

A detailed historical map of the Acrehowe area, showing streets like Philosophical Hall, New Bond Street, and the River. The map is overlaid with a green border.

Acrehowe

Consultation

Acrehowe is consulting on a residential led regeneration of the former Newlay railway station and goods yard

August 2025

FORGE VILLAGE



Location

The site is located off Pollard Lane, Newlay. It is within the Leeds West and Pudsey constituency of Rachel Reeves. The site is a short walk from Kirkstall Forge Railway station.



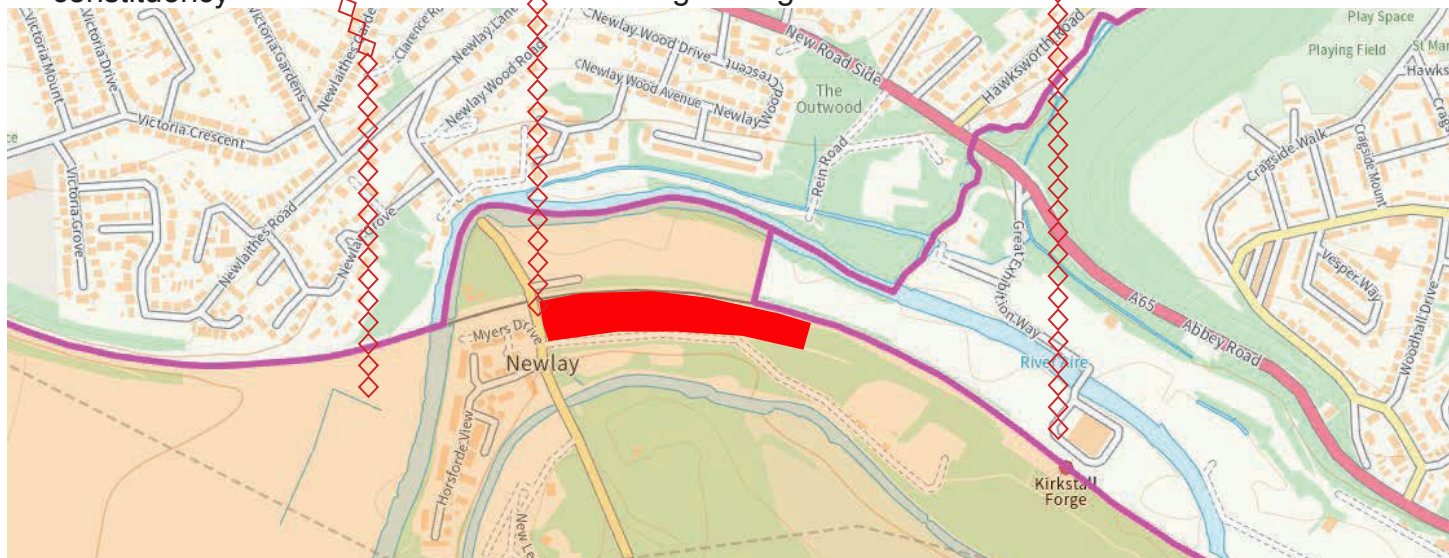
Leeds west and Pudsey constituency



Subject site:
Forge Village



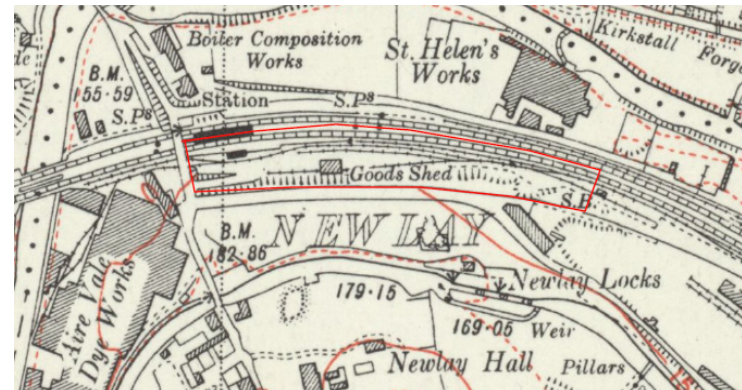
Kirkstall Forge
Railway Station



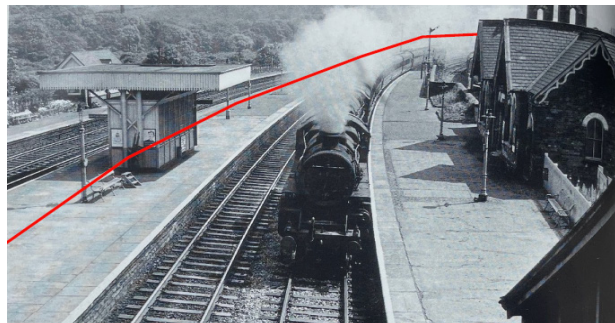
Context & History

The site is located off Pollard Lane, Leeds. It once comprised the station and goods yard of Newlay and Rodley station. First opened under the provisions