

A photograph of a sunset over a body of water. The sky is filled with soft, horizontal clouds in shades of orange, pink, and light blue. In the foreground, the dark silhouettes of buildings and trees are reflected in the calm water. A prominent, tall, cylindrical tower with a pointed top is a central feature. To the left, a large, dark, diagonal structure, possibly a bridge or a large tree branch, frames the scene. The overall mood is serene and quiet.

# HOLBECK URBAN VILLAGE REVISED PLANNING FRAMEWORK

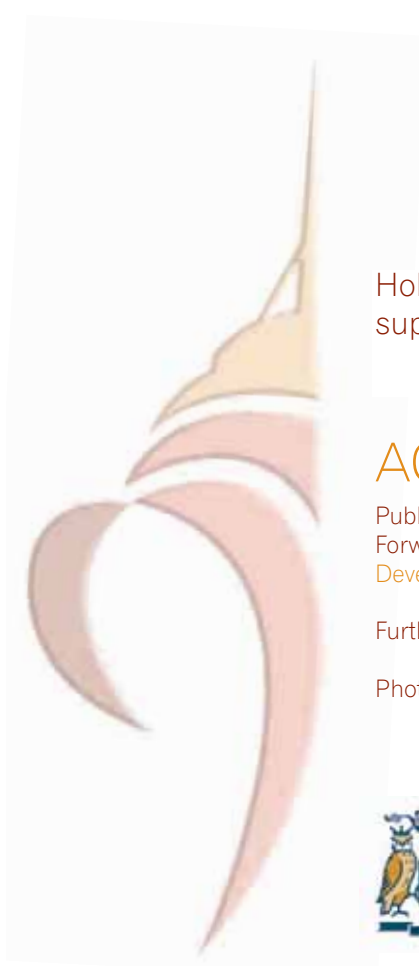
# HOLBECK URBAN VILLAGE REVISED PLANNING FRAMEWORK





# CONTENTS

- FOREWORD 01 ■ 1.INTRODUCTION 03 ■ 2.LAND USE 07 ■ 3.HOUSING 11  
■ 4.URBAN DESIGN AND PUBLIC REALM 15 ■ 5.CONSERVATION AND LISTED BUILDINGS 21  
■ 6.MOVEMENT AND PARKING 25 ■ 7.RESOURCE EFFICIENCY AND BIO-DIVERSITY 29  
■ 8.DEVELOPMENT SERVICES 33
- APPENDIX 1 DEVELOPER CONTRIBUTIONS TO PUBLIC REALM WORKS 35
- APPENDIX 2 DETAILS OF PUBLIC REALM PROPOSALS 39
- AREA STATEMENTS 1.GRANARY WHARF 43 ■ 2.TOWER WORKS 49  
■ 3.TEMPLE WORKS 53 ■ 4.EASTERN GATEWAY 59 ■ 5.VIADUCT WEST 63  
■ GLOSSARY OF TERMS 67



Holbeck Urban Village Revised Planning Framework was adopted as supplementary planning guidance, February 2006

## ACKNOWLEDGEMENTS

Published by Leeds City Council Development Department with financial assistance from Yorkshire Forward. For further copies and information, contact: Sustainable Development Unit, Leeds City Council, Development Department, 2 Rossington Street, Leeds LS1 8HD, Tel: 0113 247 8144.

Further information about Holbeck Urban Village can be viewed online at: [www.holbeckurbanvillage.co.uk](http://www.holbeckurbanvillage.co.uk)

Photography: Cloud 9



Supported by







Views across Leeds city centre from Holbeck

# FOREWORD

Leeds City Council and Yorkshire Forward are committed to delivering a sustainable future for Holbeck Urban Village. This includes long term economic growth, social inclusivity and improvements to the environment.

The area first developed about two hundred years ago in what was then the village of Holbeck. Activities such as flax spinning, iron casting and machine manufacturing were carried out in a range of steam-powered mills and workshops. Interspersed amongst these mills and factories were hundreds of families living in poor conditions in back to back houses.

The legacy today is a heritage area of outstanding value with the Grade I listed Temple Works with its Egyptian façade, modelled on the Temple of Horus at Edfu, and the Grade II listed towers at Tower Works modelled on classical Italian towers. The Foundry Street area has some of the oldest surviving industrial workshops in the world. However, the surviving buildings such as Midland Mills are generally in poor condition, under-utilised

and there are many gap sites. There is a major opportunity here to put new uses into old buildings and for new buildings and spaces.

The challenge is to do this in a way that is as truly innovative today as when the area first developed two centuries ago. We need to rediscover the principles of sustainable development and are committed to achieving this in Holbeck. In doing so, we will create a place where people will want to work, live and relax, which will be a model of best practice for the regeneration of other areas.

This Revised Planning Framework sets out the planning and design framework for the regeneration of this special area and is an important means of achieving this objective.



**Cllr. Andrew Carter**  
Leader of Leeds City Council and Executive Member for Development, Strategic Planning and Sustainability





# 1. INTRODUCTION

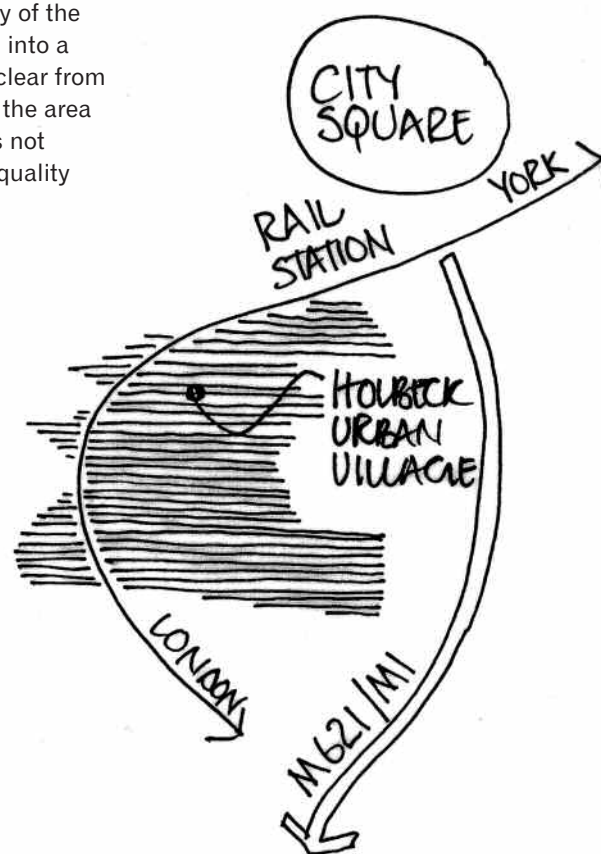
*The special nature of this area merits a special response from developers that respects the scale and quality of its important buildings*

## 1.1 Why an urban village?

The northern part of Holbeck is an area that is in need of major regeneration and in which there is now strong developer interest. It is also an area that is of great importance both historically, as the cradle of the industrial revolution in Leeds, and architecturally, with two conservation areas and a number of listed buildings including the Grade I Temple Works.

The special nature of this area merits a special response from developers that respects the scale and quality of its important buildings, the diversity of the area and its potential to develop into a sustainable community. It was clear from the early schemes to re-develop the area a decade or so ago that this was not happening and that the special quality of the area was being lost.

In order for the future of Holbeck to be sustainable, the traditional principles of a village, which include a mixture of living, working and recreational opportunities need to be adopted. It appeared to be appropriate to regenerate the area as an urban village and the Urban Villages Forum (which promotes urban villages) confirmed this. The area was subsequently declared an urban village by Leeds City Council in 1999. The effect of this to date has been to increase developer confidence in the area and to change the nature and quality of redevelopment schemes.





1. Holbeck is already a thriving location for many businesses. 2. Police Community Support Officers assigned to patrol the Holbeck area.

## 1.2 The vision

The vision for the future of the area is:

- to improve connectivity between the city centre and the surrounding communities of Beeston Hill and Holbeck and in doing so create new opportunities for employment, living and leisure. These are priority neighbourhoods in the Leeds Neighbourhood Renewal Strategy
- to establish a new creative quarter focused on new media and digital technologies that will strengthen Leeds as a regional business centre
- to preserve the area's unique character, combining the architectural legacy with new high quality and contemporary design
- to create a mixed use, sustainable community with a distinctive sense of place, which exemplifies best practice in urban regeneration and sustainable development

Strategic objectives to achieve this vision are:

### 1. Physical regeneration

to promote and manage the physical regeneration process through the use of land assembly, CPO and planning and highway powers

### 2. Infrastructure and public realm

to promote high quality infrastructure and public realm facilities which encourage inward investment, improve both physical and non-car based access to job opportunities and promote the renewal objectives for the adjoining Beeston Hill and Holbeck area

### 3. Area management

to promote the long term sustainability of Holbeck Urban Village through a clean, safe and attractive public realm

### 4. Social inclusion

to ensure that the area is attractive to all groups within our society as a place to live, work in and enjoy

### 5. Business support

to provide relocation assistance within the Leeds area, to retain local employment and support the promotion of the area as a potential IT, media and creative business quarter

### 6. Skills and training creation

to promote links between jobs in Holbeck Urban Village and unemployment in Leeds, in particular the renewal area of Beeston Hill and Holbeck

### 7. Local employment

To ensure that 5% of new jobs created in the urban village are ring-fenced for local, unemployed residents and that developers should work with Leeds City Council to ensure that there are clear training routes into the new jobs created

### 8. Environmental sustainability and sustainable construction

to promote the minimisation of carbon emissions and production of solid waste and maximise water conservation and biodiversity improvement through design and sustainable construction and drainage techniques

### 9. Marketing and communication

to promote and raise awareness of Holbeck Urban Village to partners, investors, businesses, residents, workers and visitors

### 10. Safety

to promote a safe and secure environment for residents, workers and visitors

### 11. Funding procurement

to promote funding applications in particular to the Sub-Regional Investment Plan, explore additional funding opportunities and monitor and administer funding applications





1. Pickled Pepper. 2. The Round Foundry Media Centre. 3. Offices within the Round Foundry.

### 1.3 Progress since designation

To support the designation of Holbeck as an urban village in 1999, Leeds City Council produced the Holbeck Urban Village Planning Framework, which was adopted as Supplementary Planning Guidance in May 1999. This set out the vision for the area and broad planning intentions.

In order to develop the vision and refine the planning aspirations, a consultancy team led by BDP was appointed to prepare a master plan for the area. This was completed in 2001. It was followed by further work by GVA Grimley and a team of consultants who advised on the implementation of the urban village and developed the public realm and transportation proposals. This work has informed this document.

The original vision and broad proposals for the area remain unchanged. The principle of where mixed-use development should take place has been extended, as has the boundary of the village to both the north-east and south-west. In addition, a number of minor changes have been made, and greater detail provided to reflect changing circumstances in the years since the original framework was produced. There is now greater understanding of how to achieve the type of development that is proposed.

Each section of this Revised Planning Framework expands on the relevant planning policies within the Leeds Unitary Development Plan (adopted 2001). The specific policies are listed at the start of each section.

### 1.4 Role and structure of this document

This Revised Planning Framework has several key roles:

- to promote the concept of an urban village in Holbeck to prospective developers and occupiers
- to guide developers so that their proposals accord with the urban village principles and fit within the overall strategy for the area
- to support the acquisition and implementation strategy, to be progressed by Yorkshire Forward to bring about appropriate development within a challenging but realistic time-scale
- to ensure that appropriate contributions are made to the provision and maintenance of a new and improved public realm

This Revised Planning Framework is in two parts. The first contains a series of policies grouped by topic. The second is a series of area statements that apply the policies to five different character areas that together comprise Holbeck Urban Village. An overview map of the area statement cells appears at the end of this document.





Art.

show space  
studio

Artist House



Relevant UDP policies are E1, SP6, S1, LT6, LT6B, CC23, CC26 and Area Statements 22, 23, 31

## 2. LAND USE

*The area is also likely to be attractive to artists, sculptors and musicians because of its unique character*

### 2.1 Mixed uses

The whole of Holbeck Urban Village is designated as a mixed-use area. Mixed-use should apply at the level of the individual development with a range of different types of activity within it, usually separated out vertically, having different uses at different levels.

Ground floors adjacent to public footpaths and squares should be reserved for active uses, e.g. retail, food and drink sales, leisure, small-scale office suites or professional services. This will generate pedestrian movement and offer the opportunity in appropriate buildings for window displays which will help to develop a lively public realm and provide 'eyes on the street' to enhance personal safety.

Retail development will be restricted in scale to ancillary uses, supporting the local population only. This should be provided in a single, central location within the Temple Works area where a consent has already been granted.

Upper floors could provide opportunities for a variety of uses including residential, hotel, leisure, and workspace such as research and development or office use.

The area is known to be suitable for IT-based uses because of the presence of fibre optic cabling and these uses will be encouraged further, provided that they do not reach a level that excludes all other office uses. IT uses may also relate to arts and creative industries and give added impetus to a digital arts and media focus for the area.

The area is also likely to be attractive to artists, sculptors and musicians because of its unique character and the availability of suitable accommodation. The development of a creative industries quarter in the railway arches on the west side of Bath Road will be encouraged.

Encouragement will also be given to activities that support the residential population planned for this area as well as the wider city centre population. This might include, for instance, medical facilities such as doctors' and dentists' surgeries and a crèche.

An appropriate mix of uses should ensure noise impacts are minimised.





1. View across Holbeck Urban Village.  
2 & 3. Re-use of arches at canal basin.



*Developers will be required to show continuity of, and contribution to, the public arts strategy in the design and execution of their proposals*

**2.2 Employment uses**

Class B1 is the only acceptable type of employment use as other types of employment use are considered not compatible with residential use.

There are a number of surviving businesses in the area. The intention is to secure the relocation of those businesses which will not conform to the urban village principles into appropriate premises in the vicinity of the urban village, by means of negotiation with landowners / developers. Light manufacturing (B1) uses can remain in the area.

**2.3 Public open spaces**

Developers are required to provide approximately 20% of their gross site area as publicly accessible open space as defined in the UDP. This is space that is privately owned and maintained, but which the general public are granted access to. It should generally be located on the network of pedestrian space throughout the village, orientated to receive sunshine and surrounded by buildings with active frontages at ground floor level. A variety of different types of space will be encouraged. Developers will be required to show continuity of, and contribution to, the public arts strategy in the design and execution of their proposals.



Cafés, bars and other amenities will be vital in creating and maintaining the residential and business community.









Relevant UDP policies are SA3, SP3, H7, H9, H11, H12, H13 together with SPG3: Revised Affordable Housing Policy Guidance

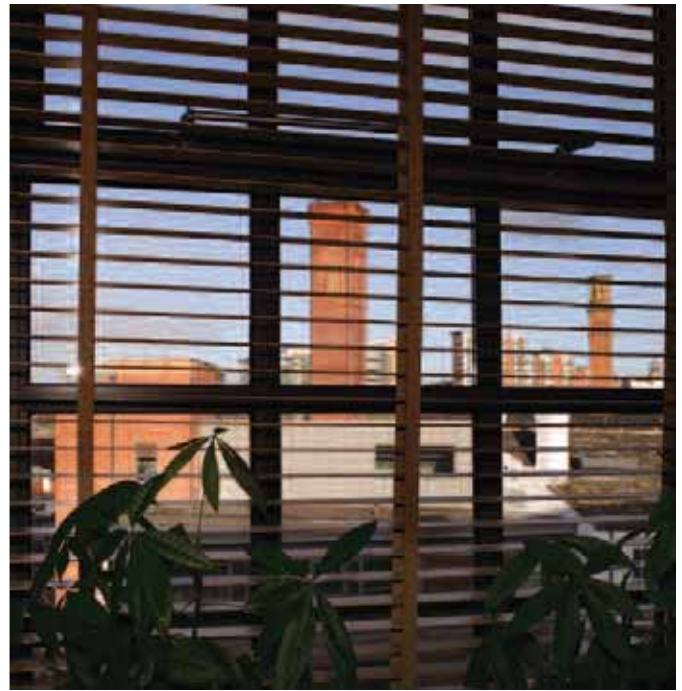
## 3.HOUSING

The aim is to develop a balanced and stable residential community. It is also intended that Holbeck Urban Village should meet some of the identified need for city centre housing for people on lower incomes who cannot currently afford city centre living. This requires a diversity of residential types in terms of size, tenure and price.





Apartments within the Round Foundry; residential development will form an important component of the mix of uses within Holbeck Urban Village.



### 3.1 Affordable housing

A percentage of each residential development should be affordable, in accordance with Leeds City Council’s revised Supplementary Planning Guidance on affordable housing (SPG3).

Developers should provide a balanced mix of types of affordable housing, with an emphasis on ‘sub-market’ housing as defined in SPG3. This will include affordable for rent, purchase and some shared ownership.

The benchmark for affordable housing is set out in SPG3. It is set at a level which will assist the qualifying tenant to live in close proximity to the city centre. This should complement the social and cheaper affordable housing that is available in Beeston Hill and Holbeck to the south.

The affordable housing should be spread throughout individual developments and should not be visually distinguishable from the remainder of the residential development.

