

SOUTH BANK LEEDS

Regeneration Framework

Supplementary Planning Document

July 2018

Leeds
CITY COUNCIL

ARUP Gehl
Architects

South Bank is already a successful and growing business, educational and residential destination and we aim to further transform the area.

Building upon the vision, objectives and policies of the Core Strategy our ambition is to double the economic impact of the city centre by transforming the South Bank into a distinctive and leading Global destination for investment, sustainable living, learning, culture, creativity and leisure.

SOUTH BANK VISION

The South Bank is one of the largest and most important regeneration and growth initiatives in the country. The area is equivalent in size to 350 football pitches, and offers vast amounts of brownfield land available for development.

South Bank's location offers a range of key opportunities, including excellent access to highly skilled labour pools, close proximity to the city centre retail core, a motorway network and Leeds Station; one of the busiest stations in the entire country.

Amplifying policies of the Core Strategy our vision is for a destination that:

- Provides **35,000 jobs** across key sectors such as financial and professional, creative and digital and new emerging sectors.
- Has at least **8,000 homes** in a sustainable location with a mix of tenures where people of all ages, including families, live.
- Makes the most of the opportunity presented by HS2, Northern Powerhouse Rail and new franchise services by delivering a station that integrates these with adjacent development of international significance to reflect Leeds' role as a driving force of the country's economy.
- Showcases the diversity and range of sectors comprising the Leeds economy, and where the global meets the local – national firms are located alongside local, independent and SME businesses.
- Retains historic assets and makes them central to our placemaking – with Temple Works and Hunslet Mill restored.
- Is a leading destination for leisure with distinctive and diverse public spaces, including a green city centre park and world-class waterfront that people of all ages can enjoy
- Delivers outcomes based on genuine collaboration between landowners, community interest groups, researchers, communities and other interested parties.
- Harnesses, creativity and distinctive design of buildings and spaces, with new ways of delivering spaces and growth through co-production.
- Is sustainable and resilient and has modern 21st century infrastructure including digital, social, cultural and anti-flooding infrastructure.
- Has a highly skilled workforce which is representative and offers opportunities for all, where the best graduates are attracted and retained.
- Is inclusive and connects people to jobs by improving links between the South Bank and surrounding neighbourhoods thereby raising skills levels, and strengthening connections between employers, schools and local people.
- Is child friendly and includes activities and infrastructure for all ages.



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1

INTRODUCTION

This section provides an overview of regeneration in the South Bank and explains how and why this framework was produced. It highlights the Leeds Core Strategy policies which are expanded upon within the document and explains the extensive consultation which has been undertaken and how this has informed content of the framework.





Image 1.1: Leeds Dock



Image 1.2: River Aire



WHAT IS THE SOUTH BANK?

- 1.1** The South Bank refers to an area south of the River Aire where a number of investments and proposed activities are being targeted to achieve large scale regeneration. It is one of Europe's largest regeneration areas.
- 1.2** It covers the southern part of the city centre along with parts of Holbeck and Hunslet, and includes schemes such as Temple Works, the site of the former Tetley brewery, Leeds Dock, and Hunslet Mill amongst others.
- 1.3** The area broadly covers 253 hectares, roughly the equivalent of 350 football pitches making it a regeneration initiative of a national scale and significance.
- 1.4** The boundary for the area for the benefit of this Supplementary Planning Document is shown at page 12 and 13. However we want the growth and benefits to extend beyond any line drawn on a plan and the principles for growth here will be material considerations when considering proposed developments near to the plan.
- 1.5** A key priority is to ensure that investment improves access to opportunities for residents who live in or close to the South Bank, including in Beeston, Holbeck, Hunslet and Richmond Hill.

WHAT IS HAPPENING ALREADY

- 1.6** The regeneration of South Bank is already taking place, and it is establishing itself as a dynamic place for investment, jobs, homes and leisure. Some of the successes to date include:
 - The successful clustering of over 300 creative and digital businesses in the area, at locations such as Duke Studios, Round Foundry, Leeds Dock, Marshall Mill and Tower Works;
 - Being the national headquarters for Asda – one of the largest employers in the city;
 - Investment at Leeds Dock from Allied London and Sky locating a world-class technology hub, alongside investments to animate the waterfront through a programme of events;
 - Award-winning restoration of listed buildings such as Tower Works, Round Foundry and Marshall Mill as exemplars of modern restoration – leading to Holbeck being named 'best neighbourhood' in the country by the Academy of Urbanism;
 - The redevelopment and regeneration of Granary Wharf as a leading mixed-use destination, including RIBA award-winning residential buildings at Candle House and Waterman's Place;
 - A new Educational cluster with two brand new campuses for Leeds City College and Leeds College of

Building the largest free secondary school in the UK and a University Technical College;

- The delivery of over 2,000 homes, at Brewery Wharf, Round Foundry, Manor Mill, Granary Wharf and Leeds Dock;
 - The opening of the Leeds Station southern entrance – directly serving the South Bank;
 - Initial improvements of the 'Hunslet Stray' as advocated by the collaborative forum, the Leeds Sustainable Development Group;
 - Investment in the Flood Alleviation Scheme which will provide at least a 1 in 100 year protection against flooding. This has already been achieved between Leeds Railway Station and Knostrop Wier. Taking a catchment wide approach feasibility work to reduce flood risk elsewhere on the River Aire in Leeds is ongoing;
 - Salem Chapel, through investment by AQL, hosting the only mutual internet data exchange outside of London.
- 1.7** The pace of growth in the South Bank continues to be rapid. Few, if any, city centre regeneration initiatives in the United Kingdom have seen the level of investment secured here. Over £500m of investment has been announced which includes:
 - The acquisition of the Holbeck Portfolio Sites by the Commercial Estate Group, along with major proposals for a mixed-use development at this key strategic location;
 - Work to repair Hunslet Mill and Victoria Works progressing on site;
 - Vastint's mixed use development proposals for the 22 acre Tetley Brewery Site including a City Park, their second investment in the UK and the first outside London;
 - Planning permission granted for over 1,000 new homes at Tower Works, Iron Works and Dandara with an increase in applications for 3 bedroom plus units;
 - City's proposals for a £125m Climate Innovation District;
 - A further phase of development for Leeds College of Building in the area.

THE REGENERATION OPPORTUNITY

- 1.8** Taken together, the work already underway presents one of the largest and most successful city centre regeneration initiatives in the country. However, there remain vast amounts of buildings and land which are available for development and there is a need for overarching guidance to shape the future regeneration of the area.
- 1.9** We have produced this Supplementary Planning Document (SPD) to amplify policies SP3, SP11, CC1, CC2, CC3, P10 and P11 of the Leeds Core Strategy. These policies are aimed at prioritising the areas of development opportunity in the South Bank, better integrating the northern and southern halves of the city centre and preparing for the provision of High Speed Rail and transformation of Leeds Railway Station.

THE FUTURE OF LEEDS CITY CENTRE & SOUTH BANK

- 1.10** Leeds is at the heart of the city region, with access to a 1.5m strong workforce. Over 400,000 people work in the city, and it is experiencing the highest rate of private sector jobs growth of any major UK city. The Leeds economy is now worth £20.4bn each year and is recognised as the most attractive city in the north for inward investment.
- 1.11** Leeds city centre has significant assets: four universities; leading art and music colleges; the UK's largest financial and business services sector outside London; a fast growing digital sector; the third largest manufacturing sector in the UK; the UK's only global internet exchange outside London; a successful retail core; major cultural attractions (the only city centre outside London that is home to major opera, theatre and dance companies); the 5th most popular conference destination in the UK; and the busiest railway station in the north of England.
- 1.12** The city centre, which spatially accounts for only 0.5% of overall space in the wider city, but accounts for 25% of all employment within the metropolitan district, has seen levels of private sector jobs growth that outstrip both the city and city region as a whole. Around 50% of all private sector jobs in Leeds city centre are in Knowledge Intensive Business Services.
- 1.13** There are over 1,350 digital companies based in Leeds, who collectively employ over 10,000 people. The city centre is home to companies such as Sky, KPMG, and Call Credit. According to the Tech Nation Report 2016, this sector has outperformed the rest of the UK economy by 32% and average salaries in the digital sector in Leeds have increased 29% between 2012-2015. Leeds has excellent connectivity, with superfast broadband available in the city centre alongside the UK's only data centre outside London, IX Leeds, located in the South Bank.
- 1.14** In addition to these assets, the city centre has experienced significant property development. Over the past 10 years, £2.6bn of major property schemes have been completed in the city centre.
- 1.15** Over the next decade, Leeds is forecast to generate 32% of employment growth within the Yorkshire and Humber region. The Leeds Core Strategy forecasts 10,200 new homes are required in the city centre alone to meet expected population growth.
- 1.16** The city centre is growing organically towards the south, which has the capacity to drive forward growth. The South Bank is a chance to grow our city centre, doubling its size to meet existing and future demands, and to drive forward the economic growth of the city region, but to do so by creating a vibrant mixed-use and sustainable destination. Whilst we are seeking to double the size of the city centre, the plans for South Bank aim to create a distinctive destination in its own right. We are not seeking to duplicate the feel of the city centre, nor create a new retail destination, for example.

Image 1.4: Temple Works



HS2, NORTHERN POWERHOUSE RAIL & RAIL GROWTH

- 1.17** Leeds Station is already the busiest train station in the North of England. This framework considers the potential regeneration opportunity around the remodelled Leeds Station: a train station and transport hub that will accommodate High Speed Two, Northern Powerhouse Rail (sometimes referred to as HS3), further services to meet growing demand and new franchises. The integrated Leeds Station will be one of the most used and important transport interchanges in the entire country, and will be busier than Gatwick Airport currently is – 143% passenger growth is forecast.
- 1.18** Within the next few years, rail commuters entering Leeds will benefit from longer trains and more frequent services. The result of this will be a 52% increase in the number of seats on TransPennine Express trains in morning peak times, and a 40% increase in the number of passengers that can be carried on Northern trains.
- 1.19** Beyond that, Northern Powerhouse Rail and HS2 will strengthen Leeds' position in both east to west, and north to south national networks. HS2 will provide a step-change in rail capacity and connectivity on the corridor between Leeds and London. In addition to these benefits, HS2 will also bring together the city regions centred on Leeds, Sheffield, Nottingham and Birmingham into a coherent and integrated economic zone comprising over ten million people.
- 1.20** Northern Powerhouse Rail will help deliver faster journey times between Leeds and Manchester – times comparable with those Crossrail will provide between Heathrow Airport and Canary Wharf. This transformation in service provision will expand opportunities for trade and commuting between the two cities. The South Bank is well positioned to take advantage of this development.
- 1.21** The Council, working with the Chamber of Commerce and city partners, has led an approach to secure an integrated station for the city, which will act as a transport hub for the entire region. The initial HS2 station was proposed to be over 500 metres away from the existing station. To achieve a more integrated station environment, the Council made the case for an alternative location to enable people to interchange seamlessly between HS2 and other rail services, and in turn help spread the benefits of HS2 across the city region.
- 1.22** The Council is now part of the team delivering an integrated long term-plan and design solution for Leeds Station. The solution seeks to integrate HS2, Northern Powerhouse Rail, the TransPennine and Northern franchise commitments, capacity improvements to the existing network, and improved concourse areas and interfaces with surrounding streets and public realm. The Leeds HS2 Station will act as a catalyst for development of the area around the new station and will be a gateway for the entire region and nation.
- 1.23** The planned investment in rail will be transformational and present a range of opportunities. These includes the ability to bring people together; to bring new markets within reach of business; to enable new knowledge and ideas to be accessible to innovators; to allow new talent to be within reach of employers and for new jobs to be within reach of people. This requires an ambitious approach to the regeneration of the station and the areas around it to ensure that the city makes the most of the opportunity.
- 1.24** There is also a risk that the station and associated rail infrastructure could sever the east and western parts of the South Bank if not properly designed. Fuller details regarding HS2 emerged after the adoption of the Core Strategy and late in the preparation of the Aire Valley Leeds Area Action Plan. Hence the framework and change is particularly focused on the immediate hinterland of the HS2 station and viaduct because there is a need to provide strategic guidance for the area impacted. The framework establishes design principles to address the opportunities and challenges associated with HS2's arrival seeking to ensure the new viaduct and station contribute, rather than detract from the urban fabric in South Bank.
- 1.25** This framework therefore recognises the important role the integrated Station could have in the future and sets out the scale of the city's ambition. Our vision for South Bank and many of the proposals in this framework are not dependent upon HS2, but are strengthened by the Leeds HS2 Station being located here. We will therefore not wait for HS2 to arrive to start to deliver our vision.

HOW WE'VE PRODUCED THE FRAMEWORK

- 1.26** The framework has been advised on by multi-disciplinary consultants, Arup, in partnership with Gehl Architects, a global leader in people centred urban design. It was produced in collaboration with stakeholders, landowners and businesses. A series of stakeholder engagement events and workshops during the course of 2015 and 2016 identified key issues and provided the basis of the research to inform the regeneration approach in the South Bank.
- 1.27** The approach builds upon best practice guidance and existing Council policies and strategic documents and brings these together with the ideas crowd-sourced through the engagement events. The intention was to build a strong consensus around the key issues to provide the foundation for the vision and key principles.