of the 1844 Leeds and Bradford Railway Act. The railway was widened to four tracks in around 1900 and the extensive goods yard served the local industry.

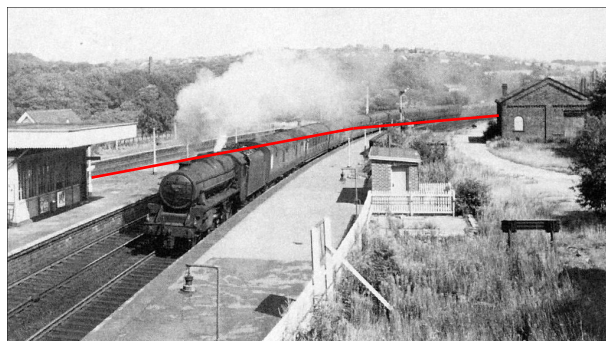
The land remained in railway ownership and constituted statutory undertakers' operational land until its sale in the mid 1990s. It was then used as a substantial stone yard in the mid 2000s. However, the site is currently in the Green Belt.



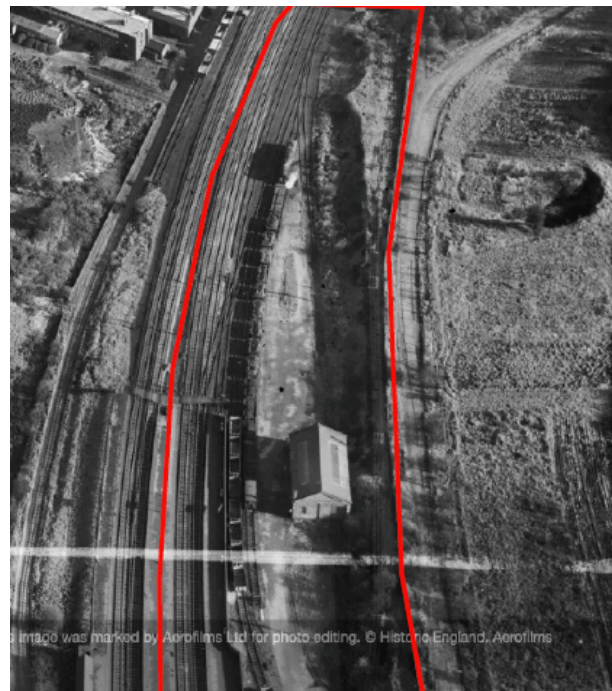
Left: 1946
Ordnance
Survey plan
with site
outlined in red



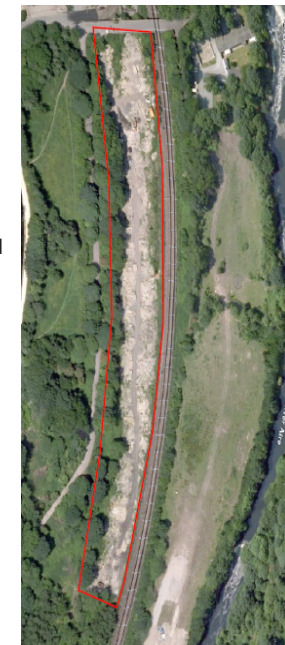
Left: the station
when open
in the early
1960's. Site
boundary in red.
The remaining/
operational
railway is the
two lines at the
far left of the
photo



Left: the goods
yard when
operational
in the mid/
late 1960's.
Site boundary
in red. The
remaining/
operational
railway
comprises the
two lines at the
far left of the
photo