Whilst the affordable housing is normally required within the development, it may be acceptable in some instances to provide a commuted sum to be spent in the adjacent Holbeck and Beeston Hill Neighbourhood Renewal Area to assist with the regeneration of this area.

In exceptional cases a developer may have a difficulty making the full affordable housing contribution as well as the public realm contribution (see Appendix 1). Under the circumstances the Council would consider a viability case and, if persuaded, may reduce one or both of these requirements.

The Council may, in some instances, be able to contribute to affordable housing itself from an affordable housing commuted sum fund, where the imaginative use of these funds will bring significant additional benefits.

### 3.2 Other considerations

Types of housing not currently available in the city centre will be encouraged. This includes live/work units and some family housing.

Developers will be expected to minimise the level of disturbance that residents might suffer from the other activities in the development, especially the ground floor uses around the public spaces, by careful planning and design. For example, the residential development should be located furthest away from the likely noise generators and external openings carefully controlled. High levels of acoustic insulation might also be required, for example, between floors above bars and restaurants.

Attention must be given to maximising the energy efficiency of all buildings and particularly affordable housing units (see Section 7 below). This can play a key role in reducing heating bills for occupiers, thereby reducing the problems of fuel poverty.







A photograph of a modern courtyard. On the right, a grey signpost with a gear-shaped top holds two signs. The top sign has a black arrow pointing left and the text "Saw Mill Yard". The bottom sign has a black arrow pointing left and the text "Keys Court". The courtyard is paved with grey cobblestones. On the left is a building with large glass windows. In the center, there is a glass-enclosed staircase and a wooden-roofed structure. The sky is clear and blue.

← Saw Mill Yard

← Keys Court

Relevant UDP policies are SP1, N2, N5, N8, N12-N15, N23, N25, N39, T6, LD1, SA8, A4, CC1, CC3, CC9-CC13

## 4. URBAN DESIGN & PUBLIC REALM

*Developments should reflect the traditional street pattern to create a level of permeability conducive to good urban design*

### 4.1 Urban design general principles

The basic urban design principles for the regeneration of the area are:

- retain the best buildings from the past, not just the listed buildings (see Section 5 below). These buildings all contribute to the special and unique character of Holbeck Urban Village.
- the potential of the many sound but architecturally unexceptional buildings in the area to be converted and extended should be optimised. This is often a more sustainable approach than demolition and redevelopment. It can also help to keep rents down to a level that groups such as the creative industries can afford. These buildings can also acquire real character in the hands of a skilful designer.
- extensions and new developments should be of the highest quality design in a contemporary style. See *Building in Context* published by CABE and English Heritage in 2001.
- all planning applications should be accompanied by a character appraisal of any buildings on the site, together with an urban design statement that indicates how the design will contribute to the development of the urban village and continue the public arts strategy into the site and buildings.
- materials should be of a high quality and chosen to complement the prevailing materials within the area which are red brick, sandstone and blue slate (provided that this does not inhibit the development of innovative buildings using new technologies to achieve sustainability). Quality modern materials such as steel and glass would be allowed in conjunction with the use of traditional materials. Materials should be locally sourced where possible and the re-use of reclaimed materials will be encouraged.
- new developments should reflect the traditional street pattern to create a level of permeability conducive to good urban design.
- new developments should generally be sited at the back of the footpath to enclose the street, as is traditional in this area. This is particularly important in the case of street corners.
- entrances to buildings should be off-street and other public spaces rather than off private car parks.





The images within this section illustrate examples of good contemporary design with appropriate scale and materials.

- developments should be at a scale, height, massing and alignment complementary to the part of the village they are in. Within the conservation area, heights of new buildings should be within a storey height difference of adjacent buildings. Elsewhere, taller buildings will be accepted, provided that they do not adversely affect the setting of the conservation area or of listed buildings.
- retain and reinforce the varied roofline of the area.

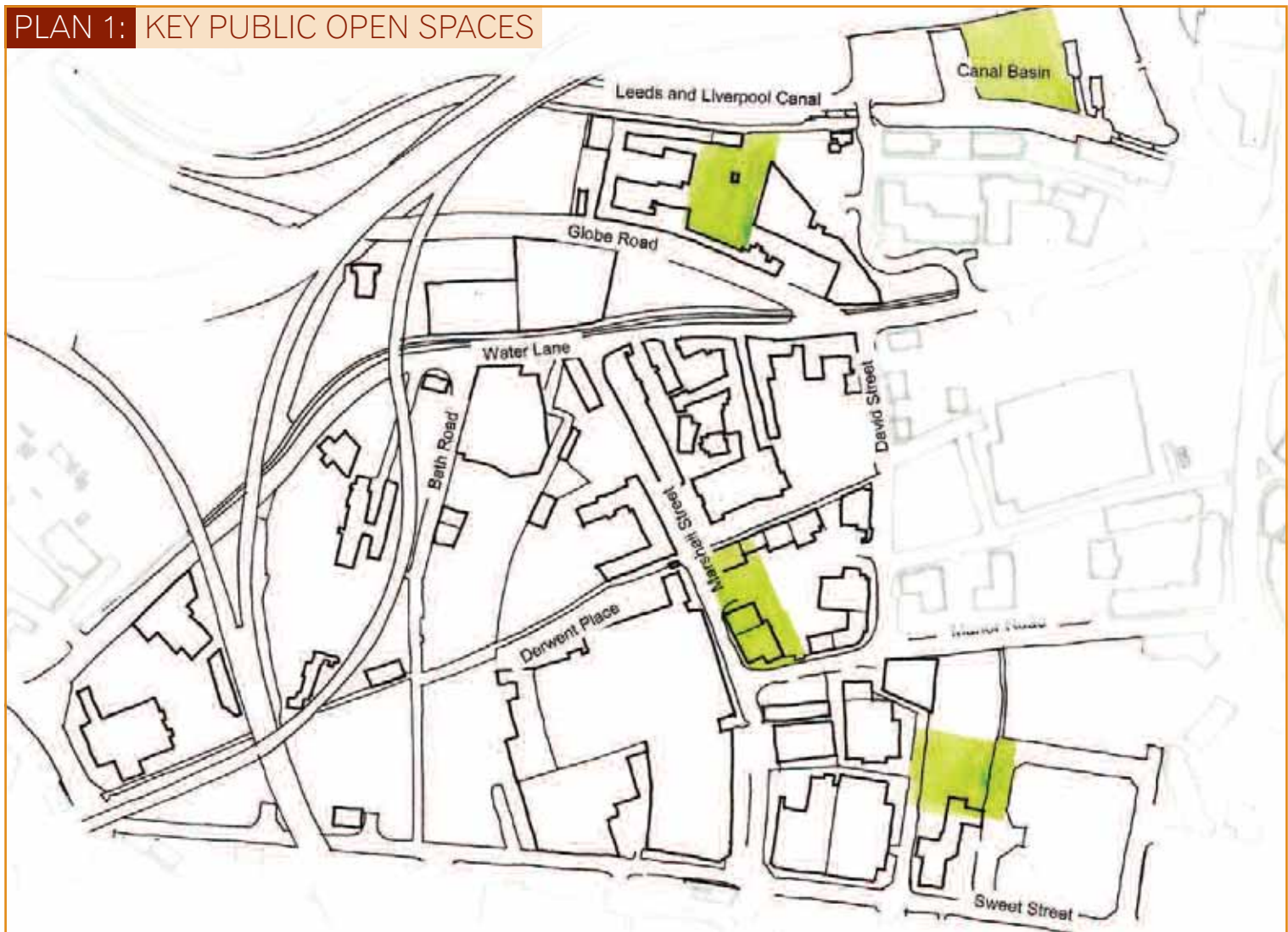
- opportunities to enable use of solar energy through natural lighting, solar gain, solar heating and photo-voltaics by the design, layout and orientation of buildings are to be maximised.
- the village should be made permeable to pedestrians. A fine grain should be retained by the avoidance of long, unbroken building frontages.
- sustainable alternatives to the car will be promoted including improved access to the railway station and encouragement of cycling and walking.

- key views across and out of the village, for example, of the three towers at Tower Works should be retained.

These principles are applied in a series of five Area Statements in Part 2 of this framework. Their purpose is to provide more site-specific guidance to prospective developers and their agents. Each area has its own distinctive character and in most cases has a group of listed buildings as its core. The boundaries have been chosen based on strong physical features such as roads and the railway viaducts rather than site ownership. Most of these areas comprise more than one ownership. Preferably each area will be brought into a single ownership or a small number of development parcels, which are each large enough to achieve the vision.



## PLAN 1: KEY PUBLIC OPEN SPACES



### 4.2 Public realm general principles

A new public realm will be at the heart of Holbeck Urban Village. It will be stylish, safe and clean and extend throughout the area and link it to neighbouring areas. It will give priority to pedestrians and cyclists, extending seamlessly across both adopted and privately owned open space. General principles are:

- 20% of the overall area of the urban village will be devoted to publicly accessible open spaces. There will be a series of spaces of different size and character located at key places such as in front of Temple Works. These locations are identified on the five Area Statements. The spaces should be enclosed by buildings and animated by active uses on the ground floors of the enclosing buildings and should include a variety of hard and soft treatments. Any arts or cultural use within the surrounding buildings will be encouraged.
- a limited palette of largely natural paving materials will be used throughout. Existing natural paving materials in the area including granite sets will be re-used.
- traffic will be calmed in a number of ways, e.g. the widening of footways by reducing carriageway widths or by the use of land from adjacent sites if necessary, pedestrian crossings and pedestrian-type materials on carriageways.
- public art will be encouraged throughout the public realm.
- new street lighting and street furniture will be provided with a stylish modern appearance, which will help to unify the area.
- introduction of trees within streets and squares and green space for their aesthetic and physical benefits to the area.





## 4.3 Specific proposals

### 4.3.1 Holbeck Triangle

There are several possible different uses of this area. In the short term it could take excavation material, subject to the necessary consent, up to the level of the railway tracks. End uses could include a wildlife area, wind turbine or piece of iconic public art.

### 4.3.2 Routes and Linkages

Subject to the agreement of British Waterways, it is intended that the path on the south side of the canal, which is currently gated off for private moorings, should be opened up to public access from the lock keeper's cottage to Globe Road. This may entail moving the moorings westward.

There are a number of other proposals to improve the area's connectivity, especially for pedestrians, to the adjacent areas:

- Sweet Street bridge re-opened to some traffic. This might lead to a reduction of traffic using Globe Road and Water Lane.
- bridges over both the canal and the River Aire to connect the north-western part of the village to the rapidly re-developing Whitehall Riverside area on the north bank of the river.
- an enhanced pedestrian environment along Neville Street and Dark Neville Street, as this is the main pedestrian route into the city centre. An alternative route for pedestrians through this area is also proposed through one of the river arches.
- a high-level walkway, using the redundant railway viaduct next to Bath Road, looking out over the urban village would be very dramatic. This would be physically linked to accommodation in the arches below and some adjacent developments. The walkway could be planted to create a linear park, providing pedestrian access to the south of the area.
- the Hol Beck is something of a wasted asset owing to the fact that it is either culverted or in a deep narrow channel and is therefore largely unseen. The intention is to create a public footpath along its north bank, with the potential to open up views and improve its biodiversity.
- the main pedestrian route running east to west through the area along Derwent and Union Place will be lit and generally enhanced. This will provide a good link to the community to the south, via Bridge Road. Another pedestrian route across Jack Lane has also been identified, as a link to the community to the south and this will also be enhanced as part of the Beeston Hill and Holbeck Neighbourhood Renewal Area proposals.



A public art trail will be developed, based on the area's heritage.

#### 4.3.3 Public Art

Leeds City Council will develop a public art strategy for the area. This strategy will have three key components:

- artists will be invited to play an integral role in the design of the major public open spaces and routes throughout the area
- a public art trail is to be developed through the area, based on the area's heritage
- Holbeck Triangle is an ideal location for a large iconic piece of public art

#### 4.3.4 Materials

The aim is to have a limited palette of high quality paving materials, street furniture and lighting to create a seamless public realm throughout the area, whether publicly or privately owned. The materials currently under consideration for use are:

- grey granite flags or tumbled Yorkstone sets for pedestrian areas

- wide section grey granite kerbs
- grey granite sets for drainage channels
- artificial sets for the carriageway
- reclaimed dark granite sets for parking bays.

Street furniture will include generous provision of seating throughout the area and will be simple, bold and contemporary in appearance.

The external lighting of the area will be designed to improve personal safety, reinforce the character of the different spaces and avoid clutter. Again, the appearance of the various fittings will be simple, bold and contemporary and will be selected from a limited range. Lighting should be designed to minimise light pollution and preferably be powered by renewable energy.

#### 4.3.5 Funding

It is estimated that the creation of this enhanced public realm and improved linkages into the area will cost in excess of £30 million. It is proposed that this be paid for by a combination of Objective 2 funding, Yorkshire Forward and match funding developer contributions.

Appendix 1 sets out the basis for developer contributions. These would be paid into a public realm fund which covers the whole of the urban village. By this means, work can be undertaken on a strategic basis in accordance with priorities rather than on an ad hoc basis as developments occur across the area.



ONE OF  
THE WORLD'S  
FIRST  
SPECIALIST  
ENGINEERING  
FOUNDRIES

---



Relevant UDP policies are N18A, N19, N22, CC5-6, CC8, BC1, BC7

## 5. CONSERVATION & LISTED BUILDINGS

### 5.1 Statutory protection

The core of the urban village is designated as Holbeck conservation area. Since its designation in 1991, a greater knowledge of the architectural and historic importance of the area suggests that the boundary was drawn too tightly and it has been extended (see Plan 4).

In addition, the north eastern area of the village falls within the Canal Wharf conservation area (designated in 1979).

There are 33 listed buildings within the area, of which Midland Mills was listed most recently. Temple Works is listed Grade I, while Marshall Mills and the Green Sand Foundry off Water Lane are listed Grade II Star (See Plan 4). All of the listed buildings have strong industrial / archaeological interest.

There are no scheduled ancient monuments within the area, but the Round Foundry off Water Lane is an area of archaeological interest included in the West Yorkshire County Sites and Monuments Register.





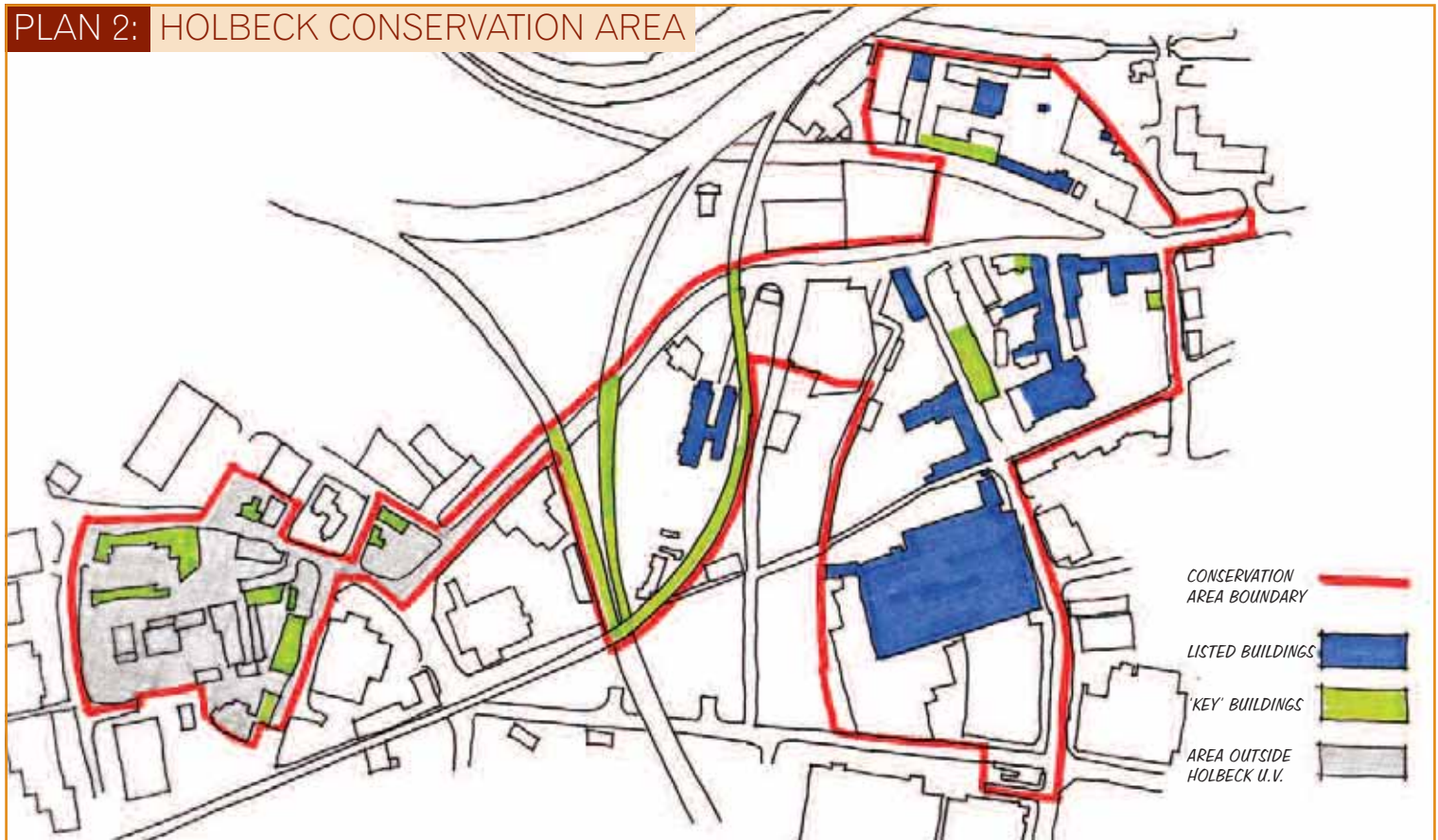


Listed Buildings: 1. Midland Mills, 2. Temple Works, 3. Marshalls Mill





## PLAN 2: HOLBECK CONSERVATION AREA



*This rich heritage is what gives the area its special character, and retaining this is one of the key aims for Holbeck Urban Village*

### 5.2 Effect of statutory protection

This rich heritage is what gives the area its special character, and retaining this is one of the key aims for Holbeck Urban Village. Therefore, what is appropriate for the conservation area and the collection of listed buildings is appropriate for the urban village more generally.