Figure 1.1

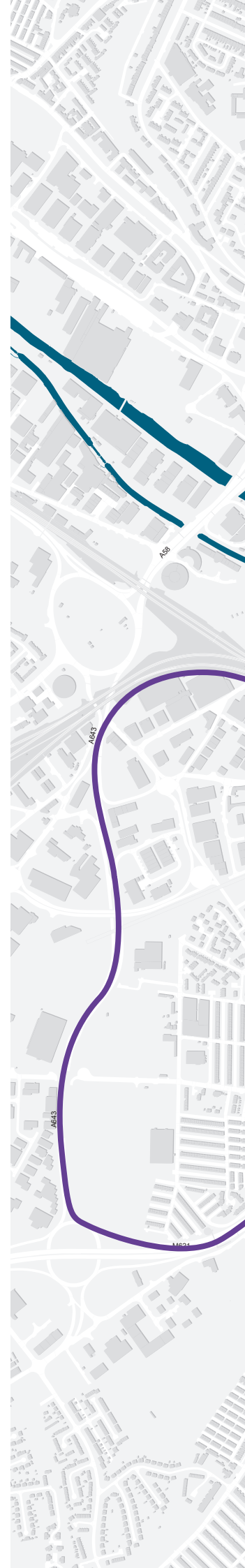
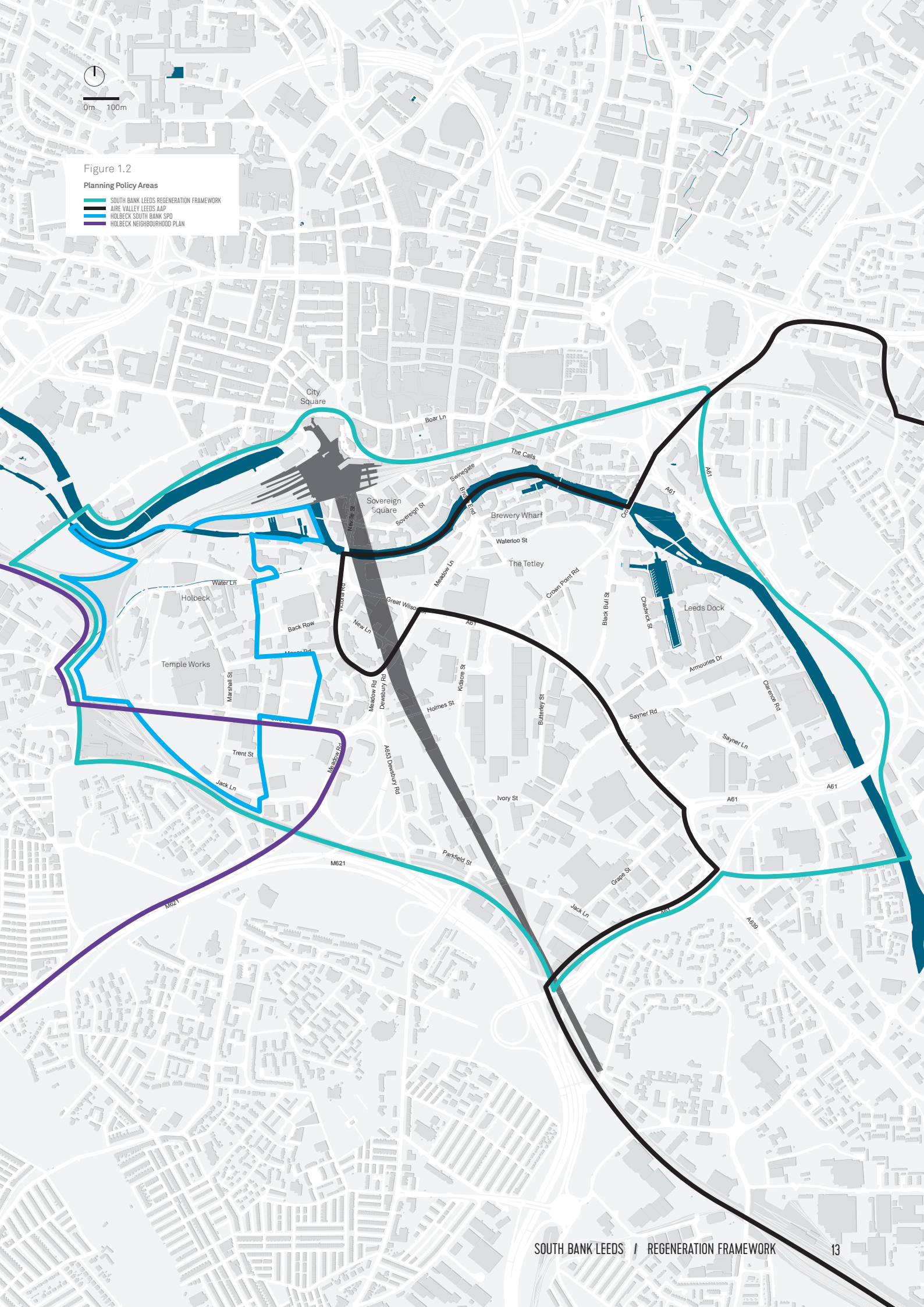




Figure 1.2

Planning Policy Areas

- SOUTH BANK LEEDS REGENERATION FRAMEWORK
- AIRE VALLEY LEEDS AAP
- HOLBECK SOUTH BANK SPD
- HOLBECK NEIGHBOURHOOD PLAN



OUR APPROACH

1.28 The philosophy behind the production of the framework is simple; it seeks to promote an approach which puts people first at the beginning of the design process and create the spaces and frame with buildings to create a vision for urban life in Leeds.

LIFE FIRST

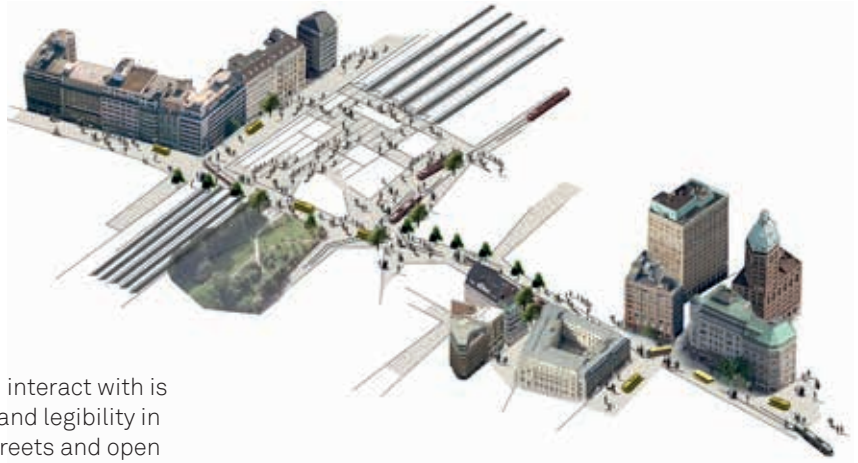
1.29 South Bank, Leeds will be defined by the people who inhabit it as it evolves. By concentrating on the people who use it, a diverse and vibrant district will emerge. The South Bank will form a central and integrated part of the new city, creating streets and public spaces that are inviting and attractive for all people to live, work and play.

1.30 The barriers which transport and industrial infrastructure currently produce will be eroded, the goal is to stitch the city back together. By improving access and mobility in and through the South Bank a vibrant place will be created for residents and visitors to participate in alike.



THEN SPACE

- 1.31** The space which people inhabit and interact with is vital for continuity, comfort, delight and legibility in the city. By providing high-quality streets and open spaces, the stage is set for the concert of city life and the diverse actors that that involves.
- 1.32** By providing access to social infrastructure, civic institutions and open spaces South Bank will provide a positive contribution to everyday life in Leeds. The private sector has an important part to play in the redevelopment, creating and inhabiting spaces for commercial exchange which also make up the vibrancy of public space in the city.
- 1.33** The vision for the city is to create streets and spaces that invite people to meet, to eat, to shop, to study, to play, to relax and to enjoy the richness and diversity of urban life together.



THEN BUILDINGS

- 1.34** The final piece to embed the diversity of urban life is the buildings. The built environment helps to shape and reinforce movement patterns by framing routes and providing use and destination.
- 1.35** New development can start to stitch disparate parts of the city together. By sensitively mixing a range of activities movement will increase and the momentum required for South Bank's success begins. The South Bank will work to balance the many competing demands surrounding urban regeneration, including infrastructure planning, economic investment, development and an improved urban life for its citizens.



CONSULTATION

- 1.36** The framework has been prepared within the context of the legal requirements and Regulations governing the production of SPDs. There has been extensive public and stakeholder involvement during its production. Specifically a three month consultation between August and December 2016 and a six week consultation between November and December 2017.
- 1.37** A wide range of research methods were used to gather views including surveys made available in paper form and online, a survey targeted at younger people, email responses, social media contributions from Facebook and Twitter, drop in events at Leeds Train station and at venues across the South Bank and a series of in-depth workshops carried out with residents and stakeholders to discuss specific aspects of the regeneration framework.
- 1.38** In all more than 2,350 people have taken part in the consultations and responses from 56 partner organisations, businesses, landowners and other stakeholders have been received.
- 1.39** The consultations revealed aspirations for a well-designed, modern and vibrant South Bank, which connects well with the established city centre and works with the culture and heritage of the area. There is a desire to see a mix of retail, leisure, cultural and residential spaces, with some making reference to creating a European city feel.
- 1.40** Green and open spaces are a vital part of the vision, and this was common to all age groups who took part (even though the interpretation of what such space should look like differed). The River Aire waterfront is an important part of the vision and was seen as a feature that could be accentuated and utilised as a focal point for the area.
- 1.41** Throughout the submissions to both rounds of consultation, there is strong evidence of a desire for the South Bank to be an area that encourages people to spend their time there, with well thought out transport and accessibility, cultural and leisure activities, family friendly features and an ambiance and amenity that make it an attractive destination.
- 1.42** Maintaining and reinvigorating the existing heritage of the South Bank (particularly iconic buildings) is seen as a desirable objective, but an appetite also exists for modern and iconic new buildings. The character was seen as grounded in the industrial heritage of the area, typified in buildings such as The Tetley, and there was a strong desire not only to preserve but also to reuse these structures and make them an integral part of the new South Bank.

"I want a more vibrant hub of places. More bars and restaurants and to know it's like a community"

"Lots of cool, quirky, unique shops/bars/public spaces to really continue putting Leeds on the map as one of the UK's coolest and most forward thinking cities"

"Legal Street art - see Barcelona or Bogota. Excellent free public art by (usually) young sometimes disenfranchised or disadvantaged but very talented individuals"

"Lots of trees, sweet chestnuts, possibly fruit trees, varieties that look great in autumn – i.e. Japanese maples/katsuras that smell wonderful. Trees that engage people and encourage them to enjoy nature, not just peripheral anonymous greenery."

"There must be car accessibility into the city centre for disabled people."

"Get some real boats on the dock maybe day trips on the canal; open this up for people to experience or travel on the canal."

"Use of heritage buildings contrasted with the new modern buildings; a good viewing platform across the city."

"Conservation of old buildings to maintain Leeds history and heritage."

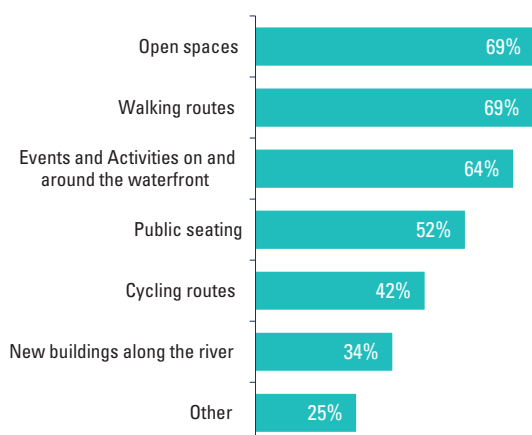
"Seating areas with greenery; cafes and eateries"

"A riverside walkway, cafes and bars etc. to encourage recreational use of the riverbank. I'd love to see new markets and inventive retail spaces similar to those in London e.g. borough market, Camden Town"

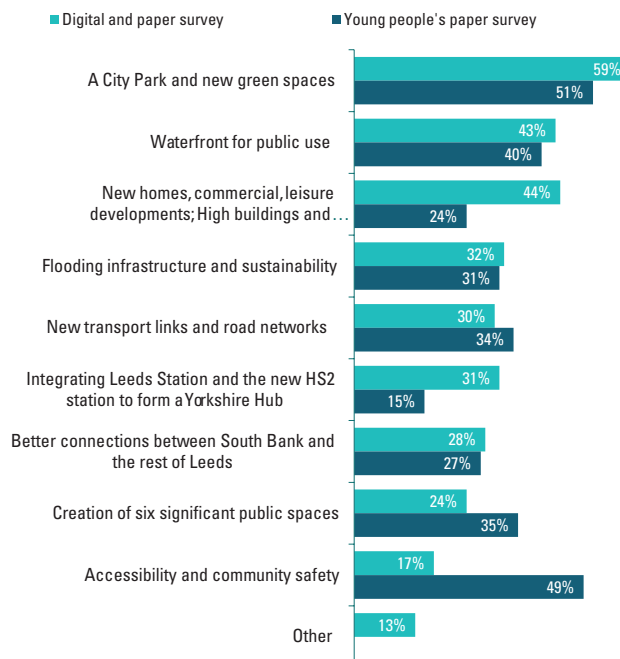
"Definitely need to make more of the dark arches. They could be beautiful, real attractions and they're being wasted."

"Create a super integrated station for HS2 and HS3. This should be a landmark building, selling the city and Yorkshire as a whole. Push the boat out"

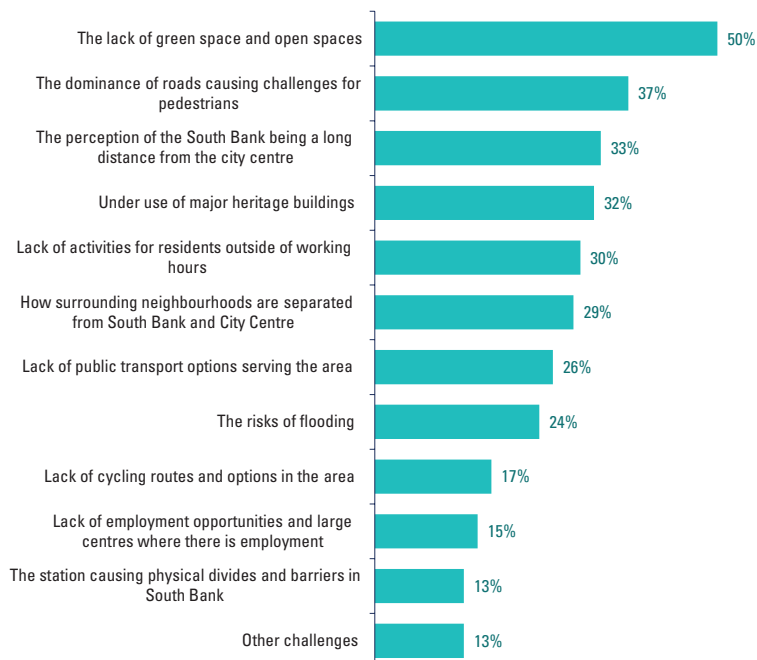
PREFERENCE FOR FEATURES ON THE WATERFRONT



WHAT DO YOU WANT TO SEE HAPPEN IN CITY CENTRE AND SOUTH BANK



MOST IMPORTANT CHALLENGES FOR SOUTH BANK



"I like the idea of making the station itself a destination in itself rather than just a place to go through for a train"

"A more holistic view incorporating upstream flood mitigation methods which should be used in conjunction with hard engineering methods in Leeds City Centre"

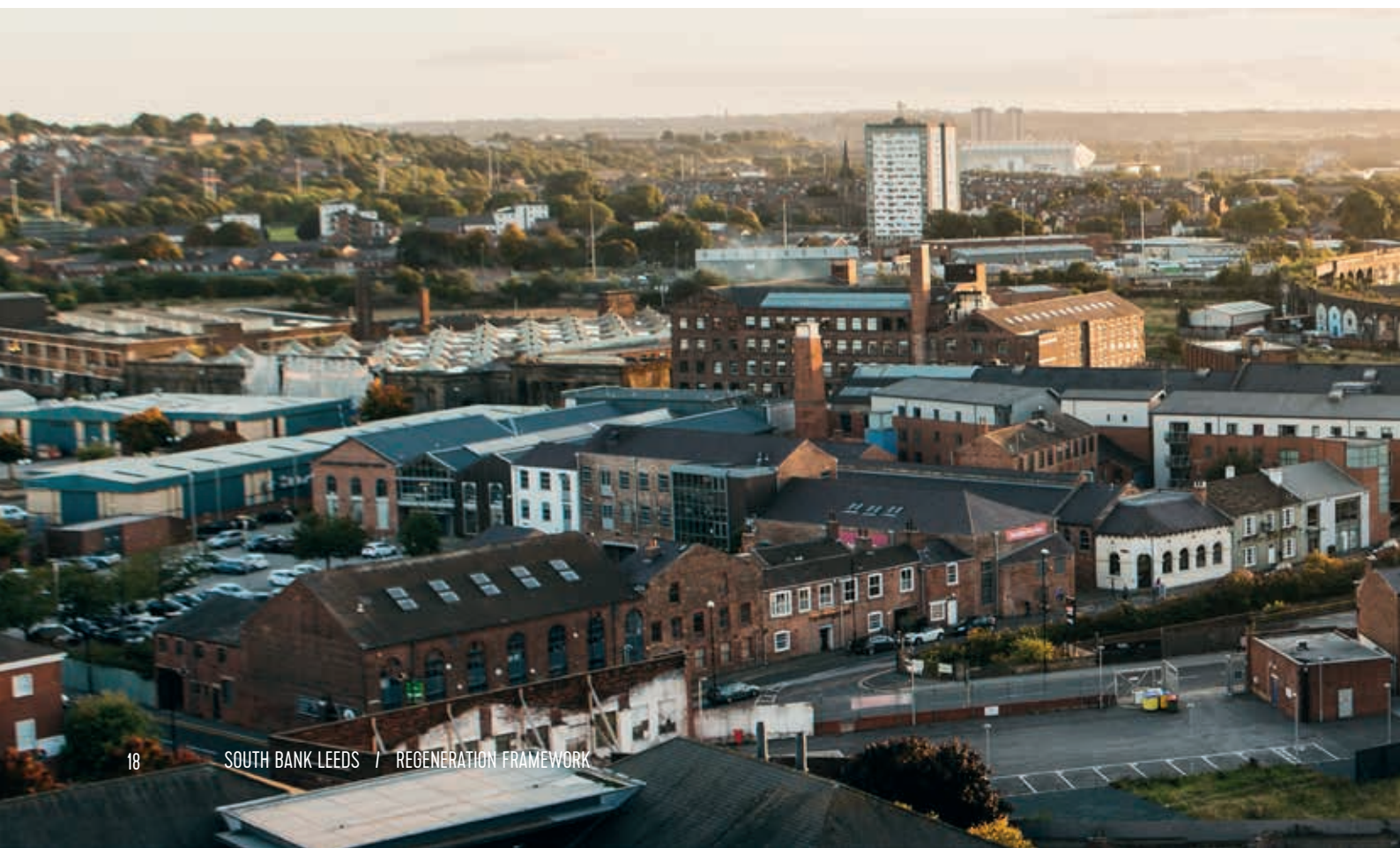
"Could a drainable lake be part of the park? Could be lowered ahead of expected flooding to take floodwater?"