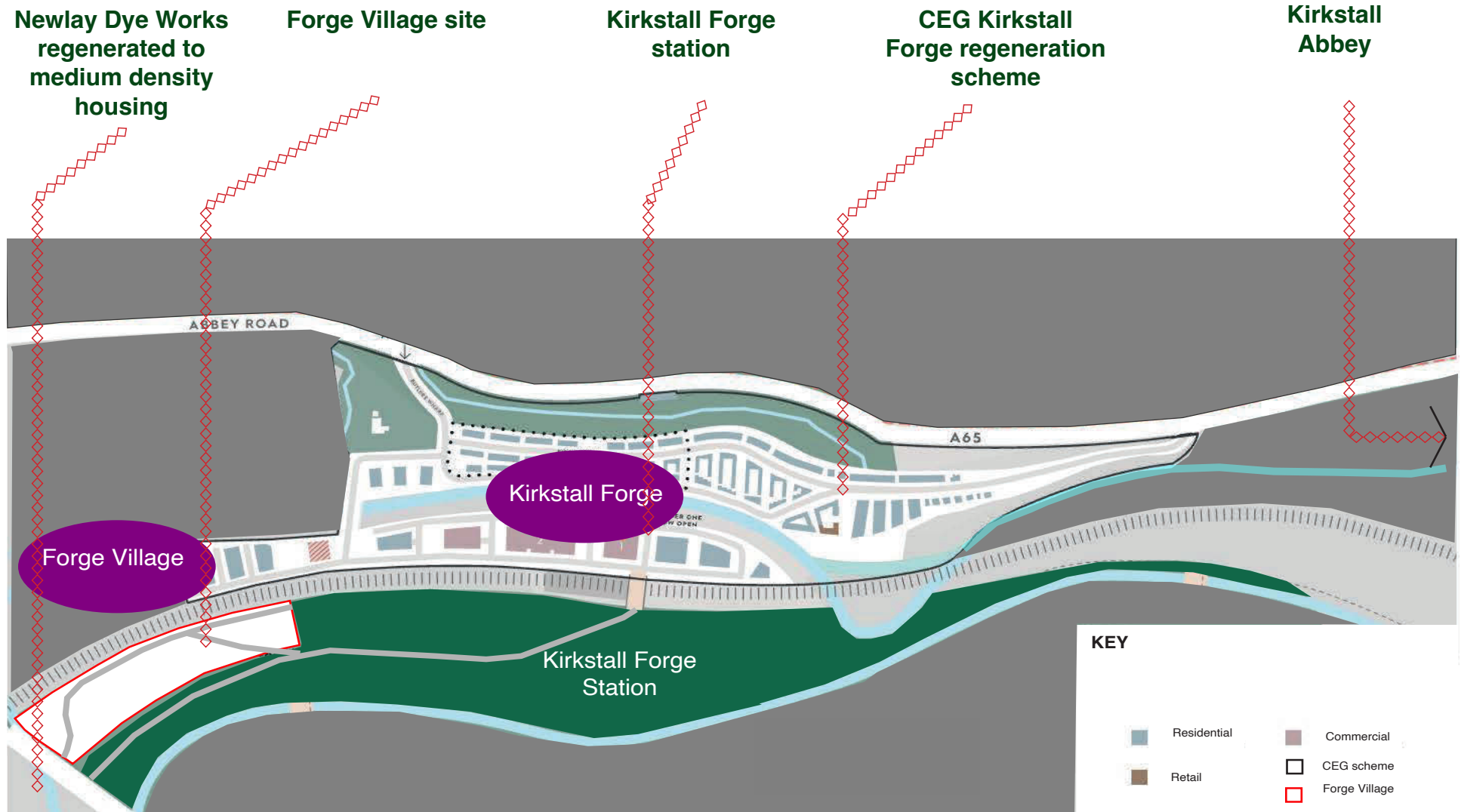
Left: The
eastern half of
the goods yard
in 1951 outlined
in red








Right: The
extensive
stone yard on
site outlined
in red: 2007
English
Heritage

Regeneration

On this page we have overlaid our Forge Village scheme on the masterplan for CEG's Kirkstall Forge Scheme. This whole area was once heavily industrialised. All industrial sites except Forge Village have now been regenerated or have an ongoing or consented regeneration strategies



KEY

 Residential	 Commercial
 Retail	 CEG scheme
	 Forge Village

FORGE VILLAGE

Place Vision

Our vision:

A new community nested in the heart of Newlay. Continuing the regeneration of this once heavily industrialised setting by bringing the richness and interest of a Yorkshire gritstone village. Striking a balance between tranquil countryside living and convenient, sustainable access to Leeds, this new community will celebrate local heritage, embrace the surrounding landscape and forge a renewed sense of place for generations to come.