The aims are to:

- retain buildings that contribute to the character of the conservation area.
- find uses where necessary for the buildings that are to be retained that are not only appropriate to the urban village, but which also work as far as is possible with the fabric of these buildings.
- re-develop gap sites with buildings that are sensitive to their location and of the highest architectural quality. This usually includes building to similar heights to neighbouring buildings and using high quality materials that are traditional in the area.
- use listed building legislation where necessary to ensure that the fabric of redundant listed buildings awaiting new uses is at least maintained in a wind and weather-tight condition and is secured from vandalism.





Relevant UDP policies are T1-5, T9, T23, T26, Appendix 9

## 6. MOVEMENT & PARKING

*Minimised parking will be integrated in such a way as to discourage the use of the car for local journeys in preference to walking and cycling*

### 6.1 Transport

The intention is to retain the existing road layout and in some cases to add to it. However, the Council will undertake major changes to the detailed arrangement of these roads in order to:

- create a pedestrian friendly environment that will promote walking and cycling both into and throughout the area
- traffic calm the area to reduce vehicle speeds
- minimise traffic levels throughout the village, particularly on Globe Road and Water Lane
- provide safe and efficient movement of all modes of transport
- improve the street lighting to make the area safer and more attractive for pedestrians at night

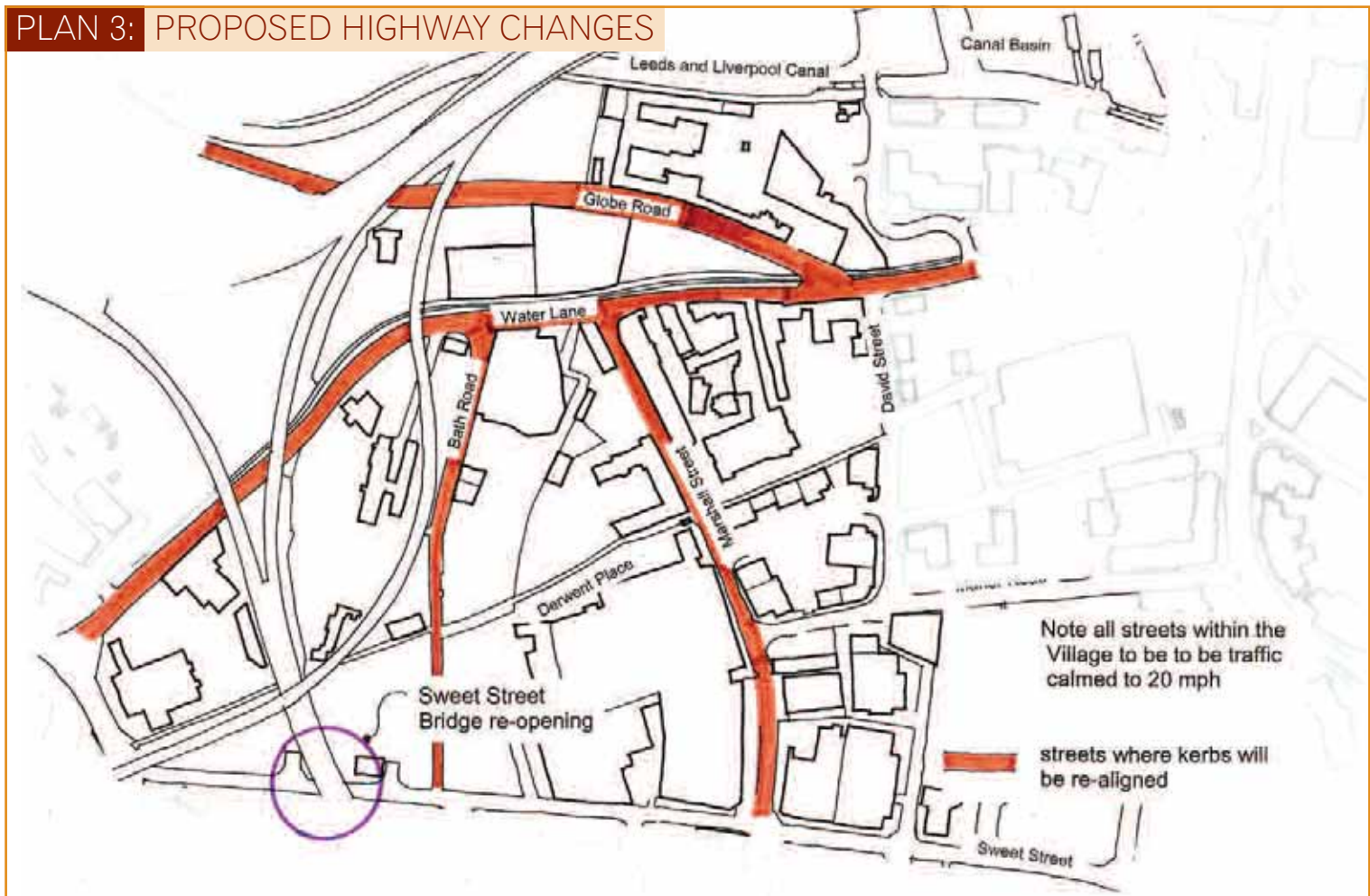
The following key changes are proposed (See Plan 5 overleaf):

- re-open Sweet Street Bridge
- carriageways generally reduced in width
- footpaths increased in width, incorporating street trees in some instances
- signalling that the area has been traffic calmed to create a 20 mph speed limited area
- reductions in the current level of on-street parking
- alternative routes to the motorway and West Leeds will be sought so as to reduce traffic through the area
- current levels of through traffic reduced, provided that this does not lead to an increase in traffic in adjacent residential areas
- provision of cycle parking and cycle user facilities within buildings will be encouraged

The Council will hold talks with Metro to encourage the provision of one or more bus services through the area whilst not reducing the attractiveness of the area to pedestrians.



## PLAN 3: PROPOSED HIGHWAY CHANGES



## 6.2 Parking

In order to achieve the twin objectives for the village of encouraging sustainable forms of movement and of creating an attractive environment for users of the area, parking will be kept to a minimum. The maximum parking allowable is the standard allowed for the city centre core as set out in the Unitary Development Plan, (Volume 2 appendices 9a and 9b).

In all instances, every encouragement will be given to developing with the minimum acceptable parking provision, which for some uses may be none. Developers will be expected to consider the shared use of parking spaces for mixed-use schemes, green travel plans for staff and the provision of car pools / car share. Minimised parking will be integrated in such a way as to discourage the use of the car for local journeys in preference to walking and cycling.

The Council will investigate the feasibility of getting a private developer to construct and operate a multi-storey car park on land adjacent to the disused viaduct. The capacity of this car park would be restricted to the number of parking spaces generated by the developments that used it, applying the city centre core guidelines. An excellent design will be required, possibly incorporating another use on the perimeter of the car parking, e.g. offices to provide a more interesting appearance. A second multi-storey car park adjacent to the disused viaduct would also be considered in the north west part of the area.





1. New footbridge at Canal Basin. 2. Car parking at Granary Wharf. 3. Railway viaduct, Neville Street. 4. Traffic movement along Water Lane. 5. Car parking at the Round Foundry.









Relevant UDP policies are N54, BD5A AND SPG10, Sustainable Development Design Guide and the Sustainable Urban Drainage Guide

## 7. RESOURCE EFFICIENCY & BIODIVERSITY

*The expectation is that at least 10% of energy requirements should be met by renewable energy generation*

Creating a truly sustainable area will probably be the single most important aspect that sets Holbeck Urban Village apart from other high quality mixed-use areas within the city centre such as The Calls.

Leeds City Council and Yorkshire Forward will assist developers by investigating further, and implementing where appropriate, a range of sustainability measures that will benefit the entire area.

Developers will be required to include a sustainability report with their planning applications that demonstrates how they will achieve a minimum 10% reduction in CO<sub>2</sub> emissions compared with a Part L of the Building Regulations 2006 approval. The report should also cover other aspects of sustainable development such as water conservation, as set out in the Council's Sustainable Development Design Guide and also specific issues set out below.

Sustainable technology adding to visual interest







Much of Holbeck Urban Village area lies within a flood plain identified by the Environment Agency.



### 7.1 Eco homes and BREEAM standard

Residential developers will be expected to design and build these dwellings to reach a rating of 'Excellent' under the Eco Homes standard as set out by the Building Research Establishment. Further, proposals should score a minimum of seven CO<sub>2</sub> credits and at least fourteen overall on the energy credits section.

Non-residential developers will be expected to design and build to the Building Research Establishment BREEAM standard, achieving a rating of 'Excellent' for new build and a minimum of 'Very Good' for refurbished buildings.

In all developments a design-stage Eco Homes and/or BREEAM assessment by accredited assessors will be required and a S106 Agreement will be expected for a similar post-construction review.

Developers will be encouraged to gain the Eco Homes / BREEAM pollution credit for the inclusion of a zero emission energy source. The Council will investigate and, if appropriate, facilitate the supply of shared green energy, e.g. from a combined heat and/or power and/or a community renewable resource, to supply developments in the village.

Developers will be urged to design their buildings for passive ventilation. This implies the avoidance of deep floor plans.

In exceptional circumstances developers may be unable to meet these design standards. In such cases they should submit a detailed written justification for consideration.

### 7.2 Sustainable construction materials

Developers are expected to use building materials and construction and management techniques that use high recycle content and low embodied carbon materials including the use of recycled aggregates. It is expected that the use of these materials and techniques will become the normal construction and best practice for developments in the area wherever possible.

At least 10% of the total value of materials used in the construction project must be derived from recycled and re-used content in the products and materials selected. The developer should also demonstrate that they have identified and implemented the most effective opportunities to increase the value of materials derived from recycled and re-used content, and quantify the improvement made.

The developer is expected to use the Waste and Resources Action Programme's (WRAP) recycled content toolkit at the design stage and a S106 agreement will be expected for a similar post-construction review.

### 7.3 Sustainable urban drainage

Much of the Holbeck Urban Village area lies within a flood plain identified by the Environment Agency. A strategic risk assessment will be carried out over the entire area to determine the flood risk. However, in advance of this study, it is certain that sustainable urban drainage will be required. This should minimise the surface water run off and peak storm flow into the drains and water courses.

Measures such as rainwater harvesting, green roofs, swales, infiltration and permeable drainage must be considered. Where ground conditions are not suitable for infiltration, the use of underground balancing structures or balancing ponds must be considered.

### 7.4 Water conservation

All developments must implement water use minimisation design and management. Rainwater harvesting, grey water recycling and low water use toilets, showers and taps should all be considered.



### 7.5 Renewable and low carbon energy

The expectation is that at least 10% of the predicted annual energy requirements of each development should be met by independent renewable energy generation. There are a number of different technologies available including solar (thermal panels, photovoltaic panels), bio-mass fuelled community heating and combined heat and power plants, community energy plants, wood fuel boilers, heat pumps, small scale wind generated electricity and fuel cells. The potential of a private wire system to link up local renewable energy sources should also be considered.

### 7.6 Waste management

A waste management plan is required to be submitted for each development that sets out how materials consumption will be reduced and materials re-used or recycled, both during the construction period and subsequent building occupation. A waste management plan will need to be submitted at the design stage and a S106 agreement will be expected for a similar post-construction review.

The Council will investigate setting up a local construction and demolition recycling scheme. In addition, developers should ensure that design for residential development is compatible with the Council's SORT green bin recycling collection service. A similar service for commercial waste may be available in the future. Appropriate storage space must be made available within all buildings. Consideration can also be given to storing appropriate recyclables awaiting collection below ground where it will be out of sight.

### 7.7 Bio-diversity

Developers will be encouraged to introduce landscape and planting into their developments that are particularly chosen to attract and support local wildlife. This will include green roofs. Designs should incorporate access to roosting/nesting sites for bats and birds. The otter habitat along the river corridor should be protected.





# 8. DEVELOPMENT SERVICES

## 8.1 Planning processes

Leeds City Council's Development Department is the planning authority for Holbeck Urban Village. It encourages a close working relationship from the outset with developers and their agents to ensure that their proposals meet expectations and that the subsequent applications, e.g. planning, listed building etc, can be dealt with expeditiously.

## 8.2 Section 106 Agreements

The Council will expect to negotiate Section 106 agreements with developers covering a range of benefits to the area including:

- affordable housing
- creation, maintenance and public access to privately owned open space
- contribution to the public realm pot
- local employment
- sustainable development







# APPENDIX 1

## DEVELOPER CONTRIBUTIONS TO PUBLIC REALM WORKS

### 1.1 Introduction

As part of the redevelopment strategy, a programme of public realm improvements has been established (see Section 4 and Appendix 2). This programme will greatly enhance the quality of the environment for pedestrians, residents and businesses in the area and the area's connectivity to the adjacent areas through:

- highway works to reduce the impact of vehicles on the area
- the creation of strong public pedestrian routes through the area connecting to the city centre and to the adjacent residential communities
- the creation of quality public spaces including public art
- reinforcing the distinct 'sense of place' for Holbeck whilst respecting the historical importance of the area

These works have been costed at over £30 million. Of this total cost, it is considered that the private sector contribution should be maximised, with the remaining sum provided through public sector sources.

The boundary within which this money will be spent is slightly larger than the urban village boundary and is set out on Plan 4 (page 36) in order to improve or enhance the connections into the area.

The implementation of these public realm improvements will increase the attractiveness of the urban village. As new developments, including changes of use, will directly benefit from this, it is considered that the most appropriate means of securing this funding from the private sector is through developer contributions. In accordance with guidance contained within Circular 05/2005 these contributions will normally be secured through S106 agreements or other appropriate methods.

### 1.2 Methodology

Contributions will be sought from developers on the basis of ability to pay. This will vary, primarily based on the uses within the proposed development. It is recognised that all users will benefit from this high quality public realm.

An assessment has been made of the approximate amounts of floorspace of the different uses that are anticipated once development of the urban village is complete, based on the guidance within the Revised Planning Framework.

An assessment has also been made of anticipated rental values per square metre for the different types of use. This is taken as a guide to the relative ability to help meet the public realm costs of these different uses and has been converted into a weighting factor.