"Artificial levees or diversion spillways around the river. The south bank should also try to be eco-friendly during construction and after"

1.43 Responses to the consultations frequently emphasised the importance of infrastructure as well as existing problems with accessibility and connectivity with the established city centre and these comments highlight that residents are realistic about the practicalities of redeveloping the area. In particular, the importance of adequate transportation is a key theme and aspirations for the South Bank are driven by a desire to see better facilities for walking, cycling and public transportation, although recognition of the need for car access and parking is apparent.

1.44 In the responses to the survey focusing on the Leeds Integrated Station Masterplan 92% of people Agreed or Strongly Agreed that it was important that there are a number of entrances to the station and 84% Agreed or Strongly Agreed that it was important for each entrance to be served by high quality public realm. It was also felt to be important that the new integrated station be legible and permeable, with it being an open station allowing you to walk through it without the need for a ticket.

1.45 The responses from both rounds of consultation have all been read, analysed and assessed. Where relevant they have been used to inform, update and refine the framework and have been incorporated into this final version.



FRAMEWORK PURPOSE

1.46 The regeneration framework provides:

- An amplification of policies SP3, SP11, CC1, CC2, CC3, P10 and P11 of the Core Strategy;
- Principles about how development and growth will be delivered across the South Bank;
- Details of the key interventions proposed across the area, including infrastructure requirements and transport proposals to achieve the intended growth;
- Principles and guidance about how HS2 is best integrated into the city's urban grain and economic vision. This is to help set out the detailed design of the Leeds Integrated Station and developments immediately near it, achieving a world-class gateway that projects an image befitting of Leeds' role as an international city.

1.47 The framework will serve a number of purposes:

- It will be adopted as a supplementary planning document and used for development management purposes as a material consideration in the determination of planning applications which fall within the South Bank;
- Guide investors and developers on their proposals for development and growth in the area;
- Provide indicative information about strategic interventions being proposed within the South Bank;

- As a regeneration tool and internal Council document to coordinate non-planning matters which have an impact in the South Bank;
- To inform a number of delivery plans which fall outside the control of individual developments for example the South Bank wide infrastructure;
- Be the basis of technical feasibility work to move key concepts contained within the framework towards delivery through the development of short, medium and long term delivery plans;
- Set the strategic and detailed context to shape major funding bids and decisions;
- Inform the ongoing work with Network Rail, Northern Powerhouse Rail, DfT and city partners to achieve a world-class gateway for the Leeds HS2 Station, and achieve the once in a lifetime growth opportunity the Leeds HS2 Station presents.

Image 1.6



2



PLANNING

THE SOUTH BANK

This section provides an overview of the planning policy hierarchy in Leeds and identifies how this Supplementary Planning Document relates to other documents within the Local Development Framework.



LEEDS PLANNING POLICY CONTEXT

- 2.1** As at 2018 the context of development plans for the South Bank includes the adopted plans of the Core Strategy (2014), Natural Resources and Waste Plan (2013) and saved policies of the Unitary Development Plan Review (2006), the Aire Valley Leeds Area Action Plan (AVLAAP) and any made Neighbourhood Plans.
- 2.2** One further development plan document is being prepared which make development allocations and includes other policies and guidance which will apply in parts of the South Bank:
- The Leeds Site Allocations Plan (SAP) which is expected to be adopted during 2018.

CORE STRATEGY

- 2.3** The Core Strategy identifies the city centre as the strategic and commercial focus for the District and the City Region. Spatial policies are identified to maintain and strengthen the role and attractiveness of the city centre as a focus for development and also a strategic transport hub. The southern half of the city centre is identified as important due to the availability of developable land and the potential for new infrastructure.
- 2.4** Spatial policy 3 sets objectives to maintain and enhance the role of the city centre. Objectives IV and IX in particular are relevant to this SPD:
- Comprehensively planning the redevelopment and re- use of vacant and under-used sites and buildings for mixed use development and new areas of public space (including a major City Centre Park in the South Bank Area);
 - Support the role of Leeds City Station, enhancing Leeds' role as a regional transport hub and supporting the potential for the integration of high speed rail.
- 2.5** Policy CC1 identifies the planned level of development and range of uses to be accommodated within the City Centre along with the approach to decision making and allocations. Policy CC2 seeks to make the South Bank an integral part of the city centre by:
- Ensuring the north and south halves of the city centre are more effectively integrated and better connected,
 - Areas of development opportunity in the south are prioritised for town centre uses.
- 2.6** Policy CC3 seeks to improve connections between the city centre and neighbouring communities. Spatial Policy 10 sets out key principles to support good urban design. Spatial policy 11 indicates the importance

of preparing for the arrival of High Speed Rail and ensuring facilities and the station are fully integrated into the city centre.

NATURAL RESOURCES & WASTE LOCAL PLAN

- 2.7** The plan sets out where land is needed to help manage resources, like minerals, energy, waste and water over the next 15 years. This raises a number of issues for the South Bank:
- Managing development to minimise flood risk;
 - Protecting sites for waste management;
 - Enhancing water resources particularly the River Aire and Hol Beck;
 - Improving air quality.

AIRE VALLEY LEEDS AREA ACTION PLAN

- 2.8** Aire Valley Leeds (AVL) is a major regeneration area covering 1,300 hectares of land to the south east of Leeds City Centre incorporating over 400 hectares of development land. The AVLAAP has been adopted by the Council to provide a spatial planning framework for the area which includes plan wide policies, area plans and site specific allocations and designations.
- 2.9** The boundary of the AVLAAP overlaps the area covered by the framework SPD but does not include all the land in the SPD boundary. The AVLAAP includes only the land to south of river which lies east of Neville Street/Victoria Road and north of the A61 (Great Wilson Street/Hunslet Road) and the land to the north of the river which lies east of Crown Point Road. The safeguarded area of the HS2 station and route lies partly within the AAP boundary.
- 2.10** A number of AVLAAP allocations for office and housing and mixed use development lie within the SPD boundary identified under policies AVL1 (identified office sites), AVL6 (identified housing sites) and AVL7 (housing and mixed use allocations). These are shown on Map 7 and Map 8 of the AVLAAP. The plan provides indicative estimates for the office floorspace and housing capacity of the site and sets out site-specific requirements (in Sections 4.2 and 4.3) which will need to be addressed as development comes forward on the site.
- 2.11** The AVLAAP identifies a broad location for major mixed use development in the hinterland of the proposed HS2 station, and on the former Tetley Brewery site to the east, under Policy AVL7 (Site AV94). An indicative capacity is identified for 73,500 sq. m. of office floorspace and 1,635 dwellings within the area. Other types of commercial development generally permitted within the City Centre and under Policy SB4 are also acceptable within the wider mix.

- 2.12** Policy SB2 sets out a proposal for a new city park of approximately 3.5 hectares within Site AV94 centred on the former Tetley Brewery site but encompassing other surrounding land. The policy includes a series of design and delivery principles. Major development sites within Site AV94 are required to make a proportionate contribution of at least 20% of land area to the city park.
- 2.13** Policy SB1 sets out proposals to improve pedestrian and cycle connections (north-south and east-west) within the South Bank area, to the north of the city centre and to the surrounding communities and to reduce the dominance of vehicular traffic infrastructure. Policy SB3 seeks to create a network of new and improved green routes within the area. These routes are shown indicatively on Map 7 of the AVLAAP.
- 2.14** Policy SB4 sets out appropriate uses within mixed use sites located in the city centre part of the South Bank. These uses include housing, employment uses, hotels, educational uses, small scale convenience retail, cafes, bars, restaurants, leisure uses, community uses and cultural uses.
- 2.15** This SPD is consistent with and complementary to the policies, proposals and allocations set out in the AVLAAP. Planning decisions will have full regard to the policies and proposals within the AVLAAP. This framework provides a more detailed layer of illustrative guidance to inform and assess development proposals within the area.
- 2.16** This SPD is particularly focused on the immediate hinterland of the proposed Leeds Integrated Station. This is an area where fuller details have emerged late on in the preparation of the AVLAAP. However, the SPD does not seek to provide comprehensive guidance across the whole of the defined boundary.

SITE ALLOCATIONS PLAN

- 2.17** The part of the South Bank not covered by the AVLAAP is covered by the Site Allocations Plan which is currently subject to examination and is expected to be adopted during 2018.

- 2.18** This is mostly the area around Crown Point Retail Park and the area to the west of Meadow Lane. The Plan seeks to allocate a number of sites for housing, office and general employment development, and protects green space and civic space around the Canal, River and Leeds Office Park. The most significant allocation is Temple Works Mixed Use site (ref MX2-35). Its centre piece is the Temple Works Grade I listed building. Surrounding this site there are also a number of other proposed allocations and identified sites for mixed use, office, and housing development. The proposed allocations have site requirements which typically expect development to consider the effects on the conservation area and nearby listed buildings and to address flood risk issues. The identified sites recognise recent planning permissions as a means of delivering office and residential development.

HOLBECK SOUTH BANK SPD

- 2.19** The Holbeck South Bank SPD was adopted in 2016 and refreshed planning guidance to inform the comprehensive development of the area in response to inward investment proposals by several companies. The important historic and architectural legacy in Holbeck warranted detailed guidance which is provided by the SPD and remains relevant.
- 2.20** The framework plan also includes the area covered by the Holbeck, South Bank SPD but does not seek to replace the guidance within it which provides a more granular level of detail. Where proposals fall within this area developers will need to have regard to the provision of both documents.

HOLBECK NEIGHBOURHOOD PLAN

- 2.21** Since 2012 the local community in Holbeck have been working on a neighbourhood plan for their area. A small part of the Neighbourhood Plan area between Sweet Street, Meadow Road and the railway line falls within the area covered by this SPD. In March 2018 the local community voted yes in a referendum to formally approve the neighbourhood plan which is now part of the development plan.

Figure 2.1: Relationship to other Local Development Framework Documents



SOUTH BANK PLANNING STATEMENT

- 2.22** The guidance within this document replaces that contained within the 2011 South Bank Planning Statement (informal planning guidance) which will be superseded once the document is adopted.

REGENERATION FRAMEWORK PRINCIPLES

- 2.23** The following principles clarify the planning requirements to deliver the regeneration framework:

SBRF PRINCIPLE 1

In accordance with Policies SP3, CC2 and CC3 of the Core Strategy, the layout of new developments will be required, where relevant to:

- i) Create a green network that connects through a legible system of streets, paths, urban spaces and parks;**
- ii) Create a legible and accessible public transport network in the South Bank with joined up interchanges between different modes and a pedestrian core which spans the river;**
- iii) Create a rationalised and distributed road hierarchy that prioritises public transport, increases local connectivity and reduces city centre congestion;**
- iv) Improve pedestrian and cycle accessibility to the city centre through and beyond the Inner Ring Road;**
- v) Implement an effective parking and public transportation strategy to create safer streets and reduce congestion;**
- vi) Make the waterfront a central place of activity for the city;**
- vii) Adapt heritage buildings and links with existing assets;**
- viii) Create and revitalise centres by clustering complementary land uses;**
- ix) Improve resilience and sustainability, contributing to the overall Flood Alleviation Strategy for Leeds and the South Bank;**
- x) Celebrate culture in the South Bank and make it an integral part of the approach to placemaking.**

- 2.24** SBRF principle 1 will help achieve the intended outcomes of the Ten Key Moves outlined in Section 4 of this document.

SBRF PRINCIPLE 2

In accordance with Policies SP3, CC1 and CC2 of the Core Strategy:

- i) Large scale offices and other high density employment uses are encouraged to cluster around public transport links, particularly Leeds Train Station;**
- ii) Development should be planned to cluster town centre uses (offices, shops, restaurants, hotels), which may involve designation of new local centres under Policy P7 of the Core Strategy;**
- iii) Digital and creative business opportunities will be encouraged throughout the South Bank.**

- 2.25** SBRF principle 2 will help deliver the intended outcomes of Section 4.8 and illustrative plan of Fig 4.8 which promote a clustering approach to reinforce what is already emerging in the area. The plan is not intended to be rigidly adhered to but to provide a flexible framework which can help guide proposals.

SBRF PRINCIPLE 3

In accordance with Policies SP3, CC2, CC3, P10 and P11 of the Core Strategy, and Water4, Water6 and Water7 of the NRWLP new developments should respond to the design strategies and concepts outlined within Section 5 of this document. Where relevant development proposals will be required to demonstrate how they contribute to achieving the South Bank strategies as follows:

- i) The delivery of the framework concept of promoting well designed streets and public spaces and enhancing the green and blue network as a means of galvanising development detailed at Section 5.1 and figure 5.1;**

- ii) The connected open space network and strategies for successful spaces outlined at Section 5.2;
- iii) The ambition for the River Aire set out in paragraphs 5.2.10 to 5.2.19 and figures 5.5 to 5.10 on 'Making the most of a natural asset' and 'access and integration of the waterfront', including encouraging active use of the river and where development occurs on sites next to the river the development addresses the water and responds positively and fully to opportunities offered by the waterfront;
- iv) To improve movement for pedestrians and cyclists beyond the Inner Ring Road;
- v) To encourage general traffic to circulate around the city centre rather than through it;
- vi) Streets to be designed to be safe, comfortable and active environments for pedestrians and cyclists, while allowing efficient movement of public transport and vehicular traffic and incorporating high quality design elements such as quality paving, street furniture, lighting, trees and planting (in accordance with the Street Design Guide SPD);
- vii) Activities to secure the future of Temple Works;
- viii) The delivery of creative and child friendly temporary and meanwhile uses and temporary connections to help establish desired movement patterns and create activity in areas of new development;
- ix) The incorporation of innovative approaches to Flood Resilience and Sustainable Development Strategies where feasible and otherwise in accordance with NRWLP policies.

- 2.26** The purpose of SBRF principle 3 is to help implement the ambitions detailed at Section 5 of this document focusing on a series of strategies relating to open space, movement, resilience and sustainability.