We have named the scheme Forge Village to evoke the character of an early 19th century village, reflecting a time when forge workers and management co-existed in the early industrial era, when Newlay still retained a semi rural character.

Until the late 1960's almost every rail station had its own goods yard. Since that time almost every one has closed and been redeveloped for commercial uses. Today many former rail goods yards comprise housing. In many cases they went through a initial stage of re-use for non rail commercial activities.

There are three key drivers underpinning our place vision:

1. Regeneration

This area was once heavily industrial. Over the last half century or so the area has substantially de-industrialised. The adjoining Aire Valley dye works has been redeveloped as housing and the Kirkstall Forge site is proposed for large scale residential development, although this has been slow to be realised. The new rail station opened in 2016. Our masterplan will continue the regeneration of previously developed land and delivery of new homes in this neighbourhood to support its ongoing regeneration.

2. Great places for people to live

Acrehowe is committed to creating a great place for families to call home. Delivering a mix of new market and affordable homes.

3. Local Infrastructure

Forge Village makes passive provision to create a safer walking route to Kirkstall Forge railway station, though opportunities for either enhancing the current route with lighting or creating a partial or entirely new route.

FORGE VILLAGE

Consultation Options



In the following sections we outline a number of site and scheme options which we are consulting on. A response form is enclosed at page 14.

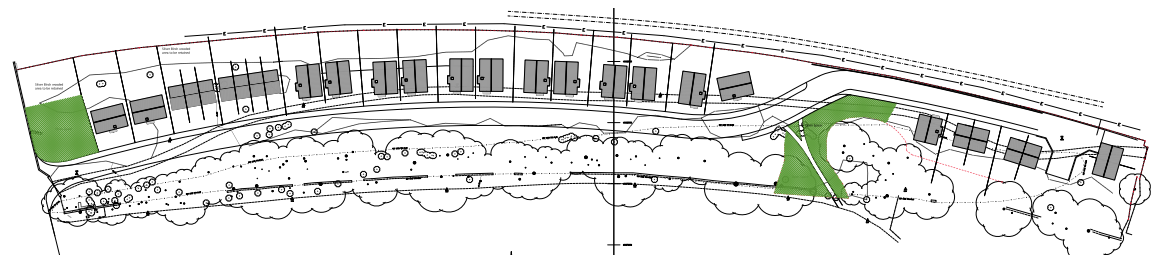
FORGE VILLAGE

Layout Options

The site is too narrow to have a spine road with houses running down both sides. This means that the spine road must run down one side of the site, the houses to the other. There are different interfaces on the north of the site so either approach will deliver an option with very different character. We are consulting and seeking views different layout options as summarised below

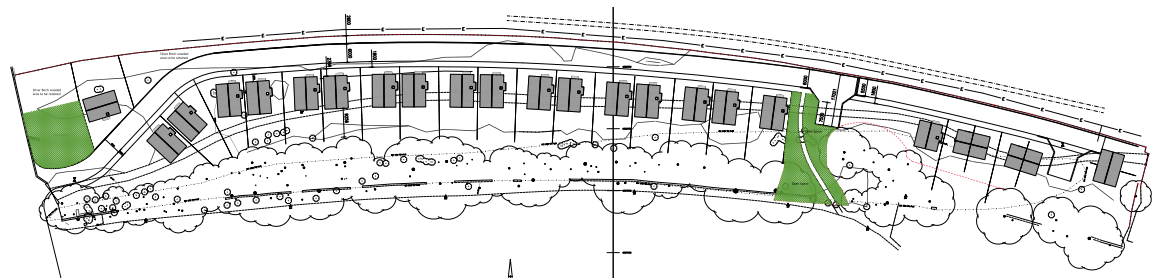
Option 1: Road to South

In this option the road is positioned to the south of the site for the majority of the length of the scheme. This ensures the street has the feel of a rural country lane with houses down one side and trees down the other. Most of the gardens back onto the railway, these gardens will include an acoustic fence and retained silver birches providing a green buffer.



Option 2: Road to North

In this option the road is positioned to the north of the site for the majority of the length of the scheme. A closeboarded fence will run down the rail side along retained silver birch trees providing a green buffer, however the road character will be dominated the adjoining railway overhead infrastructure.