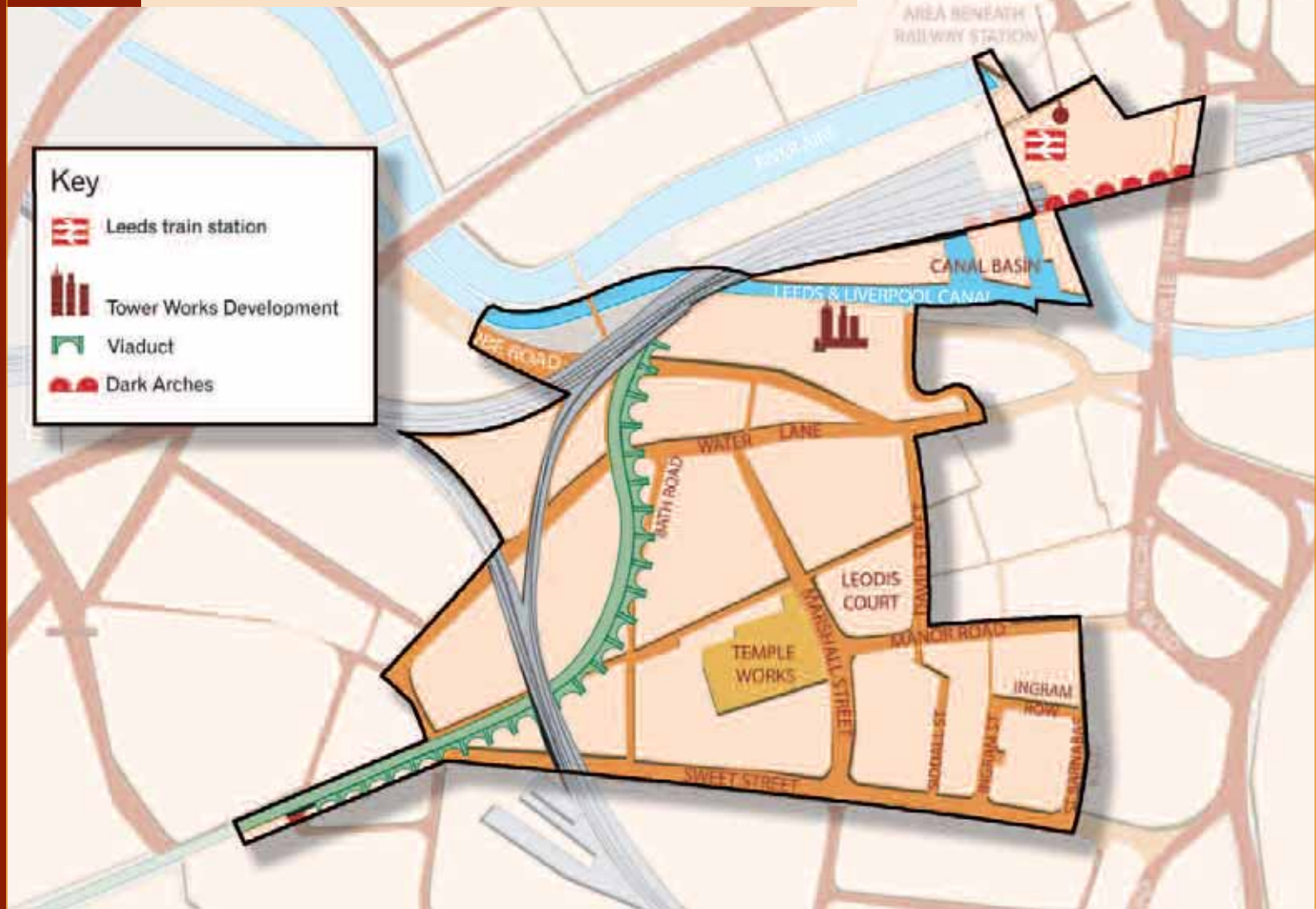
The required contribution per square metre for the different use types of new builds has been calculated from the figures below:

Use	Contributions per sq m of gross development
Private residential	£50
RSL residential	£0
Offices	£40
Workspace	£20
Leisure	£50
Retail	£50
Multi-storey car parking	£25

Changes of use / alterations to existing buildings will be assessed at 50% of these new build figures. Listed buildings will be exempted altogether.



## PLAN 4: PUBLIC REALM POT EXPENDITURE BOUNDARY



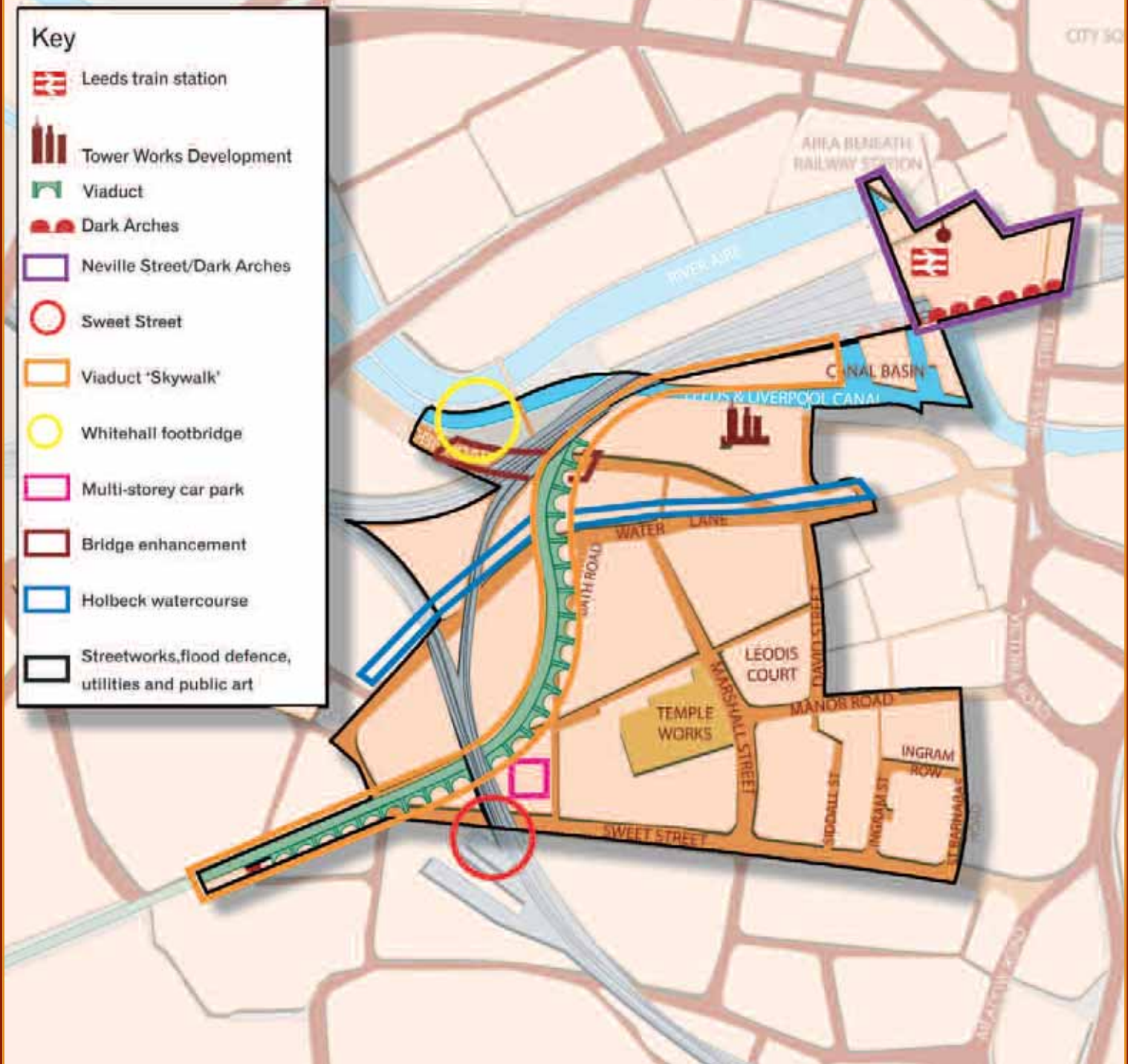
### 1.3 Other considerations

Reductions or possible exemption from contributions will be given if it can be satisfactorily demonstrated that the level of contribution required makes the development financially unviable. In such cases the developer will be encouraged to enter into an open book profit sharing arrangement in order to capture a share of the increase in value over time.

These guidelines will be kept under review to take account of changes such as increasing costs of public realm due to inflation and changes to the relative ability of the different use types to contribute. This review will occur bi-annually and the revised guide will be published on the Leeds City Council ([www.leeds.gov.uk](http://www.leeds.gov.uk)) and Holbeck Urban Village ([www.holbeckurbanvillage.co.uk](http://www.holbeckurbanvillage.co.uk)) websites.

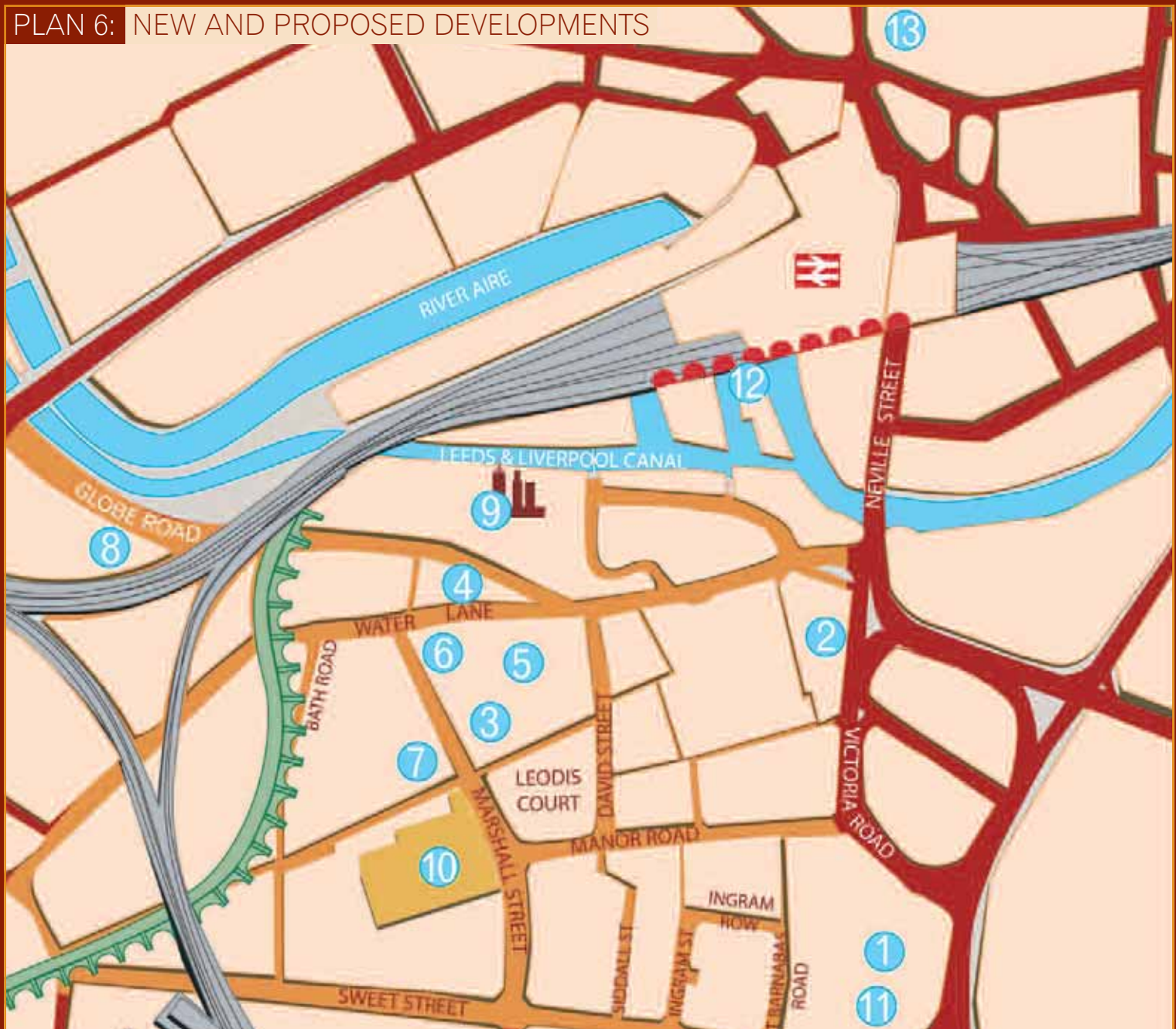
The level of developer contribution will be set at the time at which construction commences on site, not when the planning consent is granted.

PLAN 5: PROPOSED PUBLIC REALM WORKS





PLAN 6: NEW AND PROPOSED DEVELOPMENTS



1. No.2 City Walk: high quality office building forming part of a landmark development on the southern gateway to the city centre.

2. Bridgewater Place: 115 metre, 32 storey high landmark development on the southern gateway to the city centre.

3. Round Foundry: modern office accommodation within mixed use development.

4. Round Foundry (101 Water Lane): Grade II listed former foundry administration offices. Currently being redeveloped under phase II of the award winning Round Foundry development.

5. Round Foundry (Dry Sand Foundry): Grade II\* listed building of a former foundry. Currently under redevelopment to provide open plan office space.

6. Round Foundry (JHT Buildings): Grade II\* listed former foundry under phase II of the Round Foundry development, providing open plan office space.

7. Marshalls Mill: Grade II listed mill, adjacent to which new development will provide further contemporary office space.

8. Green Bank: new, mainly residential development including a 711 space multi storey car park.

9. Tower Works: landmark listed building dating back to the industrial revolution, being redeveloped by Yorkshire Forward.

10. Temple Works

11. Lateral

12. Granary Wharf

13. City Square

# APPENDIX 2

## DETAILS OF PUBLIC REALM PROPOSALS

### 2.1 Materials

One of the key aims of the public realm is to use a simple palette of materials throughout Holbeck Urban Village. The creation of one simple theme will connect the entire public realm together, reinforcing and unifying the character of the area. There will be an emphasis on good design, simple details and quality of workmanship. Variety and response to individual spaces will be created through different uses of light and texture with local details and materials in specific places. This should ensure that the public realm has interest, variety and design flexibility.

The main materials proposed to be used in Holbeck Urban Village are diamond sawn Yorkstone paving, tumbled Yorkstone sets, Marshall's Tegula sets or similar, wide grey granite kerbs and grey granite sets for the gutter detailing. Car parking bays will be surfaced using reclaimed dark granite sets. A concrete imitation stone set is proposed for the carriageway. Visually sympathetic tactile paving details will be used at pedestrian crossing points such as diamond sawn Yorkstone paving with in situ metal studs.

The materials palette uses mainly natural materials, which is in keeping with the historic context of Holbeck. These materials can be considered to be more sustainable as they are more durable than man-made products, re-usable and less energy intensive to produce.

### 2.2 Street furniture

The street furniture will be simple, bold and contemporary. The use of stainless steel, or galvanised steel for lighting columns, bollards, cycle racks and litterbins is proposed. The Woodhouse 'Geo System' or similar range of street furniture will be used.

There will be plenty of seating provided within Holbeck Urban Village along the streets and in the public squares; simple 'stone slab' benches will be one 'low key' option and will relate to the surrounding architecture.

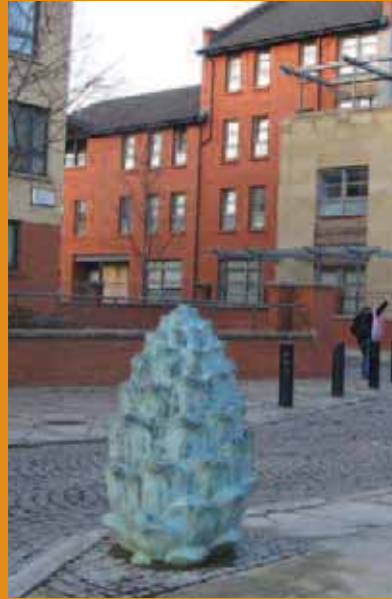
### 2.3 Lighting

Lighting within the urban village has a key role to play in creating a variety of spaces and improving security and safety in the area. The strategy should use a variety of techniques and lighting to create different effects:

- standard lighting along the streets will be positioned down one side of the road, creating a procession of columns rather than a clutter of staggered ones
- where possible, principal facades of buildings will be lit to provide ambient light
- mounting lighting on building facades reducing the need for stand alone columns and thus clutter within the street scene
- the use of more human scale lighting will be used in pedestrian areas
- the Woodhouse 'Geo' or similar lighting range will generally be used
- lighting will be provided in association with the seating to ensure that these areas are well lit in specific places. This should ensure that the public realm has interest, variety and design flexibility.







L to R: Trees creating an attractive seating area; Public art doubling as street furniture; The universal appeal of water.

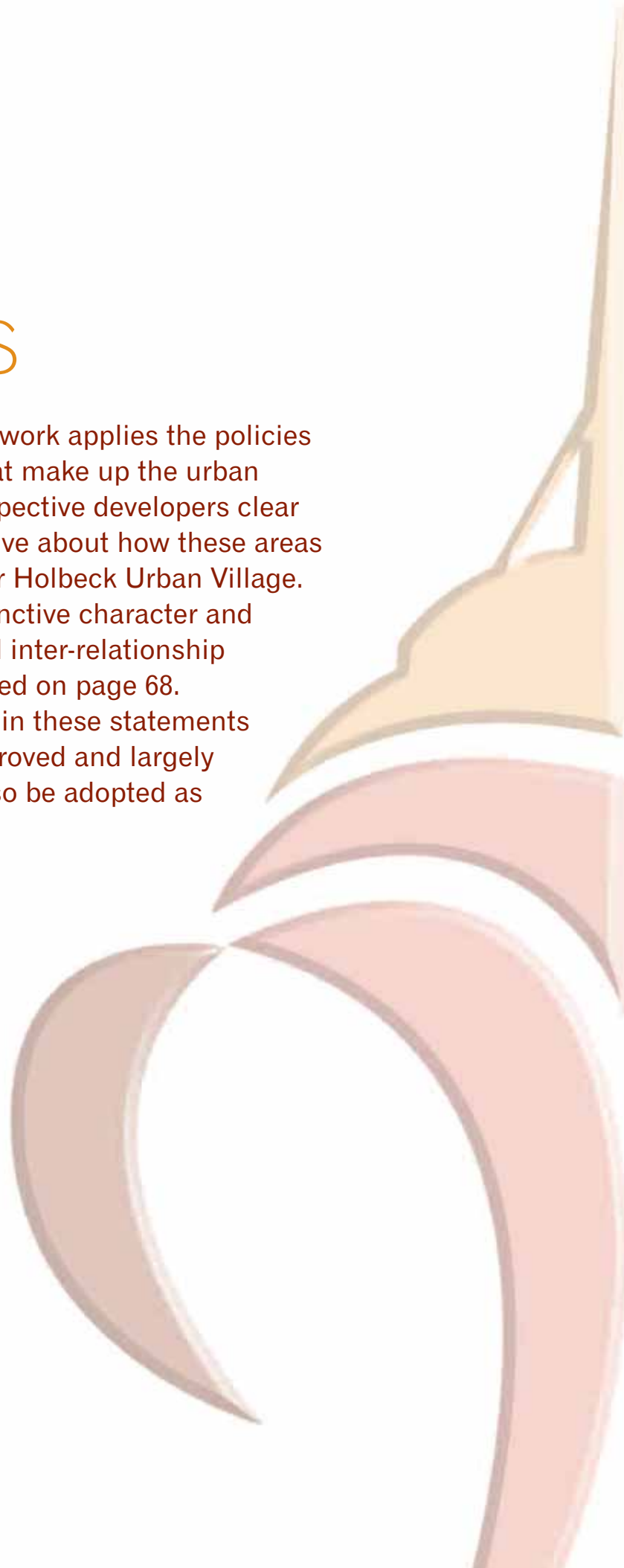


1 to 5: Materials should retain and complement the existing urban grain.