SBRF PRINCIPLE 4

In accordance with policies SP3, SP11, P10 and to ensure the redevelopment of Leeds City Station and the integration of HS2 services achieves the ambitions and objectives established through the Leeds Integrated Station Masterplan. The development should deliver the detailed design objectives set out within section 6 relating to:

- i) Legible station access;
- ii) Optimum permeability;
- iii) Integrated North/South access;
- iv) A strong supportive street network;
- v) Access to the water;
- vi) Access to multiple modes of travel;
- vii) Supporting frontage;
- viii) Added amenity;
- ix) Delight – Architectural quality;
- x) Human scale.

- 2.27** SBRF principle 4 is intended to shape the redevelopment of Leeds station, including the proposed location of HS2 services in the city.
- 2.28** Where major infrastructure works do not require planning permission we will expect stakeholders to take account of the SPD to help deliver the vision for South Bank.

SBRF PRINCIPLE 5

In accordance with Policies SP3 and SP11 of the Core Strategy the redevelopment of Leeds City Station, the integration of HS2 and development of buildings and spaces adjoining the rail infrastructure deliver the following key objectives:

- i) Creation of a Station district;
- ii) Multiple entrances, each a destination in their own right;
- iii) A new shared common concourse to ensure seamless interchange between HS2 and the current station;
- iv) To enhance the Dark Arches and Neville Street;
- v) Maximum permeability through the station, to ensure the station is integrated with the City's streets and urban context;
- vi) Provision to accommodate additional capacity and platforms;
- vii) A new roof to the station to reflect the new station footprint and provide opportunities for more natural light across the Station;
- viii) Inclusion of Multi-modal transport access;
- ix) Well-designed tall buildings and a vibrant mixed use environment within the vicinity of the Station.

- 2.29** SBRF principle 5 seeks to facilitate the delivery of the Leeds Integrated Station Masterplan as summarised in Section 7 of this document which provides a blueprint for the future redevelopment of the Integrated Station.

3

ENTRANCE

THE TETLEY

GALLERY
ARTWORKS
BAR & KITCHEN
LIVE MUSIC
WELCOME

EXISTING CHALLENGES

South Bank forms a crucial piece of a wider jigsaw of interventions which are helping to shape the future of Leeds and the wider City Region. This section sets the scene for the framework by providing an overview of the key challenges and opportunities.

It also sets the context for putting Core Strategy policies concerning the South Bank into effect. Developments in South Bank should seek to address these challenges.





LIVING

3.1

- Most residential areas lie at the periphery or outside of South Bank;
- There is a lack of activity during non-working hours;
- Delivery of a city centre park and social facilities can help support housing growth.



WORKING

3.2

- South Bank currently lacks the critical mass to be an employment centre;
- For the most part, existing enterprise and industry operate in isolation;
- Public transport opportunities to help support sustainable economic growth.



NEIGHBOURHOODS

3.3

- Communities are separated from each other and from South Bank by major infrastructure;
- Poor pedestrian and cycling connectivity exacerbates the spatial segregation;
- Opportunity to reconnect existing communities with each other and the city centre.



HERITAGE & ASSETS

3.4

- Holbeck, South Bank is particularly rich in heritage assets;
- In other areas of South Bank, heritage exists in isolation and remains unconnected and underutilised;
- Large areas of land available for development which can help support investment in heritage assets.



CONNECTIVITY

3.5

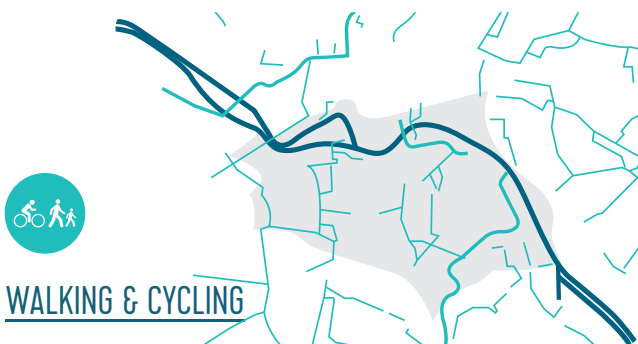
- South Bank is divided by the north/south running A653;
- Over-engineered road networks makes the realisation of an active waterfront in South Bank difficult;
- South bank is used as a movement corridor for residents from southern areas to get to the city centre.



TRANSPORT

3.6

- Large areas of South Bank are not served by public transport;
- Even places like Holbeck are poorly serviced, limiting its potential for growth;
- Opportunity to connect areas with poor public transport provision through fast links to park and ride locations.



WALKING & CYCLING

3.7

- There is an inconsistent cycling network lacking legibility and true connectivity;
- Quality of existing cycle routes is extremely variable;
- Rationalising the road network offers opportunities to enhance walking and cycling infrastructure;
- The waterfront offers opportunities for leisure use and sustainable travel.



PUBLIC SPACES

3.8

- South Bank lacks significant public spaces and there is no clear public space network;
- The waterfront is not used to its full potential;
- A city centre park connected to the waterfront will enhance the city centre offer.



FLOODING

3.9

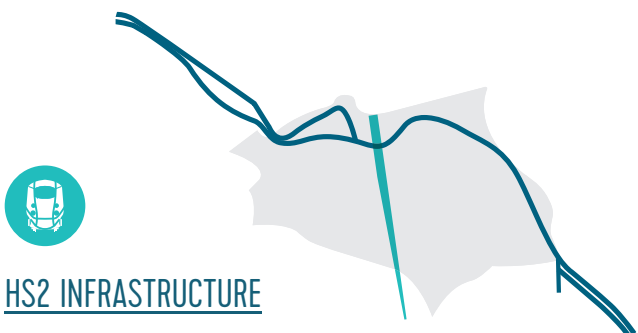
- Much of South Bank is at significant risk of flooding;
- Significant new development and infrastructure proposed within South Bank;
- Opportunity to integrate additional flood resilience, building on benefits from the Phase 1 Flood Alleviation Strategy.



PERCEPTION

3.10

- South Bank is considered outside of rather than part of the city centre;
- Greater difficulty in attracting investment;
- The river and train lines which run from west to east act as barriers to north/south integration;
- The large scale growth in the South Bank can support the vitality and viability of the city centre.



HS2 INFRASTRUCTURE

3.11

- Potential further severance of the South Bank and lack of integration with the city fabric;
- 1.6 km of viaduct frontage through the South Bank;
- Rail growth driving footfall and activity in the area.

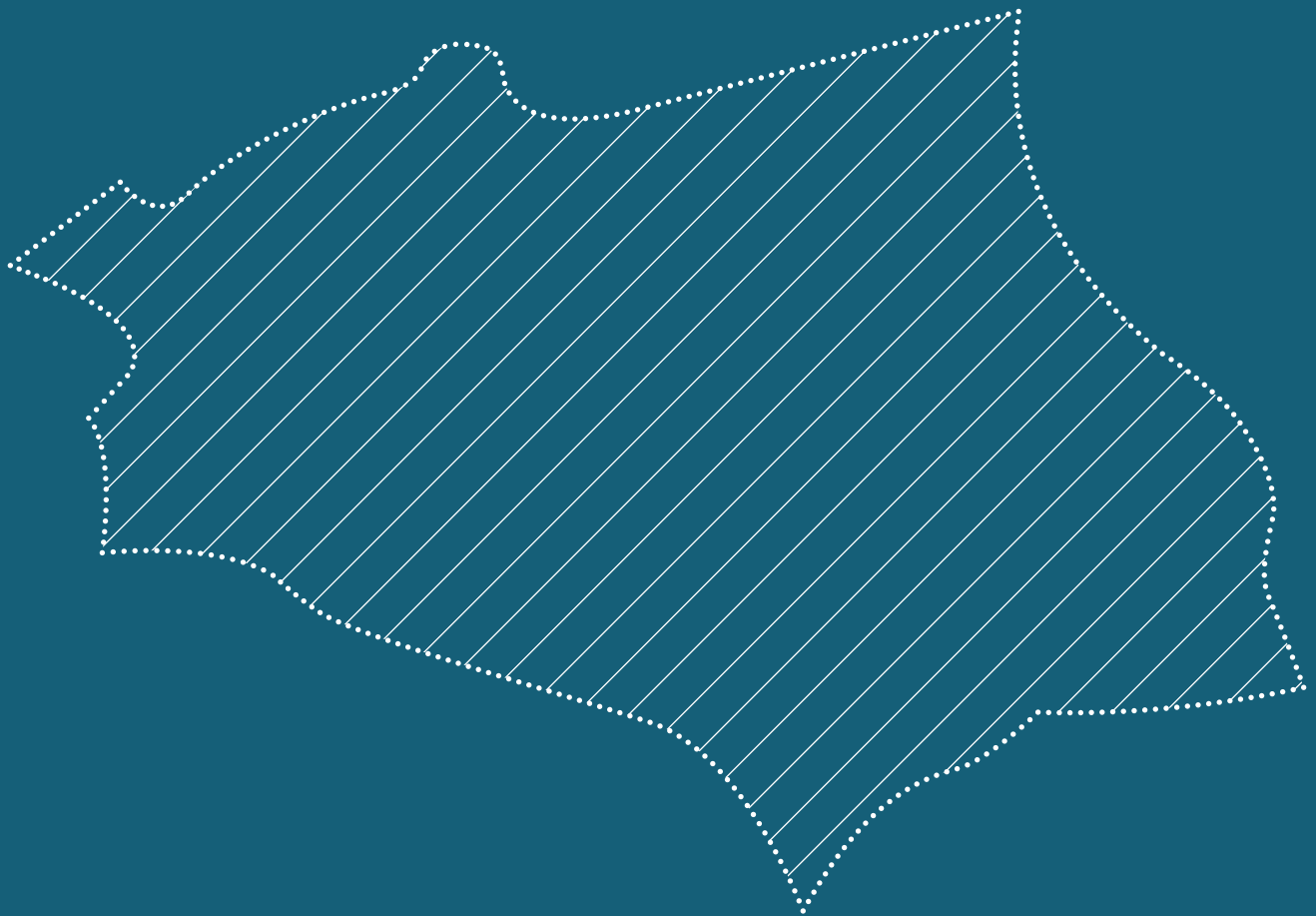


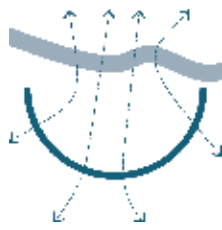
4

SOUTH BANK: 10 KEY MOVES

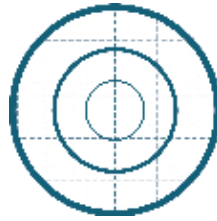
This section presents a series of Key Moves, in no order of priority, which inform the development of the South Bank at a strategic level. The key moves create a high-level blueprint for realising the wider vision of the South Bank.

The main drivers are discussed along with the intended outcomes for each key move. Images shown are for illustrative purposes only.

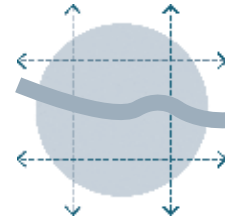




**Connect the green
& blue network**



**Create a rationalised
road hierarchy**



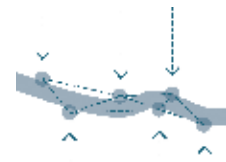
**Create a legible &
accessible public
transport network**



**Improve access beyond
the Inner Ring Road**



**Implement a sustainable
public transport and
parking strategy**



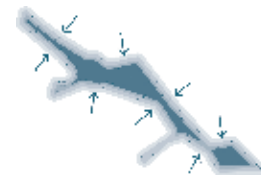
**Activate the
waterfront**



**Adapt heritage & link
existing assets**



**Create and revitalise
centres**



**Improve resilience
& sustainability**



**Utilise culture to help
placemaking**

THE CONTENTS OF THIS SECTION INCLUDE ASPIRATIONS FOR:

- i) Making the River Aire, and areas close to it, world- class leisure, events and recreation space at the very heart of the city centre. Transforming them into places for people of all ages to enjoy through play, leisure and best practice in sustainable design;
- ii) Transforming the road network within the South Bank to provide streets which are pedestrian and cycle friendly, using high-quality, people-focussed design, which draws upon best urban design practice from across the world;
- iii) The creation of six major pieces of public open space in the South Bank, including a forecourt for HS2, as well as spaces for events, play and animation;
- iv) The City Centre Park as a major piece of green infrastructure to serve the area and wider city;
- v) Continuing the vision of a mixed-use neighbourhood, with clustering of a variety of land uses, with zones for commercial development, housing, social infrastructure and education;
- vi) The potential for landmark, taller buildings and major leisure destinations to be developed at certain locations within the area;
- vii) Continuing to nurture the growth of independent food, beverage and other retail within the area subject to planning policy;
- viii) Improved physical and cultural connections to adjacent communities;
- ix) Creation of a pedestrian core spanning the river (complementing the existing Public Transport Box) which is served by high quality public transport to connect to both the HS2 station and South Bank to the rest of the city centre and surrounding neighbourhoods.
- x) Innovative ideas to mitigate the potential implications of floods, including potential flood channels.
- xi) Culture to be celebrated and an integral part of the approach to placemaking in the South Bank.

The key moves will be achieved through a variety of interventions including negotiation on planning applications to secure particular outcomes consistent with planning policy.

The images on the following pages are illustrative to demonstrate the area wide concepts promoted by this framework.

CREATE A GREEN NETWORK THAT CONNECTS THROUGH A LEGIBLE SYSTEM OF STREETS, PATHS, URBAN SPACES & PARKS

4.1 The strategic green network consists of streets, paths, urban spaces and parks that connect the South Bank, the city centre and adjacent neighbourhoods. Combined with the finer grain network they offer a choice of movement routes for pedestrians and cyclists. With the right treatment this could provide a valuable network for wildlife aiding biodiversity in the South Bank. More information is provided on pages 48-51 and 90-93.