We are interested to understand your views on layout options. Responses can be provided on page 14

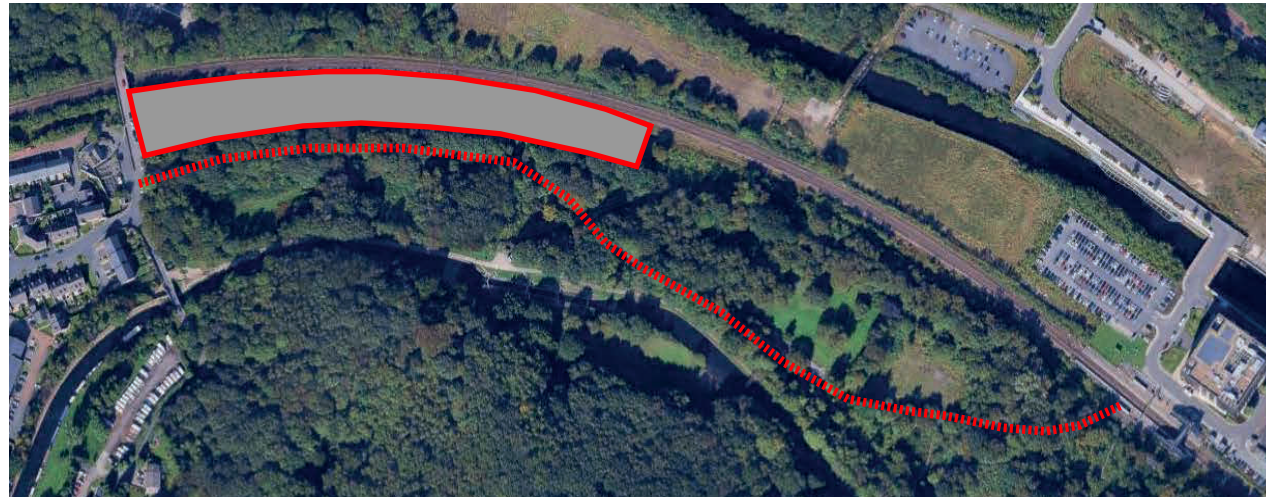
FORGE VILLAGE

Station Link Options

We are consulting on options to either enhance the access to the station or provide passive provision to enhance it in future.

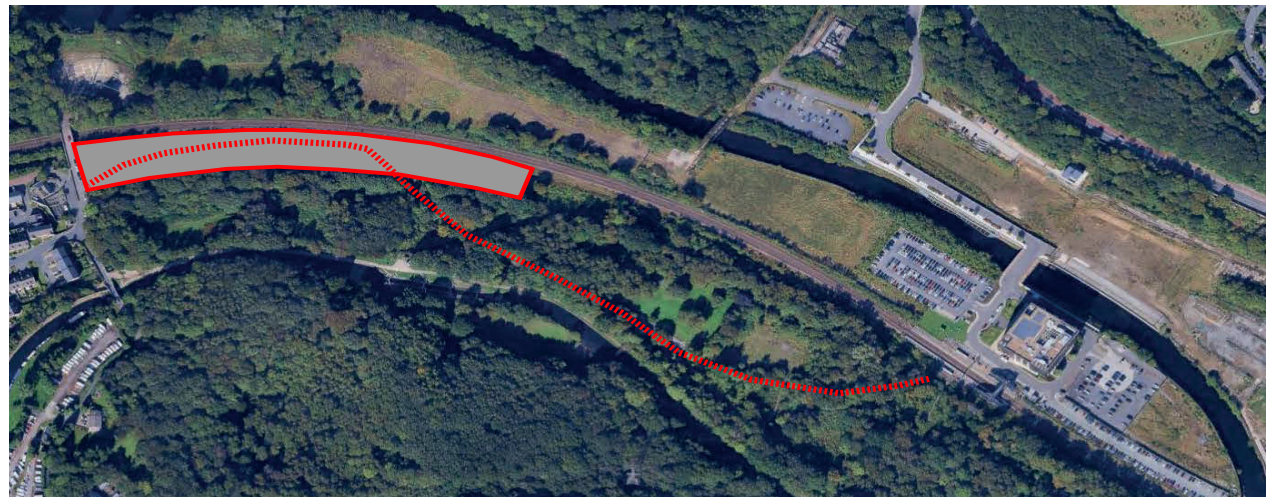
Option 1: Lighting on existing route

In this option we install street lighting and potentially CCTV cameras on the existing route to the station with no linkage to our scheme.