# AREA STATEMENTS

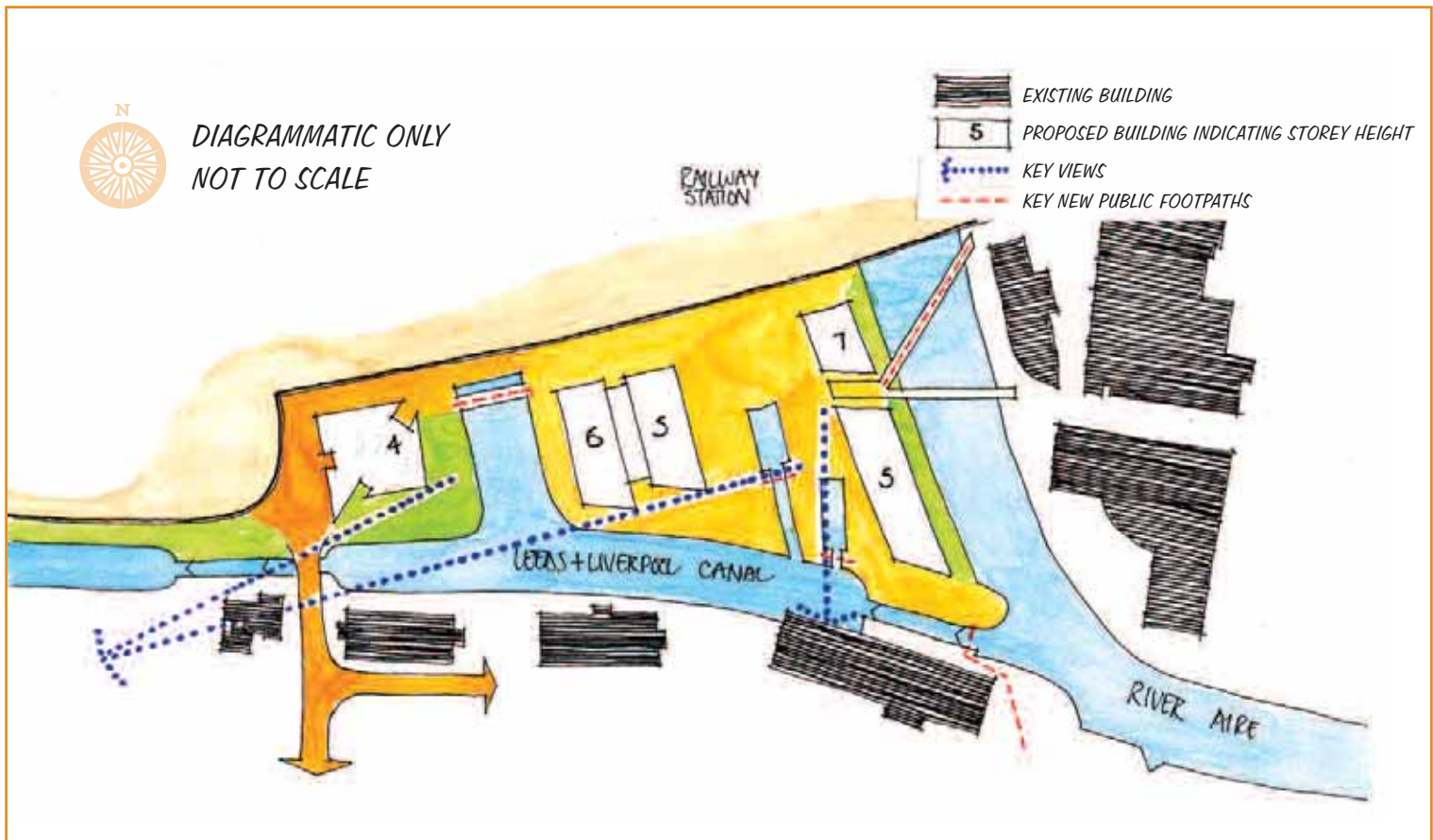
This second part of the Revised Planning Framework applies the policies set out in Part One to the five separate areas that make up the urban village. These Area Statements aim to give prospective developers clear guidance without being unnecessarily prescriptive about how these areas can be developed to help to realise the vision for Holbeck Urban Village. Each area has been chosen on the basis of distinctive character and strong physical boundaries. The boundaries and inter-relationship between the five area statement cells is illustrated on page 68. The Round Foundry area has not been included in these statements as a regeneration scheme has already been approved and largely implemented. Part Two of this document will also be adopted as Supplementary Planning Guidance.











# 1. GRANARY WHARF

## 1.1 Character

This is an area of very special character, which derives from:

- the railway viaduct and station which forms a very strong northern edge
- the presence of water in the form of the canal basins and the river, with boating activity on the canal which brings an air of festivity and a touch of colour
- views of several surrounding listed buildings related to the development of the canal and of the three towers at Tower Works. However, the character of this area, which is currently undeveloped, is degraded by its use as a car park.

The aim is to retain and enhance the character of the area by:

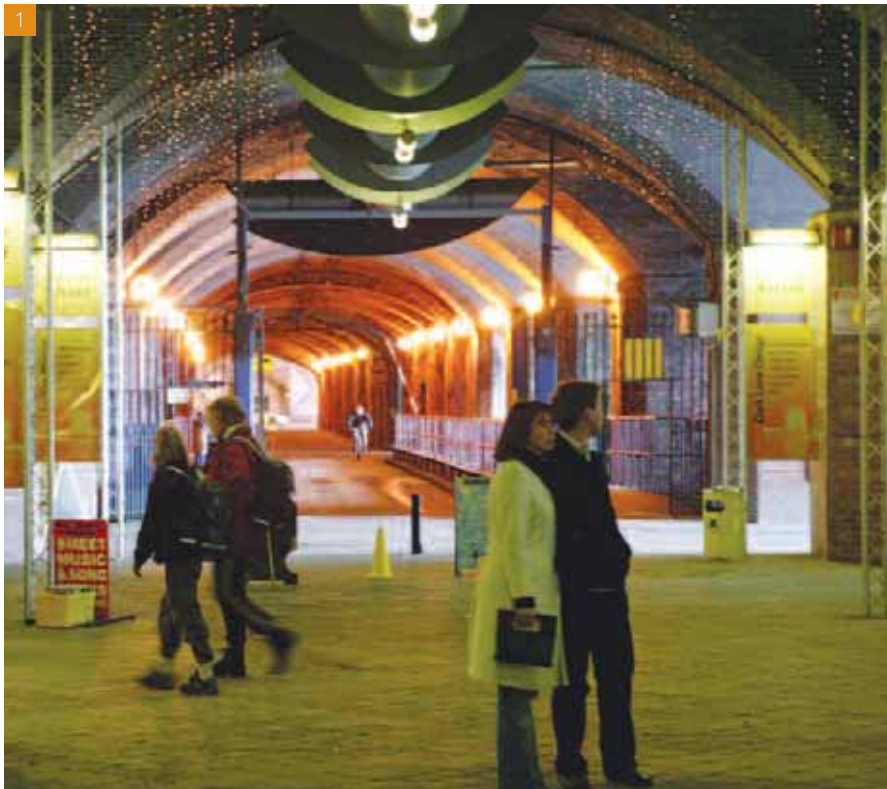
- restoring the canal and enhancing the planting to the river bank
- relocating the car parking
- creating a significant new public realm, which focuses on the docks and affords views of the viaduct and listed buildings. This public realm should be designed and managed to encourage greater boating activity throughout the year.
- adding new buildings that are both excellent contemporary architecture and sympathetic to the scale and character of the surviving listed canal architecture (the Granary building, the lock keeper's cottage and adjacent bridge). It is suggested that this can be achieved by restricting heights to that of the tallest context buildings (the ridge of the Granary building) and by using an element of local material in the palette of materials).

It is anticipated that a greater quantum of floorspace may be required to produce a commercially viable scheme than these height restrictions and public realm requirements would allow. A case for taller buildings would need to be supported by a viability case.

New buildings should develop a modern architectural language that have a waterside character. They should be 'tweedy' in contrast with the smooth / slick façade treatments that are common elsewhere in the city centre.

The new buildings should each have their own identity and yet appear as different members of the same family.





1 and 2. Views looking along Dark Neville Street and Dark Arches beneath Leeds City Station.  
3. Lock keeper's cottage

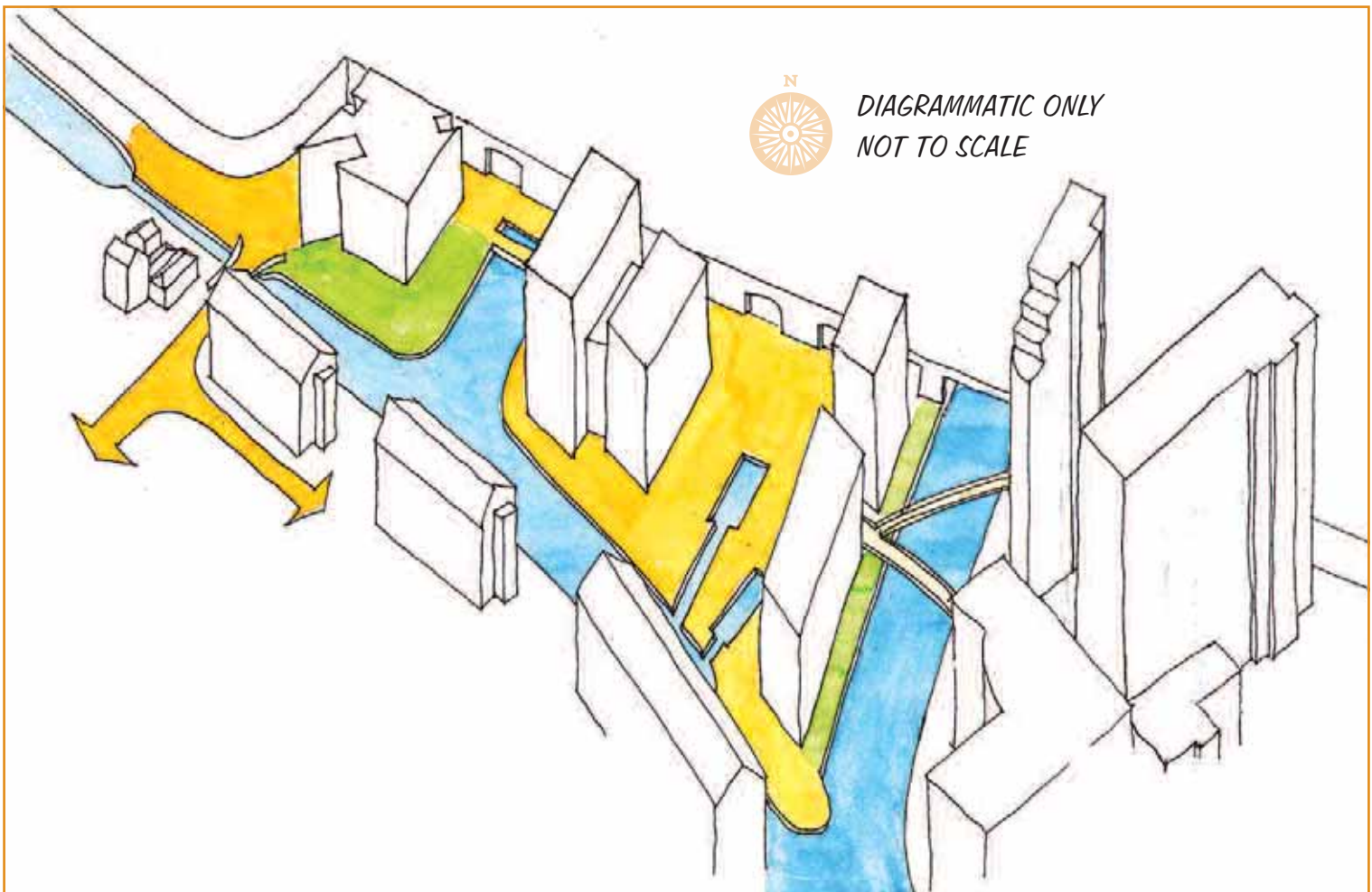
## 1.2 Continuity and enclosure

The canal and the viaduct both provide a strong sense of visual continuity between this area and adjacent areas to the east and west. Of particular concern to this study is the area to the west which is within the urban village (as opposed to the east which moves into an area with a very different character).

The viaduct also provides a strong sense of enclosure to the northern edge. However, by contrast the recent development on the southern edge of the canal fails to provide adequate enclosure to what is currently a very large open space south of the viaduct.

The aim is to retain the visual continuity of the canal and viaduct and to create an appropriate sense of enclosure by:

- siting buildings in a way that maintains clear views of canal and viaduct, including along their length, together with framing views of Granary Wharf, the lock keeper's cottage and bridge and the towers of Tower Works from key spaces within the development
- designing buildings to contrast with the viaduct by, for example, being a different height, or built in contrasting materials
- locating and developing buildings at appropriate height to provide visual enclosure to the public realm
- where private spaces are to be provided, e.g. through the use of perimeter blocks, there should be a clear distinction between public and private without having to resort to the use of signs



### 1.3 Public realm

The public realm is currently limited to the water's edge in the south-east and south-west corners of the site and is poorly landscaped.

The aim is to create a substantially enlarged public realm of the highest quality that will contribute to this becoming a major destination within the city. Due to the specific nature of the site and its access constraints, proposals will focus on providing a largely pedestrian public realm. At least 20% of the overall site area should be devoted to public open space.

A key public space is required. This should be well orientated in relation to the sun, have water on one or more of its edges and enclosed by buildings, having a range of uses on the ground floor that will bring life and activity to the space.

A minor space should be retained at the confluence of the river and the canal where there is the interest in watching boats coming through the lock.

There should be a variety of routes for pedestrians through the area that connect the major and minor spaces with the water's edge and viaduct and the major entry and exit points into the site (see Section 1.4 Movement below).





Car parking at Granary Wharf

## 1.4 Movement

The site is currently dominated by parking (generally by people who are using the city centre).

The aim is to restrict parking in future to that needed to support this development and to accommodate it where it is not seen and where it does not sterilise land for development including public realm. In addition, provision has to be made for pedestrian circulation around the area as described above, and for servicing the area without interfering with the enjoyment of the area by pedestrians. This can be achieved as follows:

- vehicular access by both cars and service vehicles should be via the bridge adjacent to the lock keeper's cottage and only this route.
- parking should be restricted to servicing this development only, in accordance with the standards for Holbeck Urban Village. These spaces should be accommodated within the viaduct arches at the western end of the site.

- service vehicles could be allowed access over the pedestrian dominated public realm areas. However, if vehicle numbers and size are likely to be substantial, limited hours of access will be negotiated.
- pedestrian routes within the site should connect well with the various arrival points, which are from Dark Neville Street, across the canal to the east of Granary Wharf, over the bridge by the lock keeper's cottage and potentially from the proposed viaduct walkway.
- a footpath should be created along the riverbank. The bottom of the bank would provide closer visual contact with the water and would be preferred if there were adequate headroom under the new footbridge. However if this location is selected, the bank should be rolled back in order to retain a soft green edge to the river.
- easy circulation around the edge of the canal and the dock basins should also be provided for. Consideration should be given to providing simple footbridges across the mouths of the two former dry docks.

## 1.5 Views

There are important views into the site from the canal bridge to the west and from Victoria Bridge to the east. There are also views from within the site of several listed buildings related to the canal (Granary Wharf, lock keeper's cottage, and the adjacent bridge) together with the three towers of the Tower Works site. Furthermore, there is an elevated view across the site of the three towers from the railway station bridge over the tracks.

The aim is to retain these views as far as possible whilst allowing new development and enhancing them by framing them where appropriate. In addition, views within the site of the dock basins and of sections of the viaduct should be retained.