4.1.1 Influences

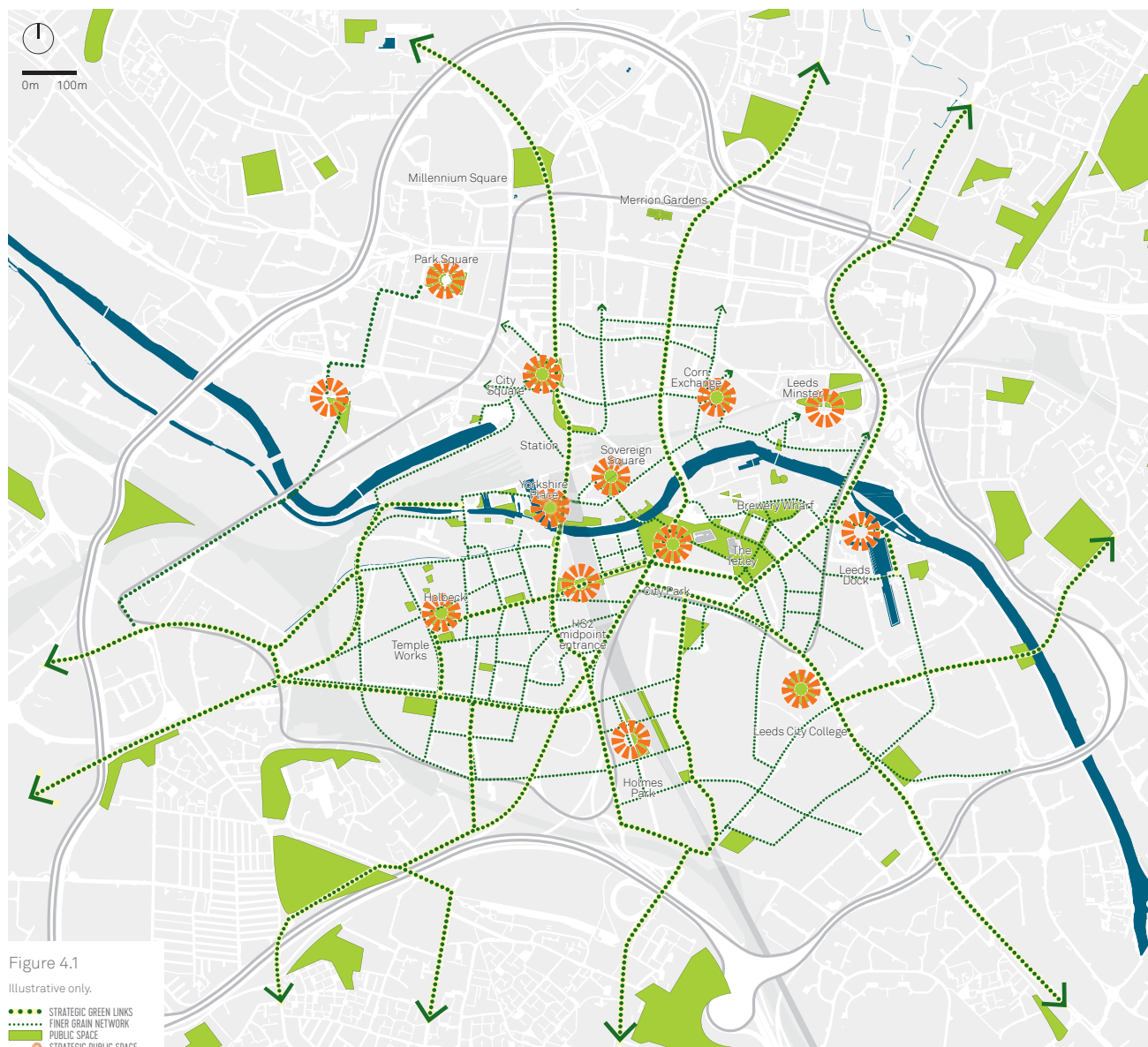
- Very limited amount of public space;
- Lack of continuity and legibility between existing public spaces;
- Poor connectivity to the River Aire;
- Streets which do not consider the pedestrian or cyclist.

4.1.2 Intended outcomes

- Places which help to create local centres and neighbourhoods where communities come together;
- Public spaces provide a catalyst for development;
- Improved continuity and legibility for cyclists and pedestrians, particularly in areas with proximity to the river;
- Focal points for specific city-wide events and activities.



Image 4.1



A LEGIBLE & ACCESSIBLE PUBLIC TRANSPORT NETWORK IN THE SOUTH BANK WITH JOINED UP INTERCHANGES BETWEEN DIFFERENT MODES & A PEDESTRIAN CORE WHICH SPANS THE RIVER

4.2 Public transport needs to be prioritised over car use and provide access to all areas of the city supported by a pedestrian core spanning the river where the pedestrian environment is safe, comfortable and attractive to complement the existing Public Transport Box. More information is provided on pages 58-59 and 94-99.

4.2.1 Influences

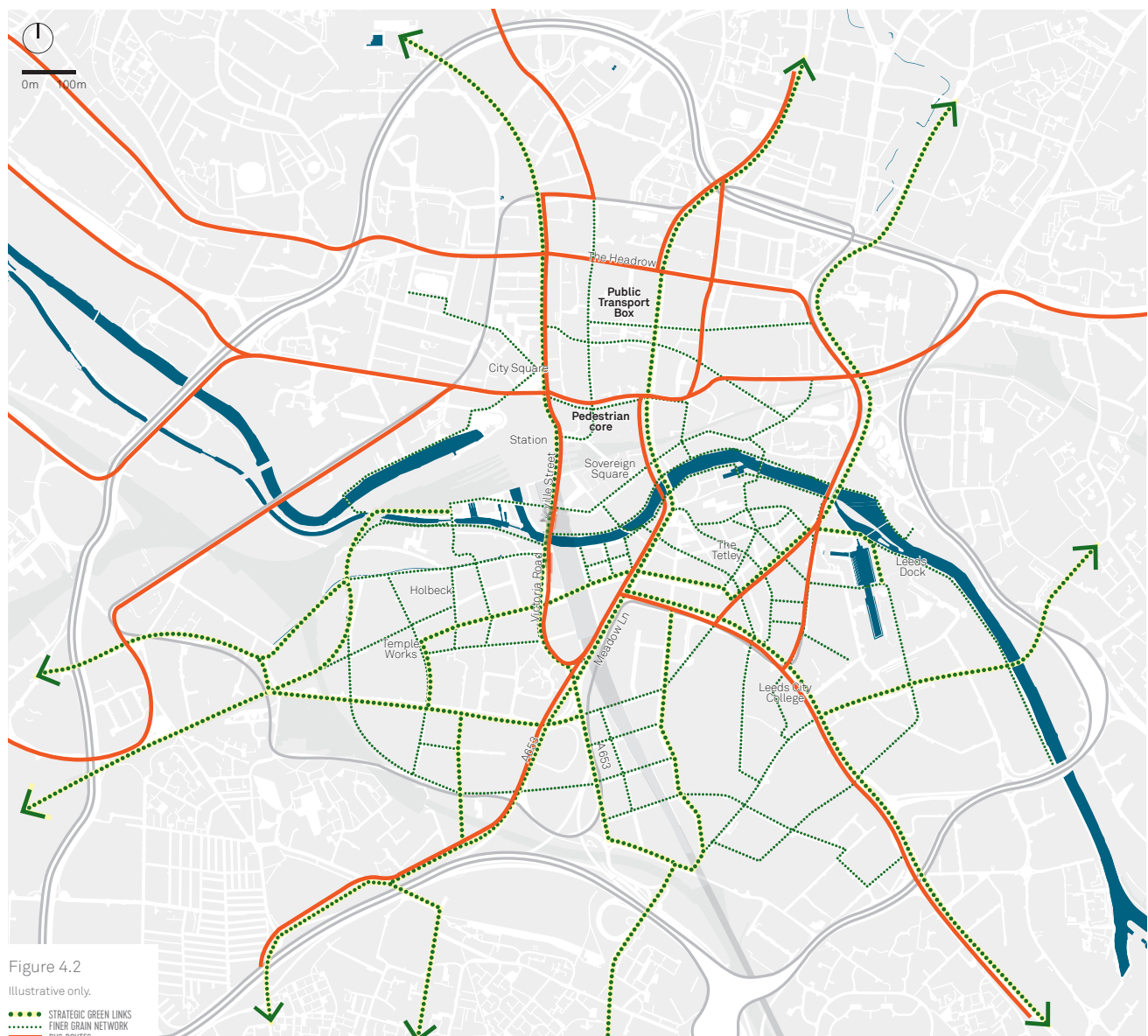
- Vehicular movement which cut through the centre of South Bank;
- Success of current public transport networks in the north of the city and existing city centre;
- Lack of legibility for public transport south of Leeds Station;
- Multi-modal access to HS2 Station.

4.2.2 Intended outcomes

- Extend key public transport south of the river;
- Reducing public transport delay;
- Increase accessibility;
- Interchange opportunity between different modes of transport;
- Public transport needs to be prioritised over cars and provide access to all areas of the city.



Image 4.2



CREATE A RATIONALISED & DISTRIBUTED ROAD HIERARCHY THAT INCREASES LOCAL CONNECTIVITY & REDUCES CITY CENTRE CONGESTION

4.3 Traffic will be encouraged to move around the city centre rather than through it. The Inner Ring Road will have the greatest volume of traffic, while a proposed City Boulevard will accommodate slower moving vehicles, prioritising pedestrians and cyclists in a pleasant and safe environment. More information is provided on pages 58-63 and 94-99.

4.3.1 Influences

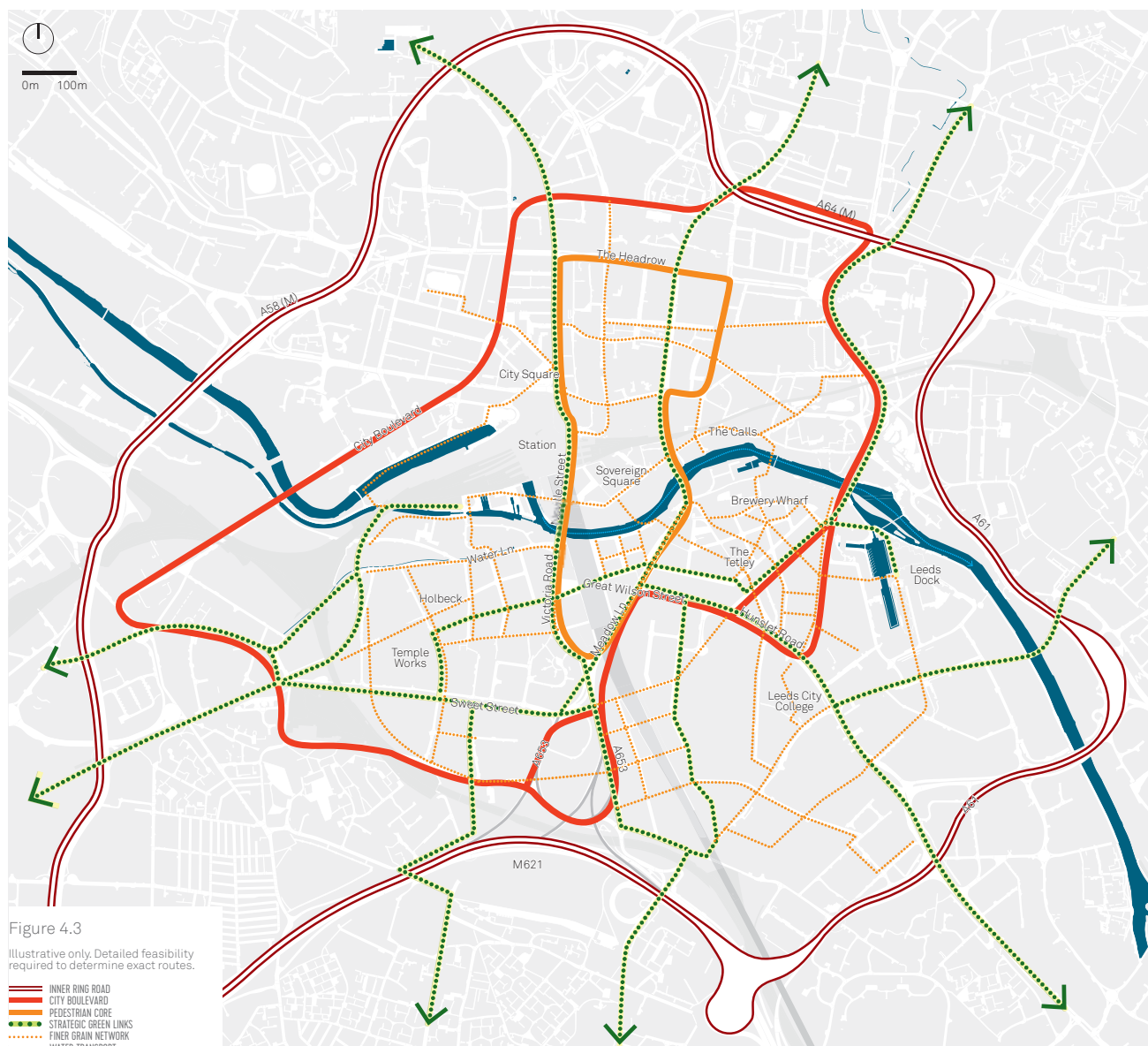
- The A653 creates a major east / west divide through the heart of the South Bank;
- Heavy traffic close to the southern edge of the river limits the expansion of the city centre and access to the water;
- Congestion of The Calls and Swingate along the City Centre Loop;
- Ability to use roads as rat runs through to other parts of the city;
- Over-engineered road network is occupying potential development land;
- The proposed introduction of a Clean Air Zone by 2019 to improve air quality within the City Centre.

4.3.2 Intended outcomes

- A clear movement system hierarchy: Inner Ring Road > City Boulevard > Pedestrian Precinct (Public Transport Box) all tied together with a fine grain network;
- Transformation and expansion of the City Centre Loop to a slower, more pedestrian and cycle friendly City Boulevard;
- Establishment of a strong new east / west route (the City Boulevard);
- Reduction in traffic levels along Water Lane, Great Wilson Street and Hunslet Lane;
- Ambition to implement 20mph zones across the city centre where deemed appropriate.



Image 4.3



IMPROVE PEDESTRIAN & CYCLE ACCESSIBILITY TO THE CITY CENTRE FROM BEYOND THE INNER RING ROAD

4.4 Improved links across the Inner Ring Road between South Bank and the neighbourhoods of Holbeck, Beeston, Hunslet, Cross Green and Saxton Gardens will allow greater freedom of movement, better social and cultural integration, and improved access to services and amenities. More information can be found on pages 56–57.

4.4.1 Influences

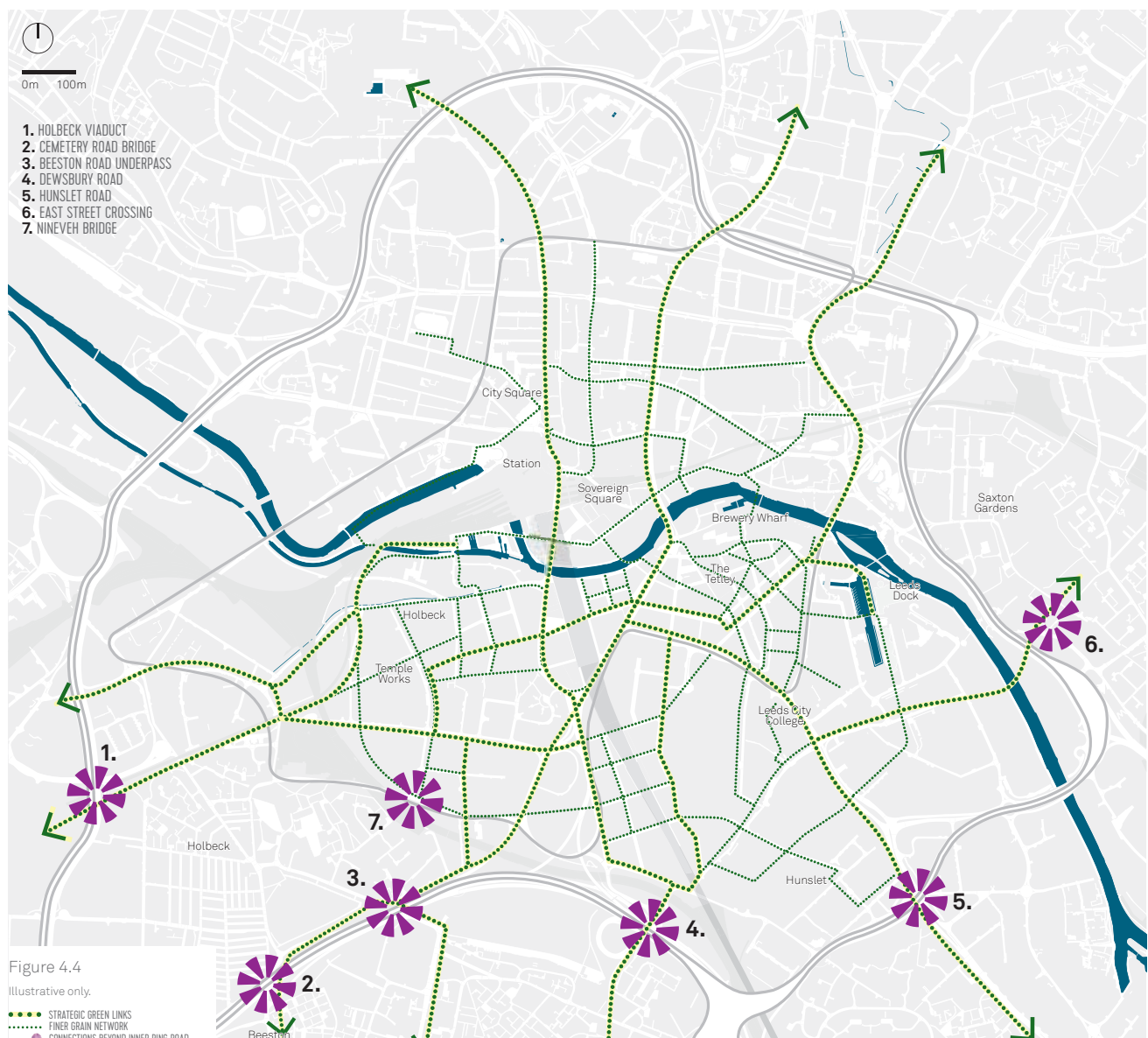
- Inadequate quality and quantity of cycling and pedestrian connections and facilities;
- Land uses and frontages along existing connections discourage movement;
- Design of existing connections lacks security and legibility;
- Desire to improve connectivity to key sporting, cultural and entertainment venues.