Option 2: New link plus lighting and CCTV

In this option we construct a new link from the station access path to our scheme road around two thirds along the length of our site. We then install street lighting and potentially CCTV cameras on the existing route to the station.



We are interested to understand your views on layout options. Responses can be provided on page14

FORGE VILLAGE

Station Link Options

We are consulting on options to either enhance the access to the station or provide passive provision to enhance it in future.

Option 3: New link through woodland

In this option we construct a new illuminated pedestrian and cycle link through either Network Rail or Leeds Council land set back from the rail corridor. This would be a shorter than the current route but would have the same issue with lack of passive surveillance.



Option 4: New link along rail side

In this option we construct a new link from the station access along the rail side to the spine road in our site. This will need to have a 2m high fence on the rail side to mitigate trespass risk but would benignity from passive surveillance throughout.



We are interested to understand your views on layout options. Responses can be provided on page 14

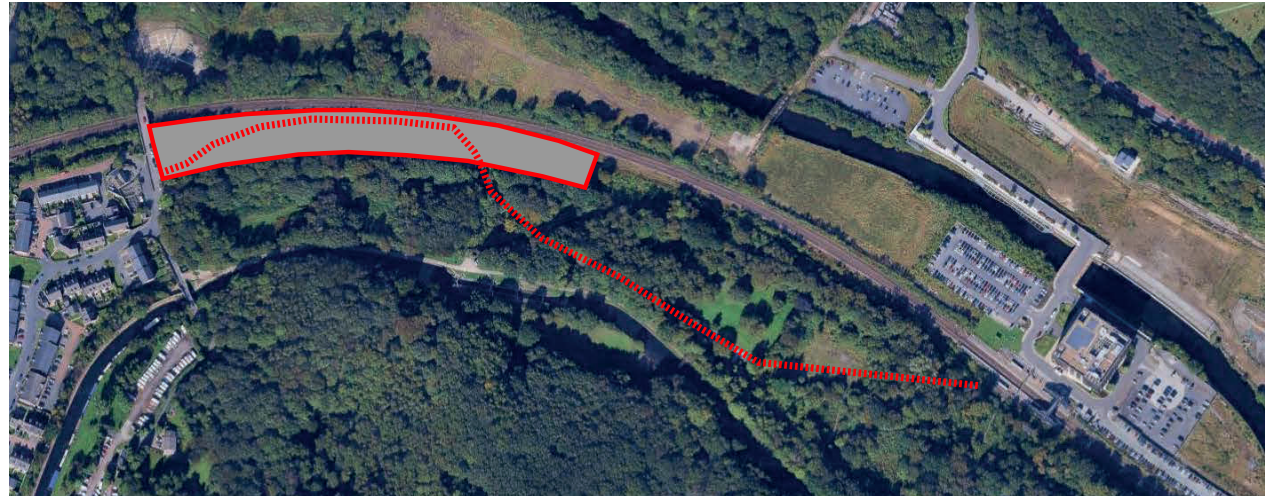
FORGE VILLAGE

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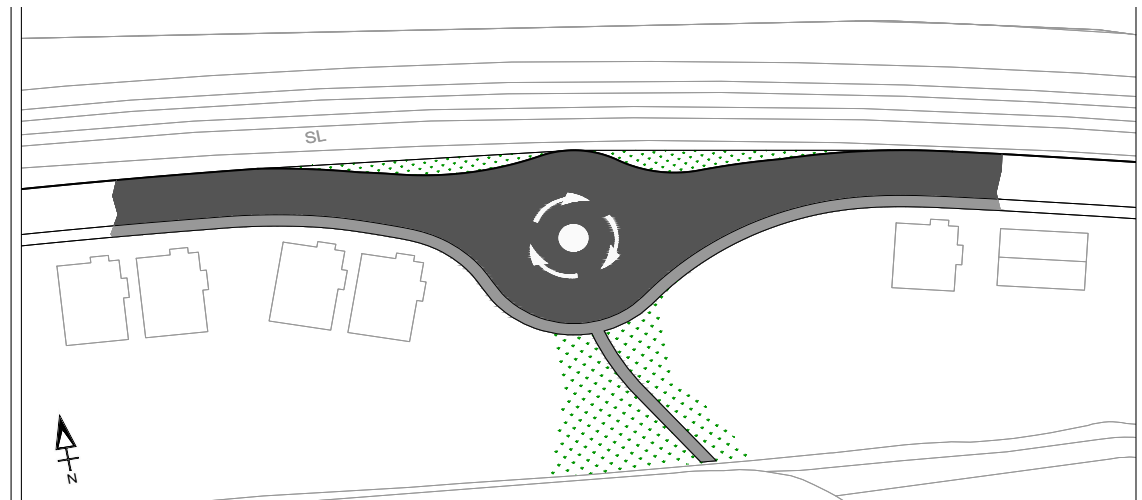
Option 5: Mid- length new route