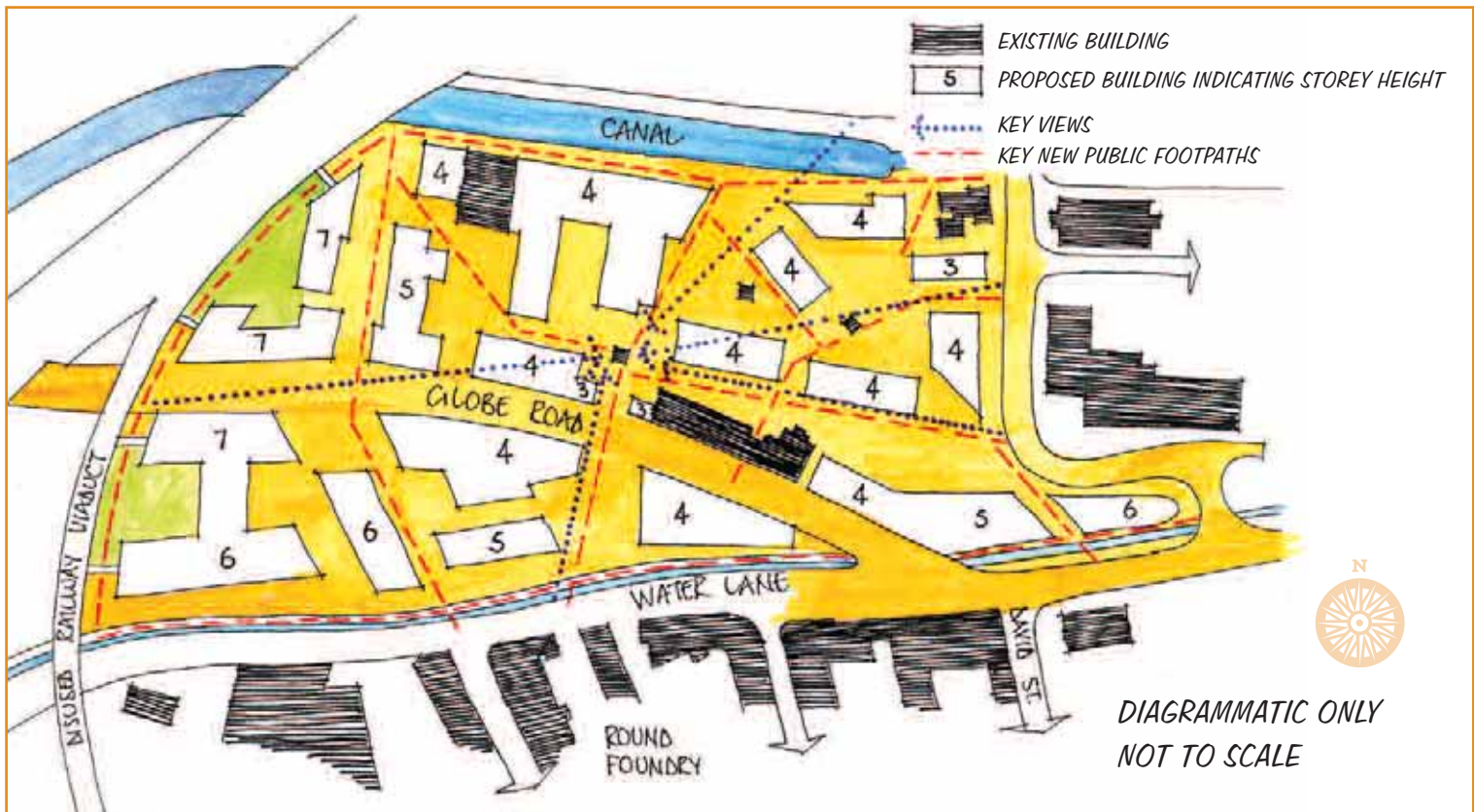


1 to 5: The canal and the viaduct provide a strong sense of visual identity and continuity between Granary Wharf and the adjacent areas. Development should retain a variety of routes for pedestrians connecting major and minor spaces with the water's edge.









## 2. TOWER WORKS

### 2.1 Character

The character of this area derives largely from its seven listed buildings, especially the Italianate towers and the lock keeper's cottage and canal bridge. The canal itself is largely hidden from view from the main part of this area. Similarly, the Hol Beck runs in a deep channel and is only clearly seen from its bridges.

There are a number of gap sites, unexceptional twentieth century buildings and surface car parks that significantly reduce the character of this area.

The aims are to:

- maximise the visual impact that the listed buildings have on the area. This can be achieved by protecting and opening up new views of them. Also, new buildings in their immediate vicinity should generally respect their scale and heights so that they remain visually dominant. This suggests heights no greater than the ridge of the listed

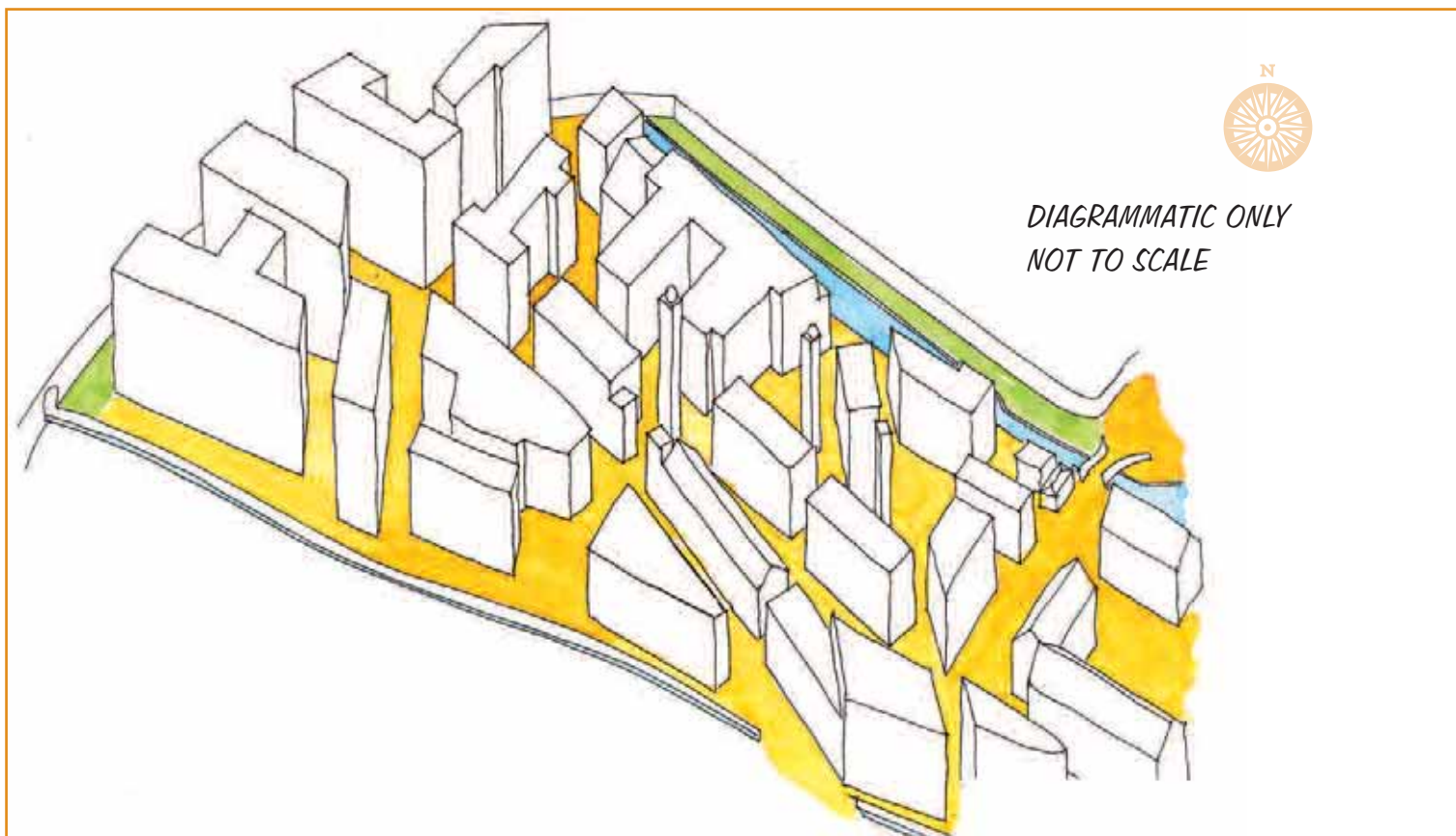
Globe Road. Buildings of this general height would also relate well in height terms with the Round Foundry area to the south with its similar historic character. It may be appropriate for new buildings to increase gradually in height away from the listed buildings.

- open up the south side of the canal to view and pedestrian access from the Globe Road direction. This connection with the canal could be enhanced by the creation of new water bodies e.g. rills.
- enhance the appearance of the Hol Beck and creating a new footpath along the north side whilst also re-opening closed footbridges.
- redevelop/remodel the poor quality buildings, gap sites and surface car parks. Buildings should generally be sited at back of footpath as is the tradition in this area, with gaps about every 50 metres to allow for pedestrian access through the area.

Other considerations for potential planning applications are:

- new buildings should be both good contemporary architecture whilst retaining and reinforcing the special character of this part of the Holbeck conservation area (see Holbeck Conservation Appraisal). Use of traditional building materials, e.g. red brick or sandstone is one obvious way of building on local tradition.





## 2.2 Continuity and enclosure

The canal, Hol Beck and viaduct all have the potential to provide visual continuity between this and adjacent areas, but for reasons considered above, this potential is largely unrealised.

There is little sense of enclosure to either Globe Road or Water Lane, which are the two main routes through the area.

The aim is to increase the visual prominence of the canal and Hol Beck as set out in Section 2.1 above. The visual prominence of the viaduct could be increased by opening up framed views of parts of it by, for example, siting buildings at right angles to it.

The new public realm that is to be created should be given an adequate sense of enclosure by the buildings that define these spaces, whether they be streets, squares or alleyways. Generally the smaller the space, the lower the buildings that define it should be.

## 2.3 Public realm

This area currently contains little or no public realm apart from the traffic dominated Globe Road and Water Lane.

Developers are required to allocate 20% of their overall site areas as public open spaces such as squares and alleyways. It would be appropriate to the character of this part of the village if these were provided in the form of a series of interlinked smaller spaces of varying character rather than a single large space.

The larger spaces should be located adjacent to key points of interest in the area such as the canal and the towers. They will provide both a space for activity and a setting for these features.

The spaces should be linked by principal footpaths across the area. They should be enclosed by buildings that have active uses on their ground floors.



Views of Tower Works

## 2.4 Movement

The aims are to:

- reduce the impact of traffic on Globe Road and Water Lane
- open up a series of new pedestrian routes to increase the permeability of the area
- provide convenient access points to the proposed park on top of the disused viaduct
- provide small car parks at the eastern and western entrances to the village for the benefit of users of the village, taking cars off the road network as quickly as possible. These should be provided in the form of multi-storey car parks that are 'wrapped' and possibly 'capped' by other uses to enhance their appearance.
- any parking within individual curtilages to be screened from public view, e.g. in basements or beneath a landscaped deck.

Specific proposals include:

- the creation of a public footpath along the south side of the canal from the canal bridge to Globe Road at the western edge of the area
- lateral connections to the above footpath from both the Tower Works site and another connection to the west, extending northwards from Marshall Street
- a direct route from the canal bridge to the footbridge over the Hol Beck through what is currently a public car park
- a route from the canal, through the Tower Works site, across Globe Road, across the land between Globe Road and Water Lane and across the Hol Beck
- alongside the viaduct (at ground level)
- along the north bank of the Hol Beck.

This should include consideration of opening up an arch in the redundant viaduct to allow this new footpath to pass through.

The small triangular site between Globe Road, the canal and the railway viaduct to the north-west of this area should be reserved as a landing point for a proposed footbridge to connect Holbeck Urban Village with the Whitehall Riverside area.

Servicing should be off-road within the individual developments on public realm pedestrian dominated space with small parking amenities.

## 2.5 Views

There are currently important views of the three towers from:

- Globe Road near the viaduct bridge
- the canal bridge by the lock keeper's cottage
- the public car park to the south of the lock keeper's cottage
- Water Lane adjacent to the Round Foundry

The aim is to retain these views in subsequent redevelopment schemes and to open up further key views where the opportunity presents itself.







1. A painting of the Temple of Horus in Edfu, Egypt upon which Temple Works (2) in Holbeck is modelled.

## 3. TEMPLE WORKS

### 3.1 Character

This area has great strength of character that comes particularly from its four listed mill buildings and two railway viaducts. Of the mill buildings, Temple Works is highly unusual, being modelled on an Egyptian temple. The character of the area is eroded, however, by buildings of poor architectural quality, vacant sites and car parking.

The aim is to maximise the benefit to be derived from the above buildings and structures and to provide a greatly enhanced setting for them.

Temple Works is being vacated and the owners are in discussion with the Council regarding appropriate new uses that are both compatible with this Grade I listed building and provide public access to the interior (not currently possible). Such uses might include exhibition galleries or showrooms.

The viaduct arches have generally been infilled in an unsympathetic manner that does not reveal the form of the arches. New uses in these arches should infill them with materials such as glass that will fully reveal the arch form.

The gap sites including the surface car park in this area should be redeveloped. Buildings should be good examples of contemporary architecture that also retain and reinforce the character of this special area. The use of similar building materials to those found traditionally in the area, e.g. red brick or sandstone, would be one obvious way of doing this.

New buildings should also be sympathetic in scale to adjacent listed buildings. New buildings should generally not be taller than their listed neighbours. Elsewhere in this area, buildings up to approximately six storeys high are considered appropriate.

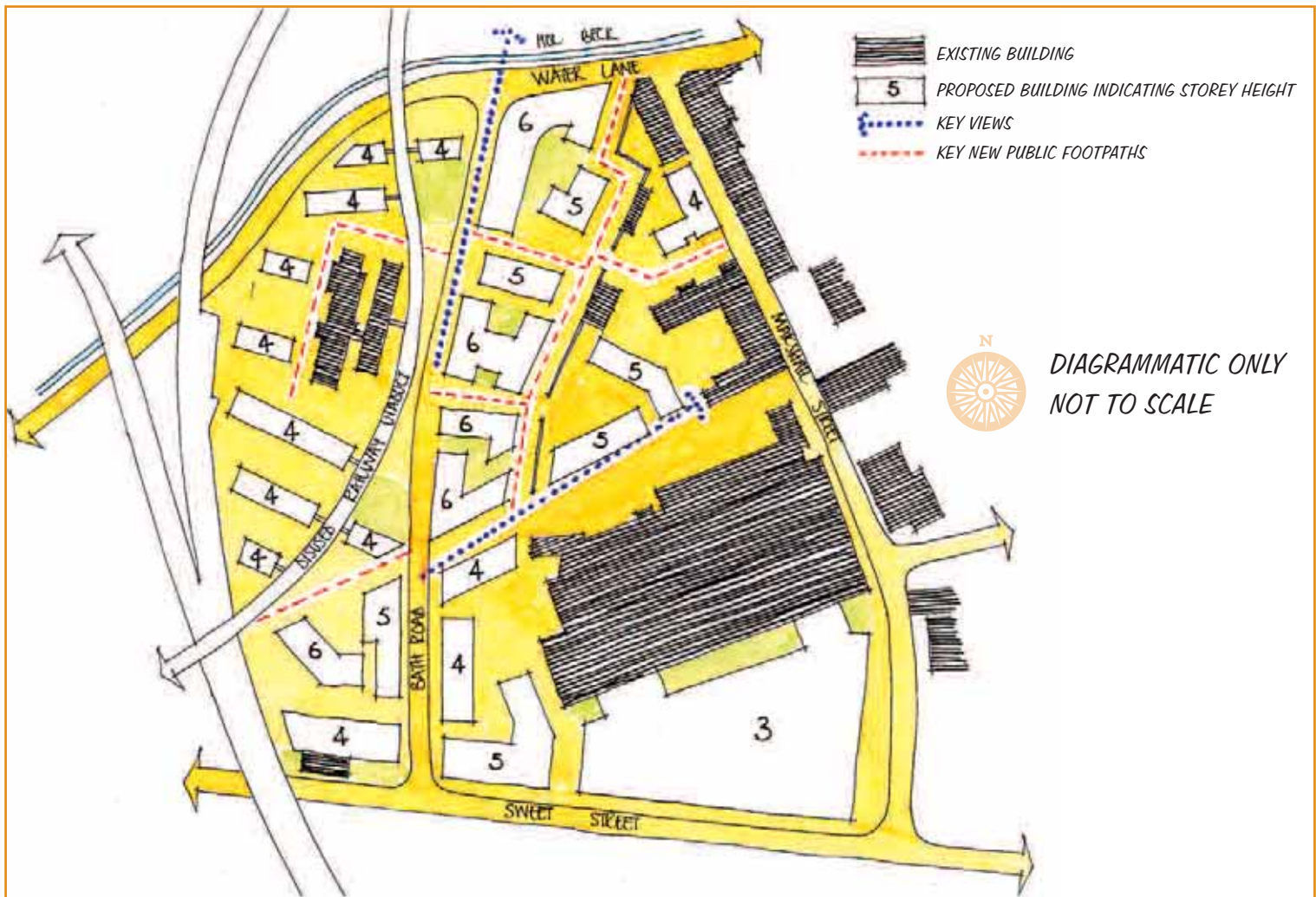
### 3.2 Continuity and enclosure

The two railway viaducts provide both visual continuity and enclosure to the area. This should be maintained as far as possible by careful siting of buildings in their vicinity to maintain views of them. This might best be achieved by siting buildings at right angles to the viaduct.