4.4.2 Intended outcomes

- Seven new or improved strategic pedestrian & cycle connections into South Bank and the city centre from the east, west and south;
- Decrease in vehicular traffic and increases in sustainable modes of travel;
- Growth of development opportunities along these connections;
- Greater inclusivity for areas lying beyond the Inner Ring Road;
- Increase in shared activities and services between neighbourhoods;
- Improved social and cultural integration.



Image 4.4



IMPLEMENT AN EFFECTIVE PARKING & PUBLIC TRANSPORT STRATEGY TO CREATE SAFE STREETS & REDUCE CONGESTION

4.5 The Core Strategy aims to increase the use of sustainable forms of transport through appropriate infrastructure and use of demand management to ensure development takes place in locations that are easily accessible by a variety of sustainable transport modes. A Parking SPD (<https://www.leeds.gov.uk/docs/Leeds%20Parking%20SPD%20Jan%202016.pdf>) has been produced setting out detailed parking standards in line with the objectives set out in policies TS1 and TS2. A parking hierarchy has been applied defining the prioritisation of different types of parking and the city centre has been divided into the public transport box, core and fringe zones (the detailed boundaries are available within the SPD).

4.5.1 Influences

- Well connected district with an accessible and integrated transport network;
- Development locations are accessible by a variety of sustainable modes of travel;
- Efficient transport network with reduced road congestion and greater choice of more sustainable modes of travel.

4.5.2 Intended outcomes

- Ensure adequate parking for different users to support the health and vitality of the city centre;
- Support wider transport strategy objectives for sustainable travel and to minimise congestion during peak periods;
- Limiting the supply of commuter parking in areas of high public transport accessibility around the city;
- Delivering strategic park and ride for the city.



Image 4.5

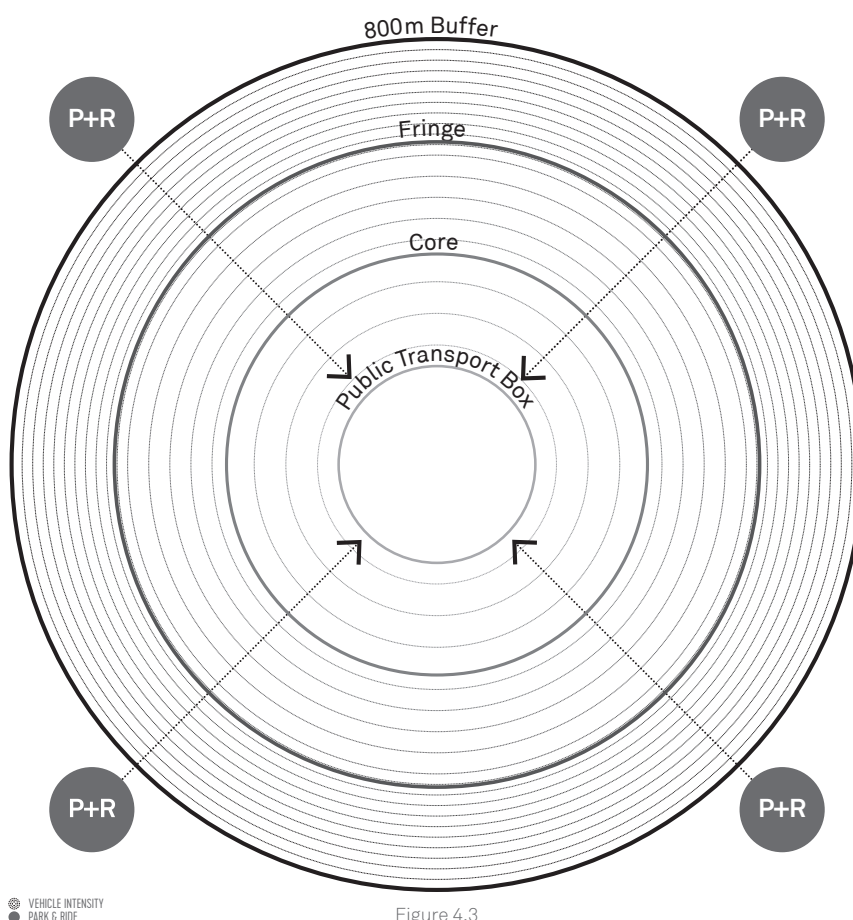


Figure 4.3

MAKE THE WATERFRONT A CENTRAL PLACE OF ACTIVITY FOR THE CITY

4.6 The waterfront, one of the city's primary natural assets, recaptures its role as a focus of activity, with quality public space and new attractions. It is connected to surrounding neighbourhoods by the strategic green network. More information is provided on pages 52- 55.

4.6.1 Influences

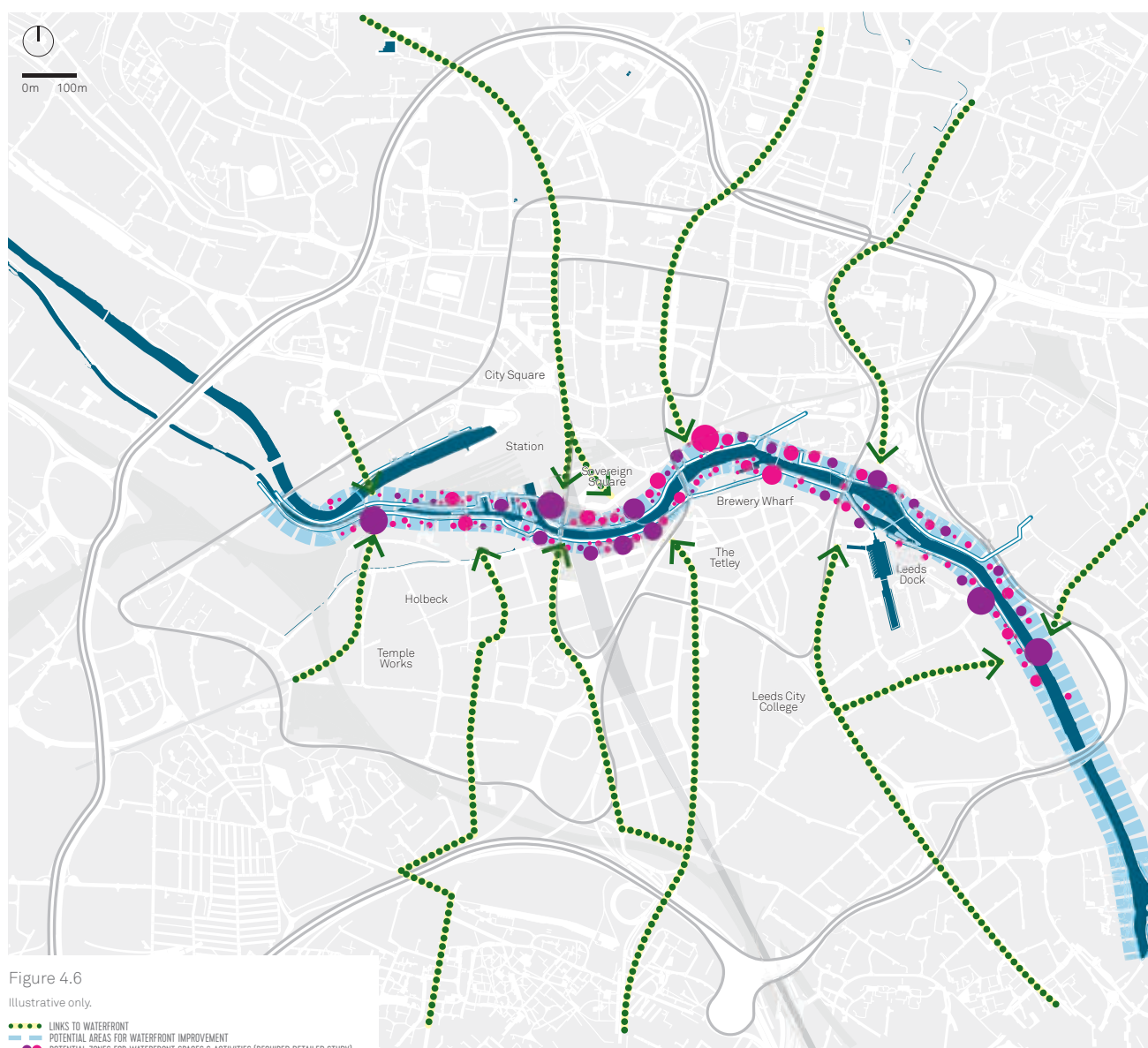
- The waterfront is at the periphery of the city centre;
- Access to the River Aire is limited;
- Two paths and footways along large parts of the waterfront are disjointed, illegible and of poor quality;
- Public space along the water is very limited.

4.6.2 Intended outcomes

- Enormous development potential associated with the city's primary natural asset;
- A redefinition of the city centre with the River Aire at its heart;
- A dramatic shift in the perception of what the river provides the city;
- New public spaces which take advantage of access to the water;
- Activities on the water;
- Build on the success of Leeds Dock in connecting to the water.



Image 4.6



ADAPT HERITAGE BUILDINGS & LINK WITH EXISTING ASSETS

4.7 There is an opportunity to strengthen the identity of the South Bank through the adaptation and reuse of heritage buildings together with the integration of adjacent assets. This is already happening in both the Tetley and in Holbeck. More information is provided on pages 64-65.

4.7.1 Influences

- Collection of under-utilised heritage buildings in South Bank;
- Lack of a network that describes the history of the area;
- Assets often exist in isolation without a clear sense of identity.

4.7.2 Intended outcomes

- Creates a strong identity and character especially when associated with public space;
- Reinforce the creation of local centres;
- Define a network of identifiable local qualities linking places throughout the city.



Image 4.7

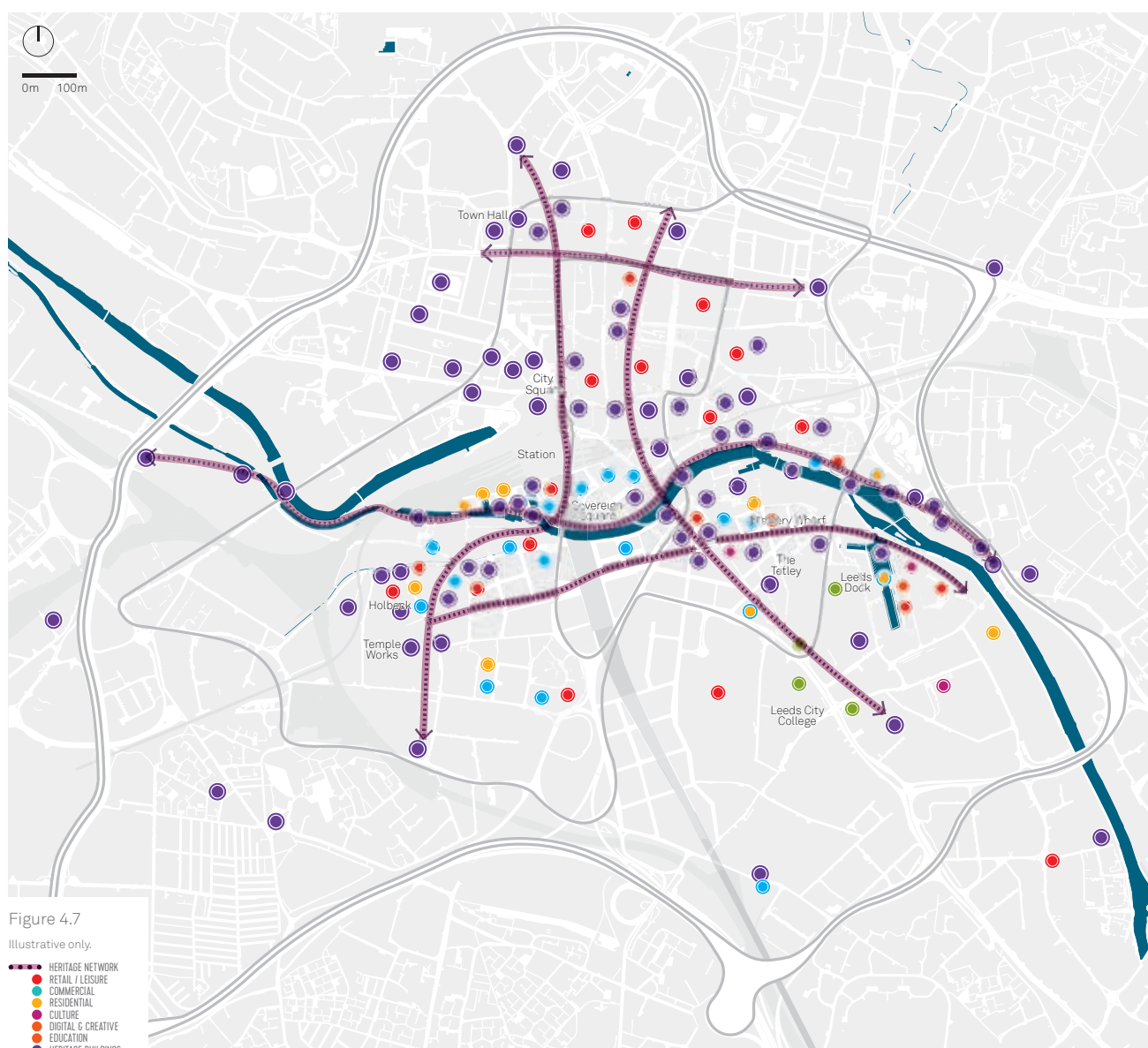


Figure 4.7

Illustrative only.

- HERITAGE NETWORK
- RETAIL / LEISURE
- COMMERCIAL
- RESIDENTIAL
- CULTURE
- DIGITAL & CREATIVE
- EDUCATION
- HERITAGE BUILDINGS

CREATE & REVITALISE CENTRES BY CLUSTERING COMPLEMENTARY LAND USES

4.8 There is an opportunity to build upon the existing strengths and land use clusters such as education around Leeds City College, digital at Leeds Dock, and creative at Holbeck. More information is provided on pages 106-109.