In this option we construct a new illuminated pedestrian and cycle link across the open space beyond the scout camp to shorten the route to the station, add street lighting and connect it to the road in our scheme



Option 6: Option 2/5 and new drop off point in scheme

This is a variation on option 2 or 5 where we add a vehicular drop off point within our scheme. users will be allowed to wait for up to 20 minutes as a pick up point.



We are interested to understand your views on layout options. Responses can be provided on page 14

FORGE VILLAGE

Home Typologies and Density

Option 1: Flats

Flats would likely be in 4 storey buildings and deliver a housing yield of around 50 homes. This would likely be made up of 2 and 3 bedroom family apartments. With all homes requiring parking, the ground floor level would likely be dominated by car parking. Delivery and viability issues may arise noting the challenges and delays to delivering apartment homes on the Kirkstall Forge site. This is not our preferred option.



Option 2: Town houses

This option would deliver 2.5 and 3 storey town houses across the scheme. Homes would likely be a mixture of semi-detached and terraced in blocks of 3-5 homes. Homes would have a garage at the ground floor to reduce frontage parking. This density would deliver approximately 35 homes. The homes would have a similar density to Billington Close to the rear of the Abbey Inn. This is not our preferred option.



Option 3: Detached family homes mixed with some town houses.

Preferred option

This option would have a density of around 25 homes. The market element of the scheme would be made up of detached homes with the affordable element made up of town houses. The majority of homes will be market 4 bed homes likely with some 3 and 5 bed homes. Homes could be built out of stone, brick or coloured render and be of either traditional style or incorporate more modern or European architectural elements.



We are interested to understand your views on layout options. Responses can be provided on page 14

FORGE VILLAGE

The Case

We consider there to be a number of very special circumstances which support the site coming forward to deliver new homes as summarised on this page.

1) Housing typology

Although Leeds has a 5 year supply of housing land, an excess of housing supply over recent years has been delivered as apartments rather than low rise homes with gardens. With much focused on former industrial sites around the centre of Leeds. Consequently there is significant unmet demand for mid market and affordable detached family homes with gardens.

3) Sustainable location & site characteristics

The site is inherently sustainable given its proximity to Kirkstall Forge rail station and the new local centre being delivered in CEG's Kirkstall Forge scheme.

The site being a former railway station and goods yard should be considered previously developed land and prioritised for development over green field land. There are also some elements of invasive species and potential contamination on site which the development will be able to resolve.

4) Enhanced link to rail station

The scheme proposes to deliver and fund an improved link to the rail station. Three different options are being considered and consulted upon.

5) The need for growth

The UK economy urgently needs growth, driven by the private sector. New businesses and startups must emerge, and existing firms must expand. For this to arise in the SME housing sector it is vital that small developers and builders have access to a sufficient supply of land.

6) Increasing SME delivery

During the 1980's around 40% of homes were delivered by SMEs, that has now dropped to 10%. In 2025 Government identified a need to increase SME housing delivery, however for that to occur it is vital that SMEs have access to an appropriate supply of sites. The complexity of the planning system means there is a significant shortage of viable sites for the smaller end of the SME market. Acrehowe's business model is to act as a land promoter that partners with and delivers a supply of sites for the smaller end of the SME market. We currently have six SME build partners and expect to bring in more partners as the business consents more sites.

As far as we are aware our model is unique and is key to driving growth in the housing delivery economic output and local skills/ labour training of the SME sector. It is proposed that this site is delivered by two of our existing SME build partners across four phases.

7) Trialling modern methods of construction

Our preferred approach is to deliver homes which have the character of a traditional sandstone Yorkshire village but with sensitive modern elements. It is proposed to trial constructing a number of the homes using methods of construction.

Policy

The site falls within the definition of grey belt as assessed against GreenBelt criteria A, B and D in the 2024 NPPF as set out below:

Criteria A) To check the unrestricted sprawl of large built-up areas:

In this instance the proposed development will not trigger this criteria for it will not result in the unrestricted sprawl of a large built up area. Instead, it represents sustainably located redevelopment of former railway station and goods yard. It will complement the ongoing regeneration of the former industrial uses in the area. As such, the scheme will not result in urban sprawl.