The streets and alleyways originally had a feeling of enclosure due to buildings that formed near continuous frontages being sited at back of footpaths. Much demolition resulting in gap sites, for example on Marshall Street, has reduced this quality. New buildings should recreate this sense of enclosure by being similarly sited.

Elsewhere, buildings should be sited to enclose a series of new spaces such as courtyards and alleyways that will be needed to serve the new developments.





### 3.3 Public realm

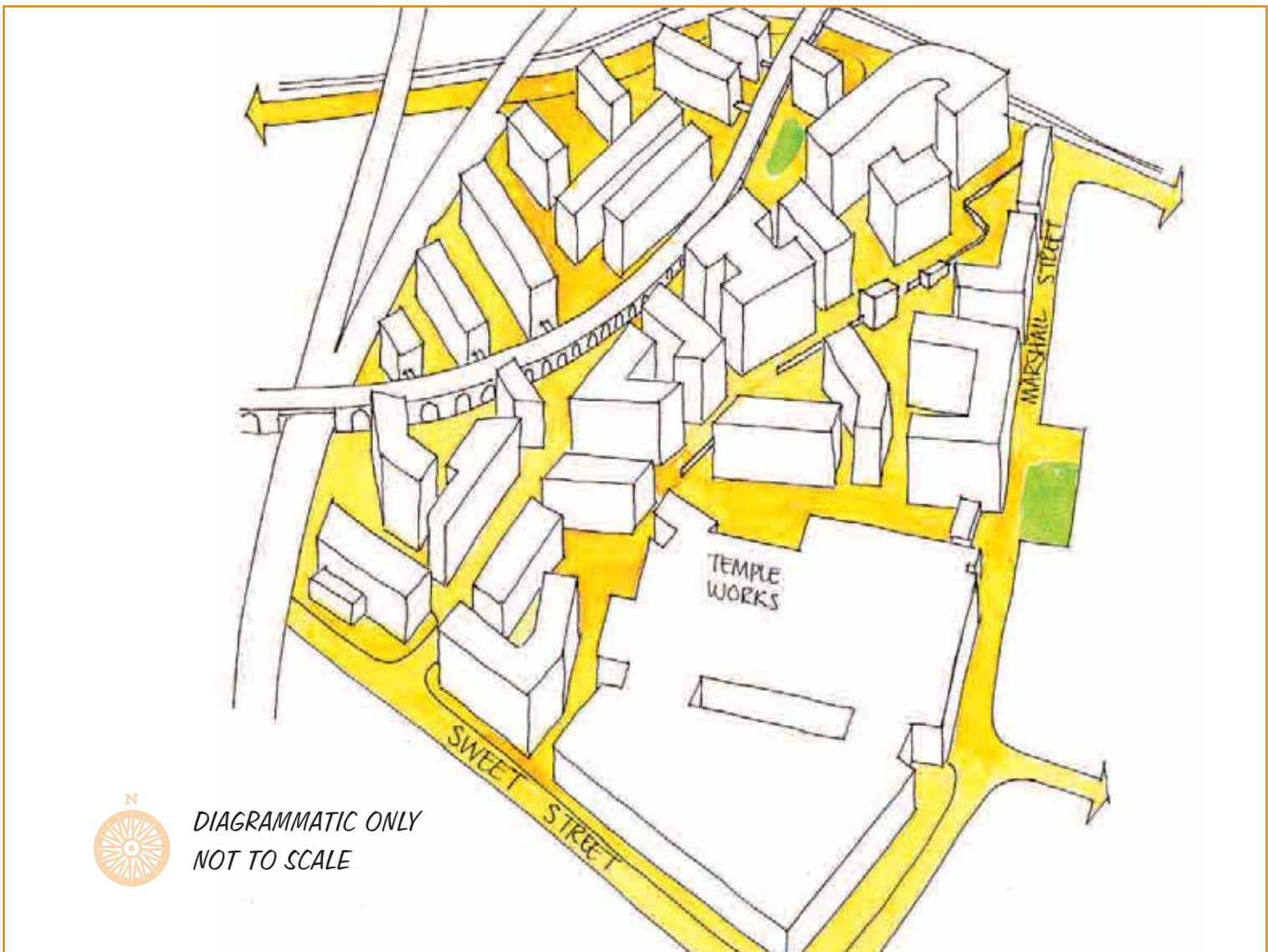
The historic brick wall adjacent to Back Derwent Street should be retained (it is listed), although it is acceptable in principle to open gaps in it to increase east / west permeability. In conjunction with new buildings on the other side of the street it will once again provide this street with a sense of space and character.

There is a requirement to allocate 20% of the overall area to publicly accessible open spaces. These public realm spaces should take the form of a series of interlinked predominantly hard landscaped courtyards. These should be largely traffic free and surrounded by buildings to create outdoor 'rooms'. Active frontages to

ground floors are desirable to bring life and activity to these spaces. The scale of these spaces should generally be related to the height and scale of the buildings that surround them, which will be approximately six storeys. (This is taller than the buildings in the Round Foundry complex and the spaces should therefore generally be correspondingly larger than these). The narrow linear space between Bath Road and the railway viaduct should be kept as open space in order to allow activities within the arches to spill outside, e.g. sculpture gallery or café.

However, where the space widens significantly to both north and south there is scope to accommodate buildings between the viaduct and Bath Road as well as maintaining a forecourt-type space for the arches.

Land in the ownership of Leeds City Council to the rear of Temple Works will not be developed in the short term. It will be reserved until such time as the future of Temple Works has been determined, as it could be necessary to support any new use in this Grade I listed building. In the meantime a temporary use will be found that maintains it in a tidy state and benefits the village.



### 3.4 Movement

There is a footpath that runs along Union Place and Derwent Place that is potentially an important pedestrian route for circulation on foot within the village and to connect the village to adjacent areas. However, it has been temporarily blocked to the west of the village and built over to the east. Efforts will be made to reconnect the footpath beyond the village. Within the village area the route will be enhanced by re-paving and lighting and by developing adjacent buildings that front on to it.

There is a requirement to create a new east-west public route for pedestrians to connect Marshall Street with Bath Road. This may require demolition of a section of the listed wall on Back Derwent Street.

It would be desirable to open up one or two of the arches beneath the disused railway viaduct in order to achieve greater pedestrian and possibly also vehicular access into the area around Midland Mills. This could, for instance, then allow Silver Street to become largely pedestrianised. This will be negotiated with Spacia.

Where parking is provided in curtilage it should be well screened from view, preferably beneath buildings or beneath a landscaped deck.

Sweet Street will be re-opened to through traffic except tall vehicles, subject to obtaining the necessary consents.

Servicing should take place off street within the new developments provided it does not adversely affect the enjoyment of the new pedestrian spaces. One solution is to restrict servicing times if necessary.

A multi-storey car park is under consideration in the south west corner of this area, adjacent to the disused viaduct and accessed off Bath Road (the viaduct west site is the alternative under consideration).





**TEMPLE MILL.**  
The magnificent but highly functional flax spinning mill to your left was erected by John Marshall, founder of the Leeds Flax industry. Joseph Bonomi modelled it and this office building (added in 1843) on the Egyptian temple at Edfu.  
Erected 1838-40







View over Temple Works showing Marshall's Mill to the right and the railway arches at the rear.

### 3.5 Views

There is a good oblique view of Marshall's Mill when viewed from Marshall Street looking northwards and when viewed across the new parking area at the rear of the Media Centre within the Round Foundry development.

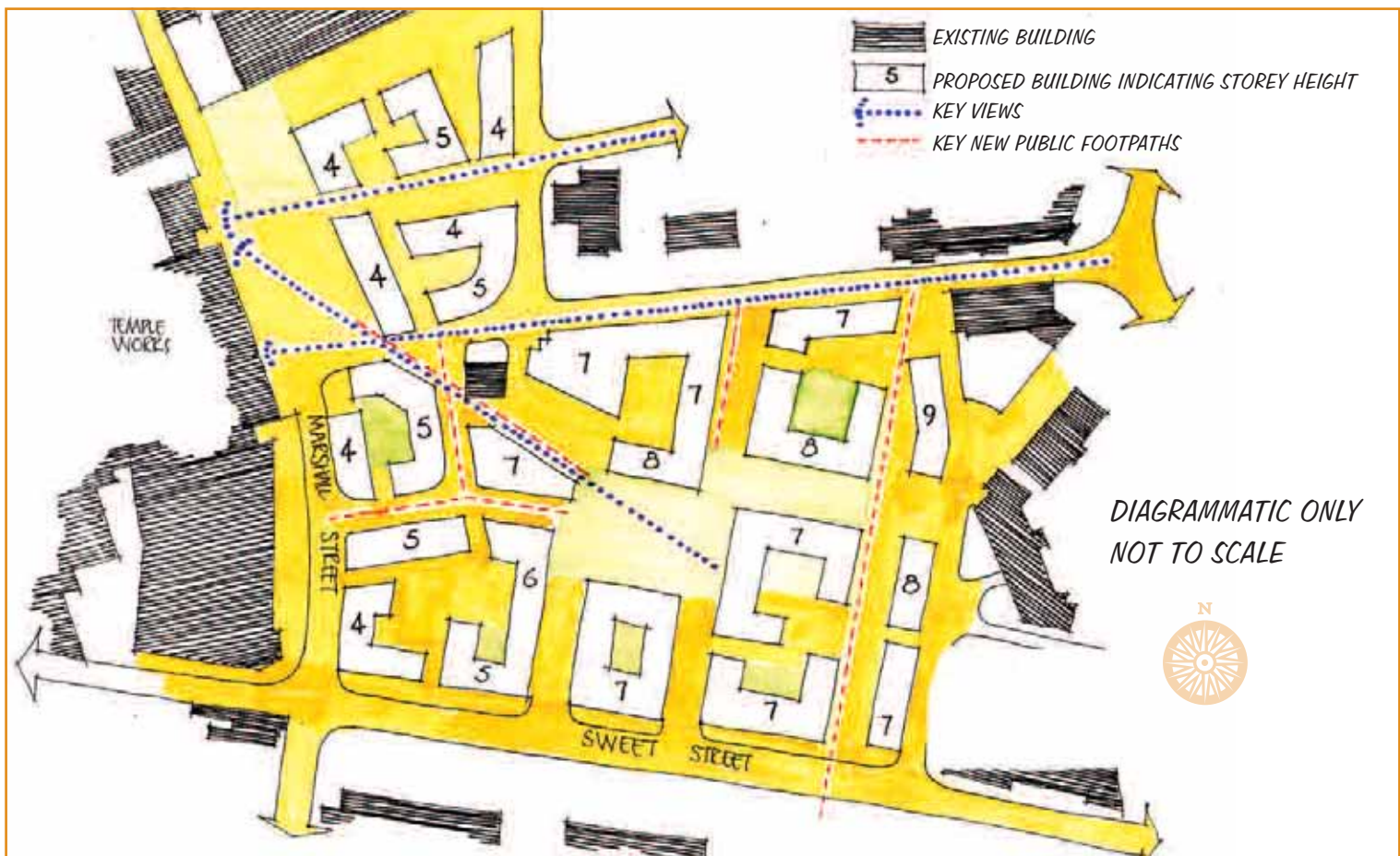
It is not currently possible to get back far enough to obtain a good view of the front of Temple Works. This issue is addressed in the Area Statement for the Eastern Gateway.

The two railway viaducts through this area are both clearly visible at present. They should continue to be visible once redevelopment has taken place, although this might take the form of framed views. Also, the existing and proposed arches within these viaducts will frame views through them. Care should be taken with the design and siting of new buildings around these openings to create focal points.









## 4. EASTERN GATEWAY

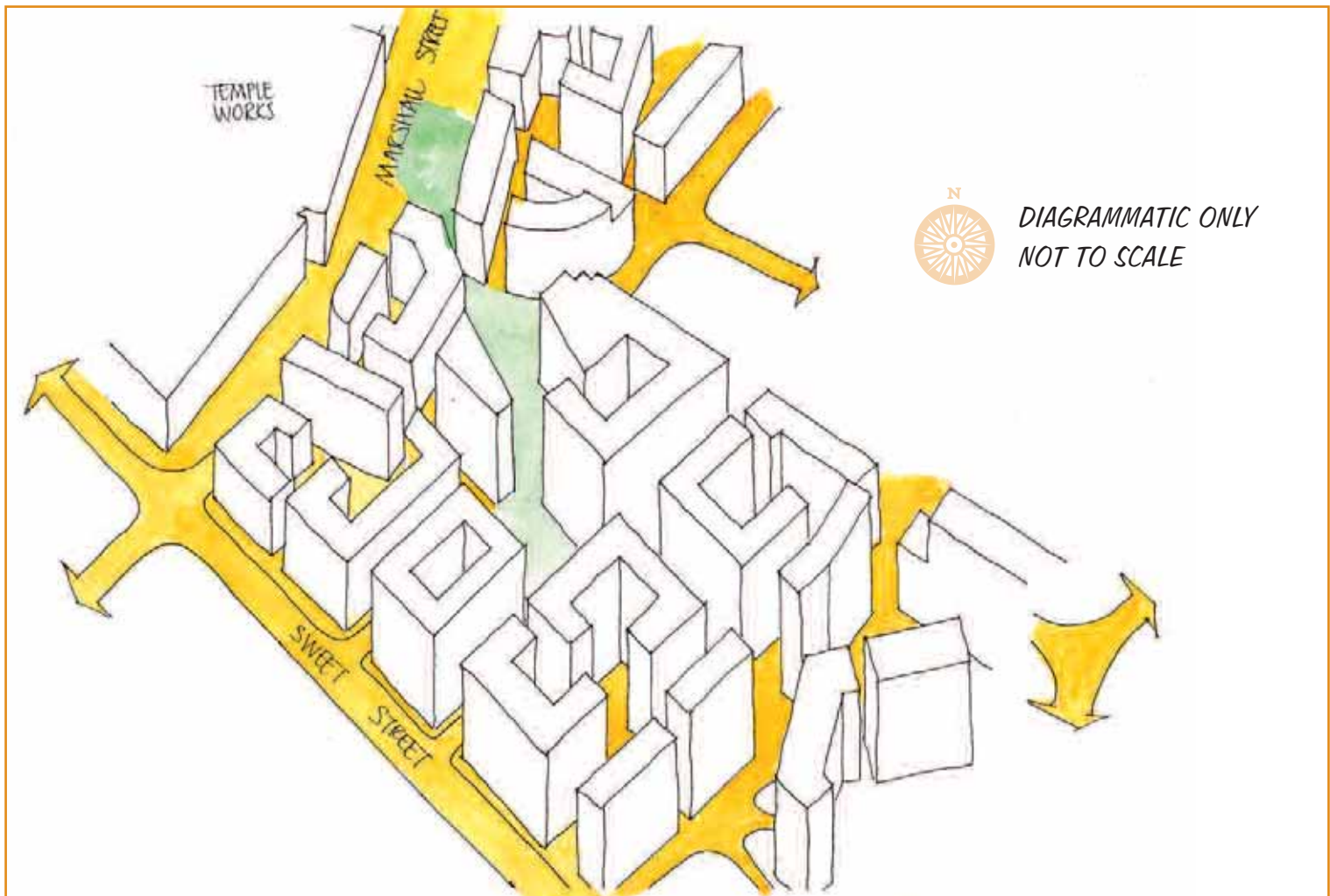
### 4.1 Character

The area has little of architectural merit, consisting largely of twentieth century industrial sheds. The modern light industrial estate opposite Temple Works is particularly unfortunate. There is therefore an opportunity to redevelop the area and create character where none currently exists. This should be achieved by:

- excellent contemporary architecture
- use of high quality facing materials.  
Although not generally forming a setting for historic buildings, the same palette of materials as proposed for the rest of the village is considered appropriate as this will provide a sense of identity.
- development of perimeter blocks that will reinforce the traditional morphology of the area

Heights of buildings similar to the adjacent City Walk development to the east would generally be appropriate for this area i.e. approximately seven to nine storeys. Heights should, however, reduce to approximately five storeys in the vicinity of Temple Works in order to avoid dominating it. A more uniform height of buildings of approximately seven storeys along the north side of Sweet Street is sought in order to create the sense of an avenue on this long, straight road.





#### 4.2 Continuity

There are no features of note running through the area to provide visual continuity with adjacent areas. This continuity can be created as part of the redevelopment of the area by means of similar use types and matching materials.

The sense of enclosure to the streets has to a large extent been lost due to the single storey sheds that predominate in the area, often sited in the middle of their plots. Perimeter blocks to the sort of heights indicated above, should recreate an appropriate sense of enclosure on Sweet Street (although dependent on similar redevelopment in due course on the south side).

However Manor Road, Siddall Street and Ingram Row are narrow and require buildings to be set back by a few metres in order to avoid excessive enclosure, i.e. a canyon effect. Alternatively, buildings could be sited at the back of the footpath but have set backs above approximately five storeys high.

There is a requirement for new roads and open spaces to serve the proposed new development (see below) and these should also be provided with an appropriate sense of enclosure.

#### 4.3 Public realm

Twenty per cent of the overall site area should be devoted to public open space. Two key public spaces are proposed. One is opposite Temple Works to provide it with a setting; the other is between Ingram Street and Siddall Row. These spaces should have active uses around them at ground floor level to bring life and activity to the spaces.