4.8.1 Influences

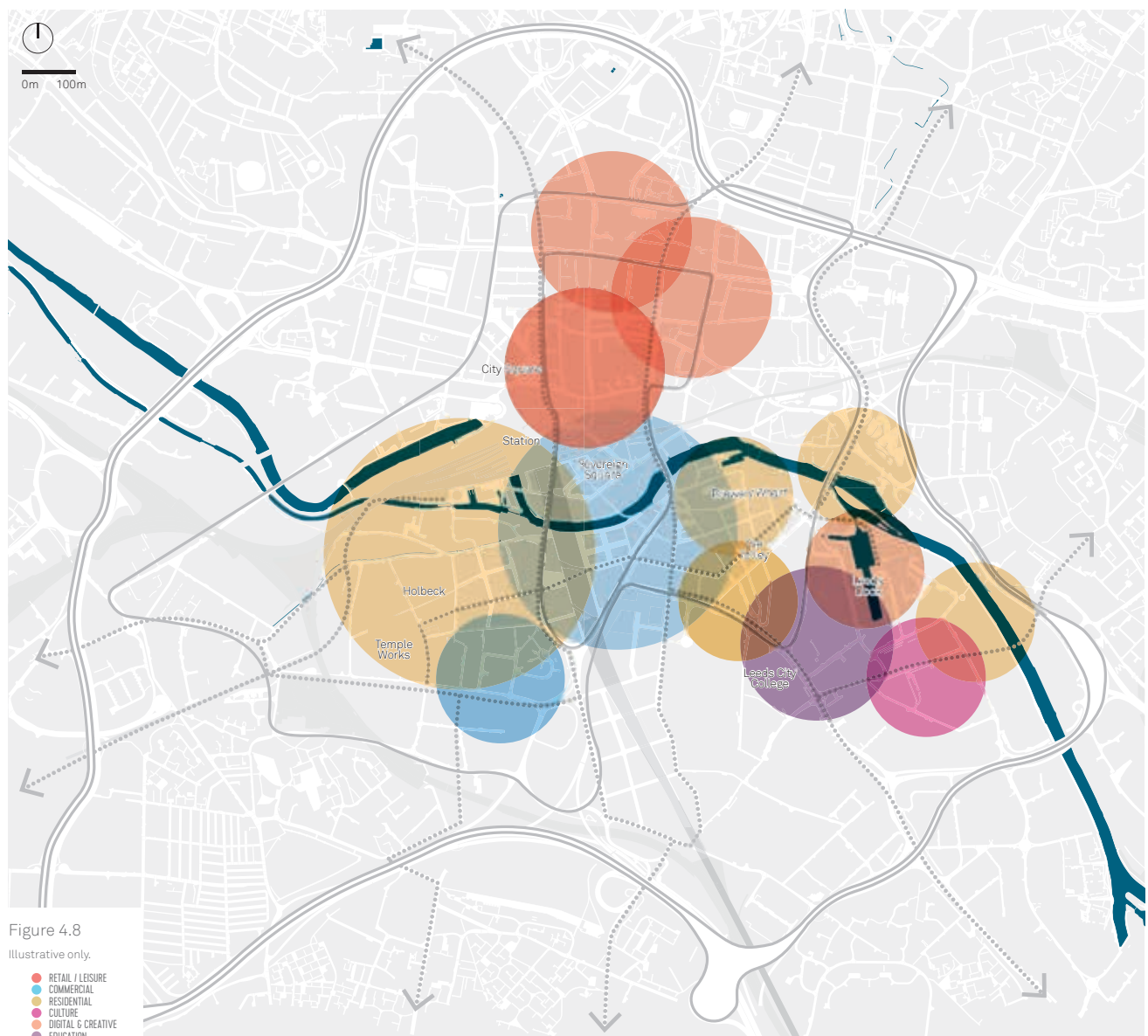
- Currently large areas of South Bank have singular uses;
- Residential neighbourhoods lack centres and their associated uses;
- Isolated land uses require more frequent and longer travel.

4.8.2 Intended outcomes

- A series of neighbourhoods which complement each other to support changing economies;
- Employment density around centres with strong associated transport links;
- Mix of uses located in close proximity to create walkable neighbourhoods with longer periods of activity;
- Some areas that should be reinforced include Holbeck, the education cluster developing along Hunslet Road, Leeds Dock, Hunslet Riverside, and the Tetley site.



Image 4.8



IMPROVE RESILIENCE & SUSTAINABILITY, CONTRIBUTING TO THE OVERALL FLOOD ALLEVIATION STRATEGY FOR LEEDS & THE SOUTH BANK

4.9 The likely changes in climate will have many implications for the South Bank and there is an opportunity to incorporate innovative approaches to climate adaptation and mitigation. West-east permeability of the HS2 viaduct is vital to allow for stormflows during heavy rainfall. Additionally, Sustainable Urban Drainage could be widely implemented in the South Bank to reduce flooding. More information is provided on pages 69-73.

4.9.1 Influences

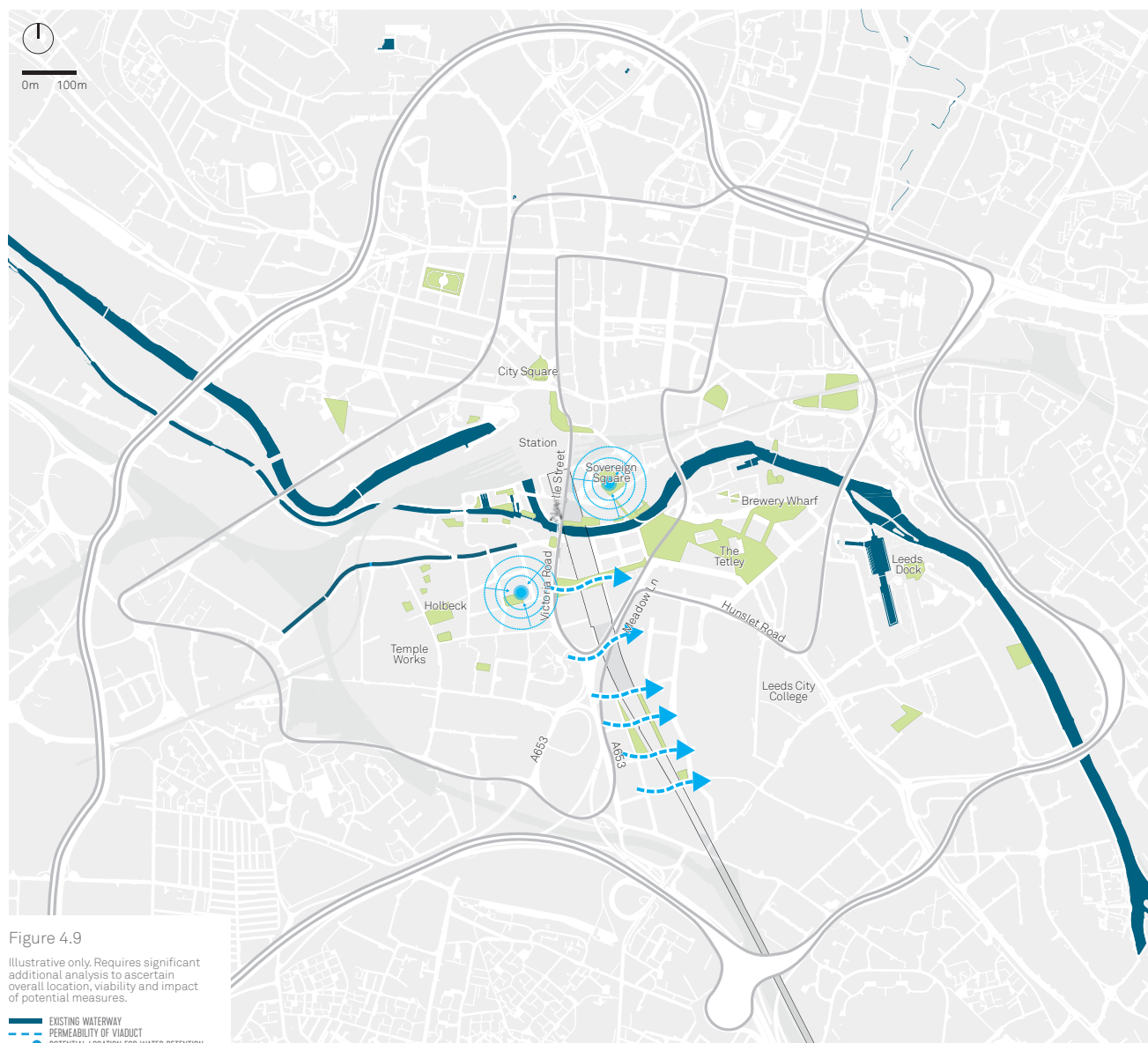
- Likely changes in climate;
- Opportunities for implementing additional flood resilience to build on the benefits of Phase 1 Flood Alleviation Scheme (completing in spring 2017) in the context of new development in South Bank;
- Opportunities for attracting and nurturing business and other organisations dedicated to innovative approaches to climate adaptation and mitigation.

4.9.2 Intended outcomes

- Ensuring a more sustainable and resilient South Bank;
- Creating safer environments for businesses and residents;
- Increasing likelihood of investment in the area.



Image 4.9



CELEBRATE CULTURE IN THE SOUTH BANK & MAKE IT AN INTEGRAL PART OF THE APPROACH TO PLACEMAKING

4.10 South Bank already has a diverse cultural scene ranging from large nationally important cultural institutions to small scale independent and grassroots organisations. South Bank is an ideal opportunity to give culture a central focus.

4.10.1 Influences

- Large areas of undeveloped land where culture can aid placemaking;
- The need to promote community cohesion and enhance connections to adjoining communities;
- The Leeds Culture Strategy (2017-2030) and opportunities arising from it.

4.10.2 Intended outcomes

- Existing culture is recognised, valued and encouraged;
- New development responds to the culture of the place and actively encourages new cultural opportunities to flourish;
- To work towards the delivery of the new Culture Strategy for Leeds 2017-2030 including growing the economic contribution of culture and arts and using culture to build respect and cohesion across communities;
- Potential to help deliver the 2023 ambition;
- Culture as a potential USP for the South Bank.



Image 4.10



Figure 4.10



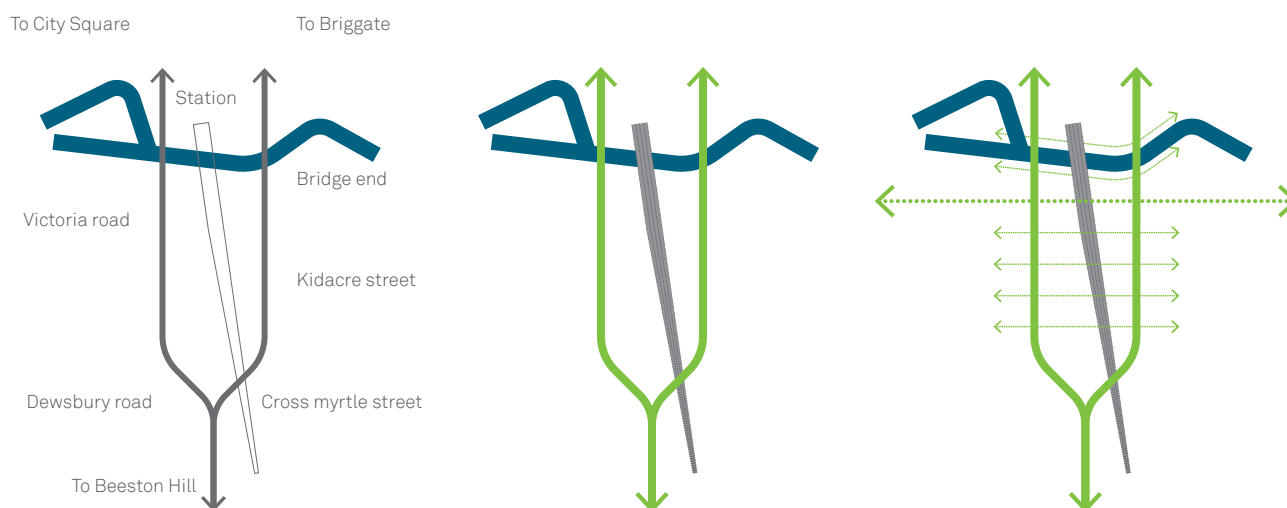
5.

SOUTH BANK STRATEGIES

This section presents a series of design strategies which are applicable to the whole of the South Bank framework area. While specific sites have not been identified for this area, the approaches outlined in this section will help to guide future development in line with the Key Moves in Section 4. The strategies focus on open space, resilience & sustainability, and movement.



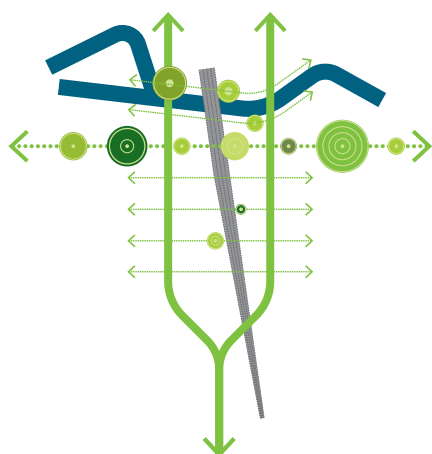
5.1 THE FRAMEWORK CONCEPT



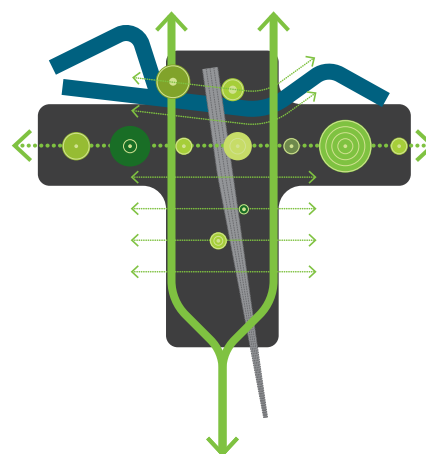
5.1.1 Existing movement corridors are dominated by vehicular traffic, and create barriers to alternative ways of moving through the city, which limits new business and activities.

5.1.2 Improve these corridors to encourage multiple modes of travel, and firmly link Beeston Hill with City Square and Briggate. A well-designed movement system will galvanise development.

5.1.3 Provide clear and unrestricted east- west access through road and rail infrastructure, and along the river. A new major east-west route, the Arbour, links Temple Works and Leeds Dock through a network of streets, pedestrian routes and public spaces.



5.1.4 A variety of public spaces and green streets link old and new assets, reinvigorate existing neighbourhoods and add much needed open space for all of Leeds.