Criteria B) to prevent neighbouring towns merging into one another:

The proposed development/ site would not enable or result in the merger of neighbouring towns.

Criteria D) To preserve the setting and special character of historic towns:

The current site serves no particular purpose in preserving the special character of historic towns. It once had the special character of a provincial railway station and goods yard but the buildings associated with that have since being lost. There is no commercial prospect of the goods yard or station reopening given the station has been opened on a site to the east.

On 26 January 2025 the Chancellor (Rachel Reeves) and the Deputy Prime Minister and Secretary of State for Housing, Communities and Local Government (Angela Rayner) set out a joint statement titled: *Government goes further and faster on planning reform in bid for growth.*

This statement included the following:

In a major new growth push, the government will ensure that when developers submit an application for acceptable types of schemes in key areas – such as in high potential locations near commuter transport hubs - that the default answer to development is ‘yes’. This will unlock more housing at a greater density in areas central to local communities, boosting the government’s number one mission to grow the economy. These measures will transform communities, with more shops and homes nearer to the transport hubs that working people rely on day in day out.

This site and the development proposal accords with the government policy objective and as such should be supported for housing. The planning press has suggested Government appears likely to create a zoning based policy which will enable delivery of homes on this site. The site also falls in Rachel Reeves’ constituency.

Acrehowe & Delivery

The Labour government has committed to delivering 1.5m new homes within this parliament. To deliver those homes there needs to be both an adequate supply of land on which to build the homes and also enough developers capable of delivering those homes.

It is widely acknowledged that there is currently insufficient capacity in the UK housebuilding market to deliver those 1.5m new homes. At present, the majority of housing in the UK is delivered through large private sector developers that effectively monopolise the supply of land.

In terms of the historical context the only points in time when the UK delivered enough homes was when housing delivery was much more diversified. This included a larger element of public sector delivery and also a significant element of SME delivery. For example, in the 1980's around 40% of all new homes were built by SME developers. However, by 2024 SME delivery had dropped to 10%. Enabling the growth of the SME housing delivery sector as part of a wider strategy to diversify housing delivery is key to meeting the Government's policy objective of increasing housing delivery.

The importance of providing sites for SME developers has also been reflected with recent amendments to paragraph 73 of the NPPF and in emerging policy announced in May 2025. Therefore, the status of the applicant represents a material consideration which should be given significant weight in decision taking.

Acrehowe is a land promoter and developer that partners with SME developers to provide them with consented plots. Our business model is unique in that regard and is key to meeting the government policy of increasing and upskilling SME builders and developers.

We envisage our Forge Village project will be delivered through two SME delivery partners. Plus the affordable element will involve a partnership with a registered provider.

Consultation Responses

Consultation 1: Layout options

Please refer to page 6 for details and tick the box below for your preferred option.

Option1: Road to South

☐

Option 2: Road to North/ rail side

☐

Consultation 2: Station Link Options

Please refer to pages 7,8 & 9 for details and tick the box(s) below for your preferred options.

Option 1: Lighting on existing link

☐

Option2: New link plus lighting and CCTV on remainder of existing path

☐

Option 3: New Link along rail side

☐

Option 4: New link through woodland

☐

Option 5: Mid- length new route

☐

Option 6: Drop off point in scheme

☐

Consultation 3:Housing typologies and density

Please refer to page 10 for details and tick the box below for your preferred option.

Option 1: Apartments

☐

Option 2: Town houses

☐

Option 3: detached homes with some town houses

☐

Consultation 4: What matters most overall

Safer or illuminated station link

☐

Landscaping and trees

☐

Traffic parking & management

☐

New play/ green space

☐

Affordable homes

☐

Construction management

☐

Other (please state)

☐

Additional comments

Please provide any additional comments overleaf

Please send your responses to:
office@acrehowe.co.uk

Closing date:
30/09/25

FORGE VILLAGE

A detailed historical map of Forge Village, showing a network of streets and buildings. A compass rose is located in the upper left corner. The map includes labels for various streets such as Philosophical Hall, Union Bank, Bank, White Horse Hotel, and Royal Hotel. A large black banner with the text 'FORGE VILLAGE' is superimposed over the center of the map.

FORGE VILLAGE

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