centrepiece of the development, giving it a clear focus and identity.
- Links to north, south, east and west are created on existing roads, connecting the development with the surrounding community. These provide access to groups of dwellings and commercial units via primarily E-W links off those roads.
- Some existing commercial units are retained and there is a transition from commercial in the north to residential to south, with live/work and small units behind the Hudson Road façade.

4.2 Existing Factory site

The Hudson Road, Upper Westlock Avenue and Burton Way facades could all be retained with new structures built behind them.

The northern part of the factory site could be dedicated to small units and/or live/work units, providing accommodation for creative industries, independent operators and start-ups. The Burton Way elevation could include flat-arched openings within it, like those existing along Hudson Road and Trent Road, to provide vehicular access to central courtyards.



The southern part of the factory site could be apartments arranged in a similar manner, around central courtyards providing circulation and semi-private amenity space. These could also be accessed from Burton Way via Westlock Avenue. This part would include apartments making use of the southern façade as their main outlook. The new development could be integrated with the façade or the façade could be a 'stand-alone' element slightly separated from (with necessary bracing against) the new apartment blocks (as with schemes within existing gasholders at Kings Cross and The Oval in London).

These courtyards could be linked for general pedestrian use from north-south using the existing entrances on the Upper Westlock Avenue and Hudson Road elevations.

4.3 Existing Commercial Units

The commercial units east of Trent Road could be retained as they are, using the existing access from Hudson Road, with turning space at the rear of the units.

Trent Road would be used mainly for commercial access, together with pedestrians and cyclists. The demolition of the Trent Road elevation of the factory could allow space for all modes, together with tree planting and possible further links to existing greenspaces.

4.4 Hudson Road/Compton Road Buildings

The buildings on the corner of Hudson Road/Compton Road are also heritage assets and, ideally, the lost gable would be restored. The building recently had a community use as an amateur boxing club. In view of its location close to the existing hub at the Compton Road/Harehills Lane junction, it would be appropriate for this building to once again be used for community purposes. It would be an ideal location to house a publicly accessible Burton's archive.

4.5 New Residential Development

While the development should link with the surrounding community, it also provides the opportunity to create a distinctive character of its own as a high density, medium rise scheme. The suggested arrangement follows the precedent of European planned cities with (more or less) rectangular blocks of town houses and apartments surrounding semi-private amenity space or gardens providing safe children's play and other activities.

The development should also include private balconies and roof terraces taking advantage of the sloping site, southern aspect and views, with blocks lower on the south sides to get sunlight into the central spaces. While the slope provides the opportunity for medium rise development, the scale of buildings close to the western boundary should respect the existing development scale, outlook and gardens.

Primary vehicular access to the southern part of the site would be from Torre Road via Trent Road, with secondary access routes in the E-W spaces between the blocks. N-S spaces would be primarily pedestrian, and all would be tree-lined. The main routes (Trent Road and Upper Westlock Road) should also be planted with trees on either side, following the precedent of the existing trees either side of the lower part of Trent Road.

Consideration could be given to undercroft parking where necessary, though the site is within easy walking distance to shops, public transport and other facilities, for those able to walk –



accessibility to the city centre and subregion will be enhanced should MRT arrive at St James's Hospital.

Ground floor units could either be communal/commercial use where appropriate or be fully accessible dwellings. There is also an opportunity to include family duplex units with small private gardens (or triplex units over private garages in specific locations) in order to provide accommodation for a wide range of household sizes and types.

There is an opportunity for the design of the buildings to be innovative, imaginative and distinctive. The development should aim to be carbon neutral, with consideration given to window orientation, high insulation levels and renewable heat and power (connection to the Leeds Pipes network should be considered).

4.6 Village Green

The central green space is part of the historic and cultural character of the site. The availability of recreation space was an important part of Burton's provision for its employees, with a bowling green, cricket pitch, tennis courts and more. The location of the central green space makes it ideal as a village green for the development - a place to gather, hold community events or for children to play. Overlooked by residential development (and possibly some ground floor active uses), this would be a safe space for the scheme's occupants but also easily accessible by the wider community. It could include a pavilion type meeting room and/or café and perhaps a reinstated bowling green. Subject to the location of the new buildings, the location of this green space could be repositioned to suit.