The balance of the open space requirement will comprise of courtyard spaces within the perimeter blocks, through which there are public footpaths. In addition, there is a need for some new streets (see section 4.4 opposite) and these will count towards the overall open space provision made by developers.



1. Industrial units to let. 2. Light industrial units opposite Temple Works

#### 4.4 Movement

This area suffers from a lack of adequate network of streets to serve the type and scale of development that is envisaged. It is therefore proposed that a new street be constructed from Manor Road to enter the eastern end of the proposed new square, in the same alignment as Ingram Street.

A new street should be built running eastwards from Marshall Street to connect with the western end of the proposed new square. This new street should also have a street running north-south to connect into it (approximately halfway along its length) and extending northwards to connect with Manor Road.

It is hoped that these new streets can be delivered by negotiation with the relevant landowners. Failing this, the necessary land will be acquired by CPO and the cost of construction met out of the public realm fund that is to be established.

The new public space between Sweet Street and Manor Road may be used for limited amounts of short-stay parking and for service vehicles, provided vehicles do not overwhelm the nature of these spaces as pedestrian dominated spaces.

If parking is to be provided in-curtilage (as opposed to off-site in a multi-storey car park), it should be well screened from view and preferably in basements or beneath a parking deck.

#### 4.5 Views

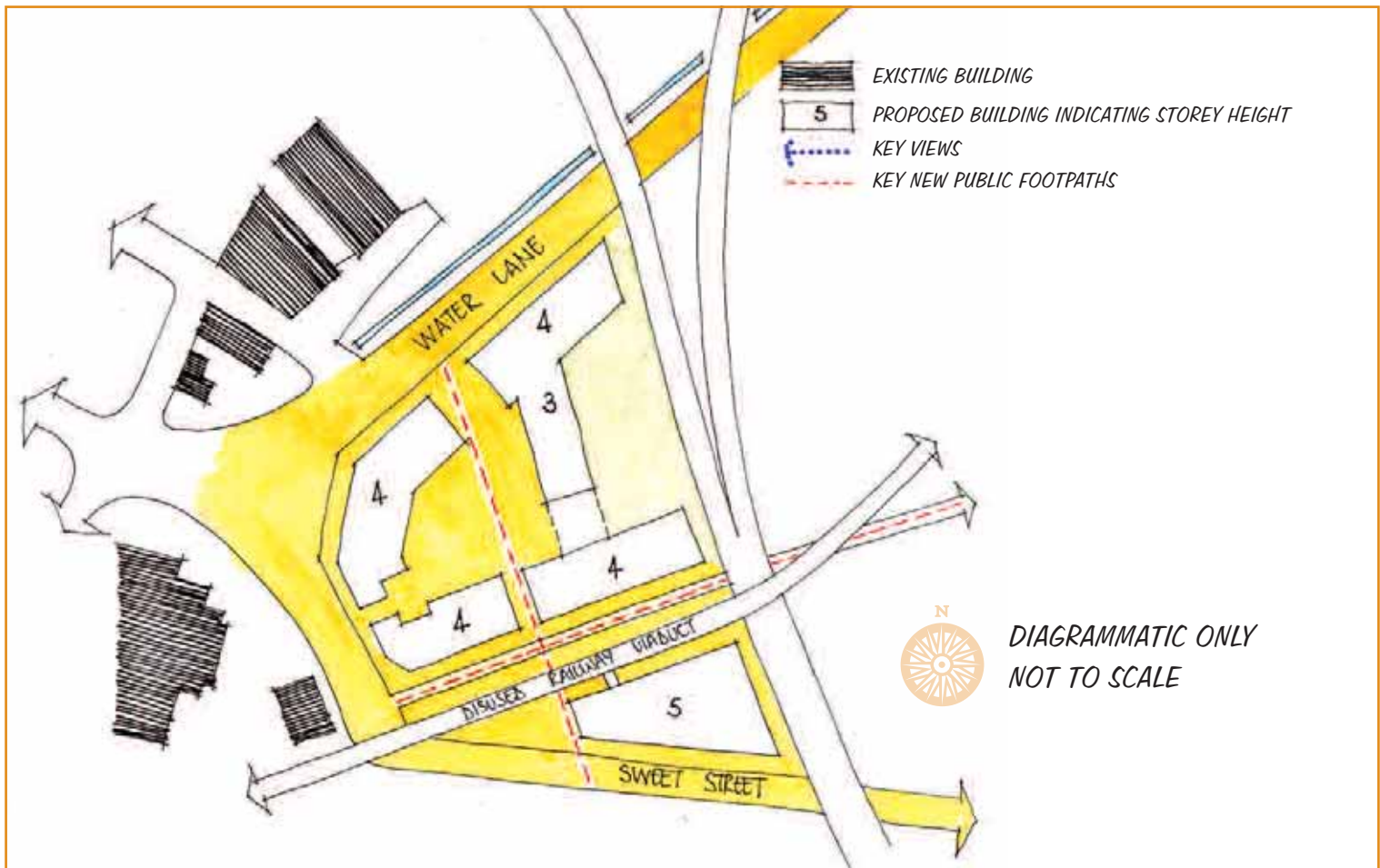
The redevelopment in due course of the modern light industrial estate opposite Temple Works will open up an excellent view of Temple Works from Back Row. This view should be framed by new buildings to focus on key elements of the Temple Works façade.

Similarly, the new developments should be designed to create framed views of features of interest, e.g. sculpture, specimen tree, entrance doorway.









# 5. VIADUCT WEST

## 5.1 Character

This area is bisected by the redundant railway viaduct and bounded by a second viaduct to the east. A tall brick wall forms the southern boundary. The area is therefore relatively well enclosed and this is its major characteristic. The buildings within this area are non-descript and under-utilised industrial buildings. It is anticipated that this area will be redeveloped as a mixed-use area, which will greatly change and enhance its character.

The aim is for this part of the urban village to start to form physical links with the communities to the south. This suggests that the village should not have a clearly defined boundary in this area. Heights of buildings should therefore be limited to approximately five storeys in order to form a transition between the main part of the village and the areas beyond.

## 5.2 Continuity and enclosure

Whilst the two viaducts and the wall on the southern boundary do provide a considerable degree of enclosure, they also divorce the area from the remainder of the urban village and the area to the south

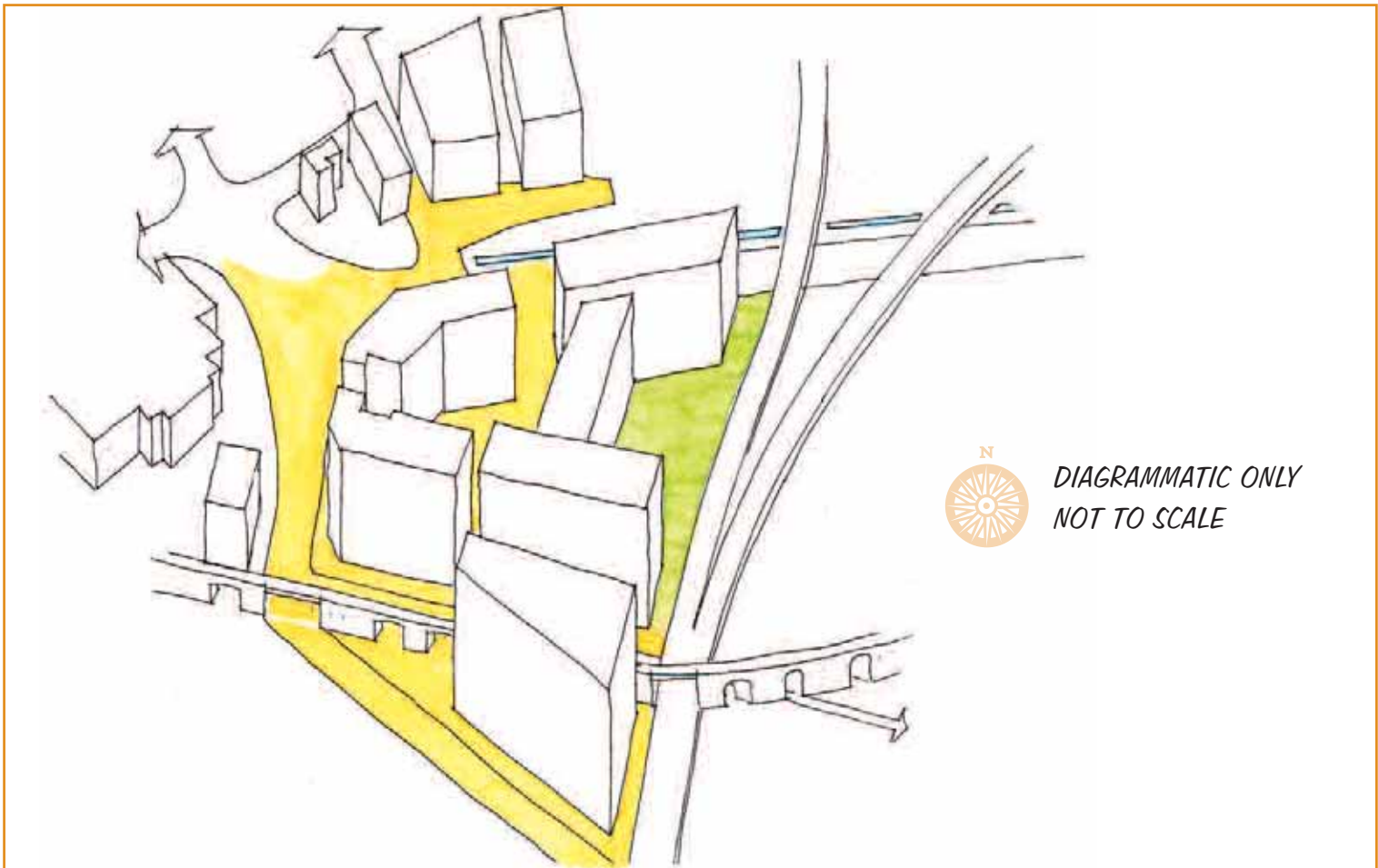
The intention therefore is to negotiate with Spacia to open up a number of the arches in both viaducts in order that the area can function cohesively and to provide new pedestrian links through the area.

New development should generally be sited at back of footpath to enclose the surrounding streets and alleyways.

## 5.3 Public realm

The normal requirement for 20% of the overall area to be made available as public open space applies. This is likely to take the form of a series of interlinked courtyards and alleyways that are well connected to the main pedestrian routes around and through the area, both existing and proposed.





## 5.4 Movement

A multi-storey car park is under consideration to be built on the triangular site between Sweet Street and the disused viaduct. This would have several benefits:

- it could provide a link onto the proposed walkway on top of the viaduct
- it could take traffic off the road network before it entered the heart of the urban village
- its location would afford a high degree of screening from wider views of the car park

For this to work well it depends upon both the opening of Sweet Street to cars and the creation of the walkway on the viaduct. Further, it will only go ahead if a developer is willing to construct and operate it and that its use does not result in exceeding the maximum level of parking provision allowable for development within Holbeck Urban Village. Developers would therefore have to accommodate some or all of their parking within the multi-storey car park, as opposed to within individual curtilages (a possible alternative location is in the Temple Works area).

Developments within the Viaduct West area would be the most obvious ones to use the multi-storey car park, as they are the closest. However, if this doesn't happen, parking should generally be screened from view, preferably in basements or beneath a landscaped deck.

As noted elsewhere, the intention is to re-open the Sweet Street bridge to cars (but not tall vehicles) subject to the necessary consents.

The existing pedestrian footpath to the north of the disused viaduct should be re-opened to connect with the heart of the Urban Village. New footpaths as part of the redevelopment of this area should feed onto it.

Servicing would be best catered for within the development sites, as none of the surrounding roads are particularly suitable for this purpose.

## 5.5 Views

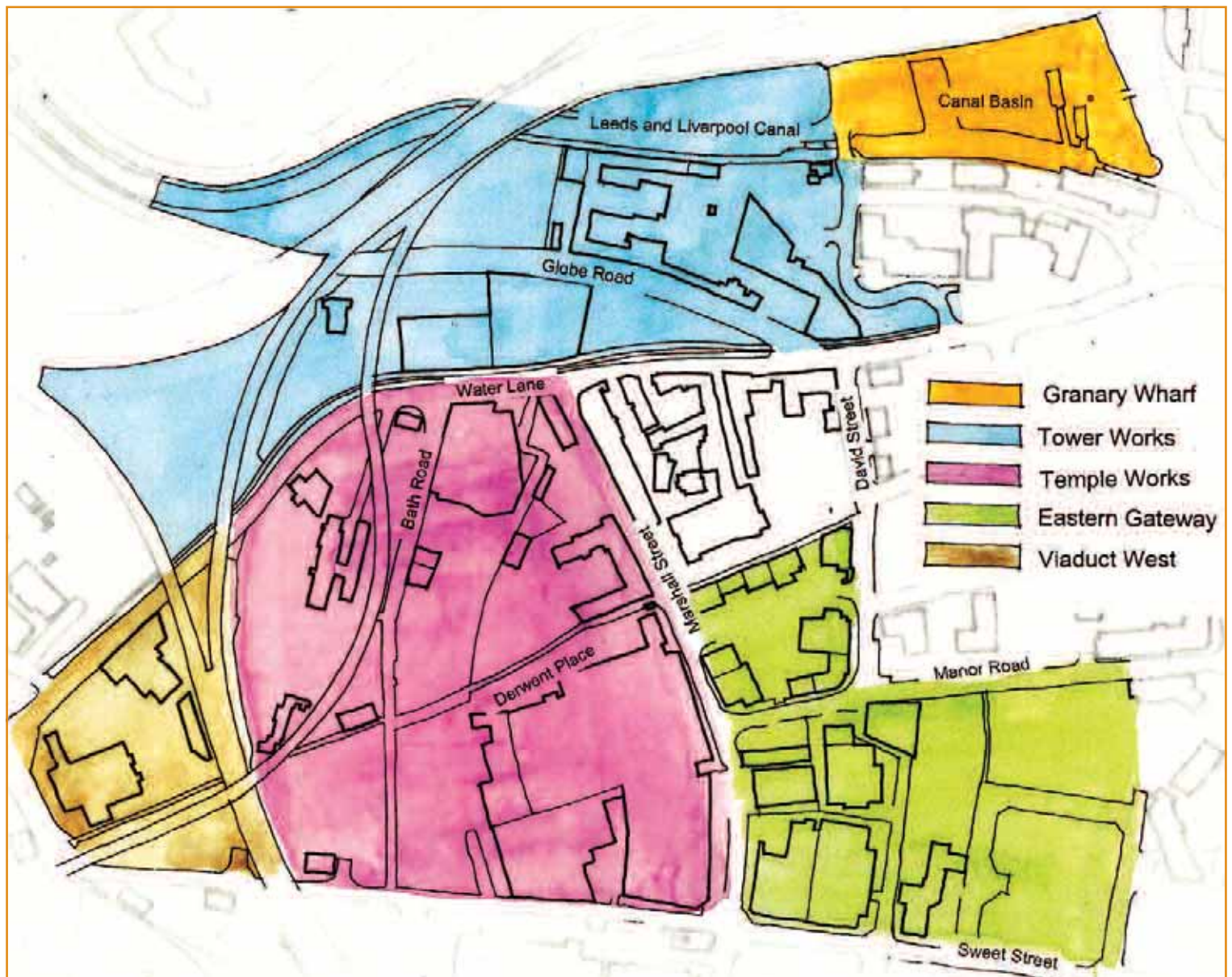
The arches that it is proposed should be opened up will provide the opportunity for a series of framed views. The detailed design of the area should exploit this potential by providing focal points at appropriate locations.







# AREA STATEMENT CELLS



# GLOSSARY OF TERMS

## **SPG**

Supplementary Planning Guidance for specific development schemes or regeneration programmes, which is adopted by the local planning authority following public consultation and supplements the guidance contained within the UDP.

## **UDP**

Unitary Development Plan which is the statutory development plan setting out the framework land use, development control and conservation within the Metropolitan District of Leeds.

## **CPO**

Compulsory Purchase Order which is a legal procedure that allows land to be acquired against the wishes of the owner if in the wider public interest.

## **Neighbourhood Renewal Area**

A comprehensive approach to the regeneration of primarily residential areas.

## **CABE**

The Commission for Architecture and the Built Environment, which is a body appointed by central government to raise design standards.

## **Area Statements**

Written and administrative advice about the regeneration of a series of areas which collectively comprise the overall study area.

## **S 106 Agreement**

A legal agreement between a developer and the local planning authority whereby the developer undertakes to carry out or fund works of public benefit.

## **BREEAM**

Building Research Establishment Assessment Method, used to assess the sustainability of a building across a range of criteria including energy efficiency, construction materials etc.

## **ECO Homes Standard**

A method of assessing the sustainability of residential buildings across a range of criteria, including energy efficiency, construction materials etc.

## **SORT**

A service provided by Leeds City Council for the collection of waste from residential properties that has been sorted into different categories for recycling.





[www.holbeckurbanvillage.co.uk](http://www.holbeckurbanvillage.co.uk)