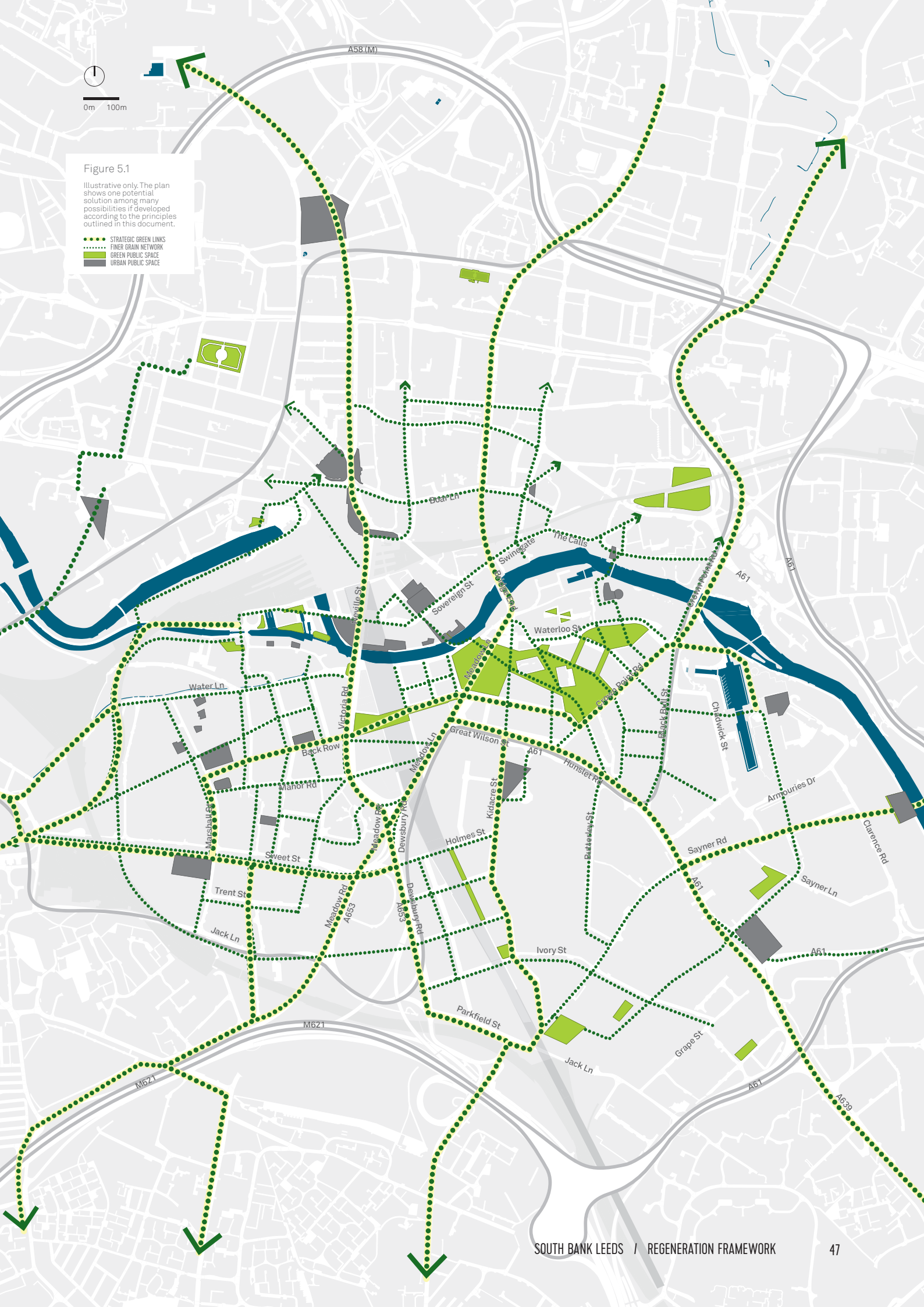
5.1.5 Development focussed around the green and blue network creates key areas of higher activity. Buildings and spaces are designed to create a pedestrian friendly, human-scaled environment.



Figure 5.1

Illustrative only. The plan shows one potential solution among many possibilities if developed according to the principles outlined in this document.

- STRATEGIC GREEN LINKS
- FINER GRAIN NETWORK
- GREEN PUBLIC SPACE
- URBAN PUBLIC SPACE



5.2 OPEN SPACE

ANATOMY OF A CONNECTED NETWORK

North-South streets

5.2.1 Streets establish the structure of the open space strategy. Dewsbury Rd., Kidacre St. and Meadow Lane are redesigned to prioritise pedestrians, bicycles and public transport, while still allowing efficient vehicular movement. These routes provide a new level of direct access from the south to an expanded city centre. Equally vital to the success of South Bank, these redesigned environments will attract new businesses and help support new and expanded neighbourhoods.

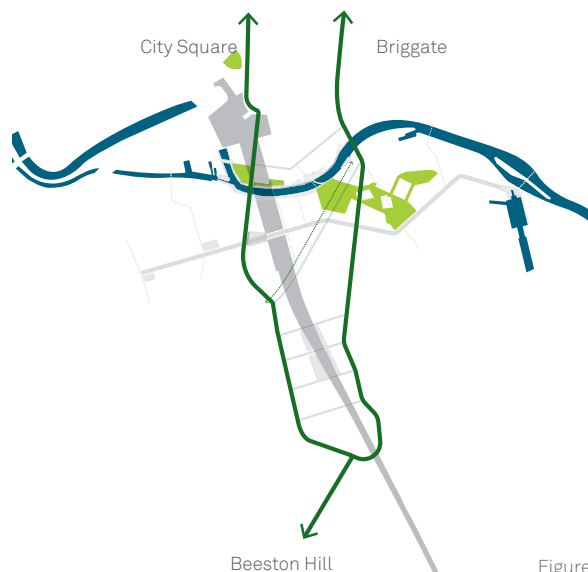


Figure 5.2

The Arbour

5.2.2 The Arbour is a major new green axis running east to west which connects Temple Works to Leeds Dock. This 800m long route is not uniform in composition, but instead an assemblage of distinct surfaces and spaces. This could include local plazas, pocket parks as well as larger green spaces. It combines redesigned streets such as Back Row, the HS2 midpoint forecourt, and a variety of public spaces at different scales which offer a range of activities. North-south linkages, such as Hunslet Stray, will provide access to the River Aire and the historic city centre, as well as new and established areas of development in the south.



Figure 5.3

Stitching East to West

5.2.3 Additional east-west routes ensure strong connectivity throughout the South Bank. The spacing between these routes has been chosen to create appropriately sized, walkable city blocks that promote choice and freedom of movement. A high degree of permeability through the viaduct also improves resilience by reducing the size and number of barriers to potential flood water movement. New public spaces along the north and south of the river begin to reintegrate the river back into the city.



Figure 5.4

A new City Park

5.2.4 A new substantial city centre park at the heart of South Bank is an integral part of the vision for the area. The park will be delivered through Core Strategy policies relating to open space, negotiation with landowners and through direct use of council land holdings.

5.2.5 The research undertaken through the consultation demonstrated there is a strong desire for the park to:

- Be part of a wider green network of spaces
- Feature expanses of green, with mature trees, gardens, water features and seating
- A 'destination' in its own right benefiting workers and residents and wider communities too, not just a space used during office hours
- Include something for everyone, including families, young children and young people. For example play space and opportunities for active recreation helping to address a lack of provision in the city centre

- Provide a flexible space to include areas which can be used for specific events as well as general public use
- Include facilities like toilets, cafes and covered spaces to ensure the park can be used in all weathers
- Feature public art and sculpture which is integrated with the landscape as well as accommodating temporary art works and trails
- Increase biodiversity by creating new habitats for wildlife and pollinator resources.

5.2.6 Given the potential for the park to be provided on land which is in more than one ownership, the agreement of bespoke ongoing maintenance and management regimes will be important in sustaining it as a successful space.

5.2.7 Policy SB2 of the Aire Valley Area Action Plan includes a series of design and delivery principles and highlights that major development sites within Site AV94 are required to make a proportionate contribution of at least 20% of land area to the city park.

Image 5.1



STRATEGIES FOR SUCCESSFUL SPACES

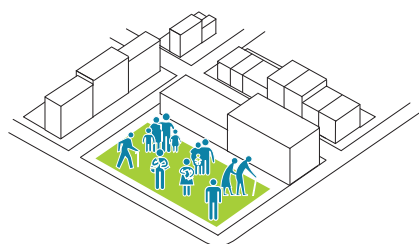
5.2.8 The creation of a public space network requires more than the allocation of open space. In South Bank, where there is a definitive lack of public space and connectivity, all elements of the blue and green network will be required to work in synergy for the network to be successful.

5.2.9 Flexible public spaces, with a hierarchy of sizes from large to small, and offering a variety of activities, must be supported by active land uses and public transport. All space in-between buildings must be considered and form a network of inclusive green streets. They should promote universal access, add to a neighbourhood's sense of identity, be safe and secure, be playful, tap into any existing natural assets, and in the case of larger spaces, promote city-wide and regional events.

Combined work by Leeds Property Forum's Quality Public Spaces group, Leeds City Council, Leeds Bid, - Final drafting thanks particularly to Andrew Price QPS, and Environment & Design Group with CCM, LCC.

DRAFT PRINCIPLES FOR GOOD PUBLIC SPACES IN LEEDS

1. Our spaces will be designed for people – comfortable, stimulating, relaxing and safe;
2. Our spaces will be highly connected, considering pedestrians first, clearly legible and easily navigable;
3. Our spaces will be places for cultural activity, from small interactions to major events;
4. Our spaces will be resilient to climate change, naturally green/trees, cooling the air, sustainably managing surface water and absorbing carbon;
5. Our spaces will be inclusive – designed to for all ages, abilities and reflect Leeds' diverse communities;
6. Our spaces will celebrate Leeds' built and natural assets, from the edges of the River Aire to the magnificent architecture of the city centre;
7. Our spaces will be valuable economic infrastructure, that support businesses and provide a canvas for new investment.

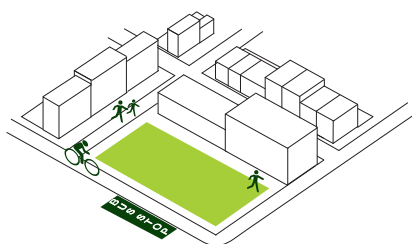


Accessible for all

- A range of different scales and types of public spaces should be provided;
- Diversity of uses should appeal to a full range of users;
- Accessibility for all ages;
- Public spaces should be secure and well-lit to support activities at different times of the day.



Image 5.2

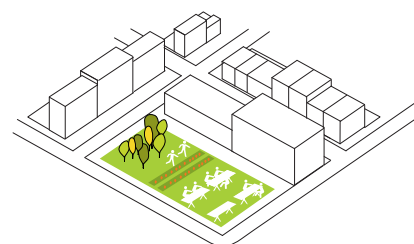


Public transport

- Public transport should be directly linked to important pieces of public space;
- Reinforces the creation of centres;
- Contributes to the legibility of public spaces.



Image 5.3

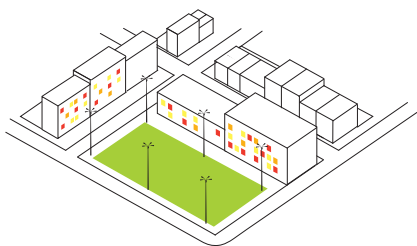


Sense of ownership

- Sense of ownership;
- Public spaces should encourage direct interaction amongst;
- Local residents, businesses and institutions;
- Some areas could be allocated for allotments, urban gardening.



Image 5.4

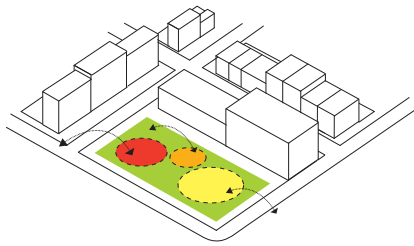


Safe

- Overlooked by adjacent development;
- Public spaces should be secure and well-lit to support activities at different times of the day.



Image 5.5

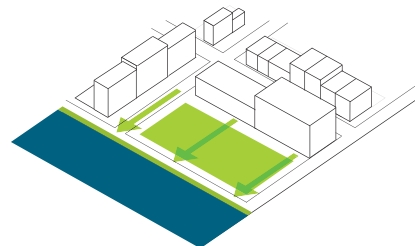


Flexible

- A range of different scales and types of public spaces should be provided;
- Spaces should be designed to perform multiple functions.



Image 5.6

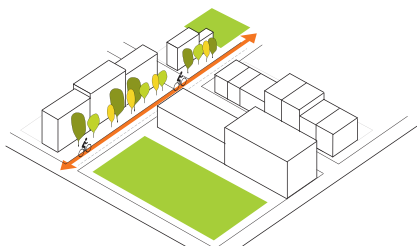


Natural assets

- The River Aire should be accessible and reintegrated into the city fabric;
- Promote activities on the water.



Image 5.7

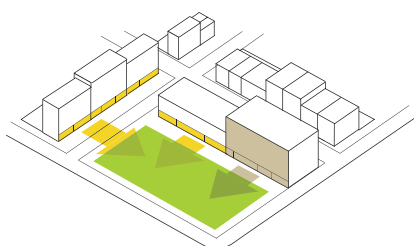


Streets

- Streets should function as public spaces which people want to occupy;
- Environments should allow people to move comfortably through the city;
- Link existing and new.



Image 5.8

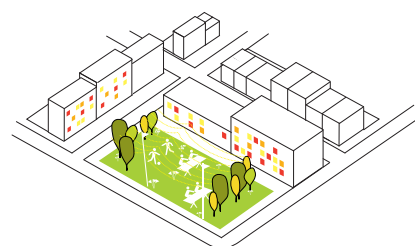


Supporting development

- Public spaces should be supported by active frontages including cafes, restaurants, and retail;
- Heritage buildings and buildings of architectural quality add to the character of public spaces and to the identity of place.



Image 5.9



Event space

- Some major public spaces should be designed with flexibility to allow for a wide range of events and activities accessible to the whole of Leeds' population;
- These major public spaces should cater to city-wide, regional and potentially national events.



Image 5.10

MAKING THE MOST OF A NATURAL ASSET

- 5.2.10** There is an opportunity to reinstate the River Aire into the consciousness of city users. It is the city's largest natural asset and has the capacity to act as a major catalyst for the South Bank, helping to spur development and transform the way this part of the city is used and perceived.
- 5.2.11** The objective for the Waterfront is to improve Accessibility, Attraction and Activity. The waterfront will maximise universal access, and new public space provision will encourage people to use and enjoy the water in new ways. Complementary development will contribute to a place that is active at various times of the day and night. Linking the new city park and the waterfront will be mutually beneficial and can create enhanced connections for both pedestrians and wildlife.
- 5.2.12** The River itself has the potential to become an important economic driver in its own right with a unique economy deriving both from leisure and tourism but also freight and sustainable transport opportunities (such as the 'last mile' concept).
- 5.2.13** In order for the River Aire to once again become integrated into the everyday lives of residents, the design of the waterfront must allow people to get in touch with the water. This will take a variety of forms, from spaces adjacent to the river, to safe, comfortable passages along the water, and even to new activities proposed on the water itself. Wharves, facilities for boats and visitor moorings will be important in unlocking the full potential of the river.
- 5.2.14** At the same time the River is one of the most important ecological networks in the area and measures to create a more natural river would be beneficial for wildlife.
- 5.2.15** All new development on sites next to the river should address the water and respond positively and fully to the opportunities offered by the waterfront.



Figure 5.5 (Illustrative only)



Stepping down to the water

Image 5.11



New activities on the water

Image 5.12



Movement along the water

Image 5.13



Development supporting the waterfront

Image 5.14

ACCESS & INTEGRATION OF THE WATERFRONT

- 5.2.16** The waterfront is seamlessly integrated into the wider green network and connected to the proposed new strategic routes. As other areas of the waterfront are re-developed the river will increase its capacity to serve as a major movement corridor for pedestrians and cyclists throughout Leeds and South Bank. As well facilitating the movement of people, the green network also has the potential to strengthen wildlife corridors creating new connections and adding to the range of habitat available in the area.
- 5.2.17** Ways to reduce both water and air pollution from entering the river will be supported wherever possible. In stream enhancement of the waterway will be supported including tree planting, creating diversity and siting amenity green space close to the river.
- 5.2.18** Since 2014 it has been possible to take a water taxi between Granary Wharf and Leeds Dock. This is a novel service distinctive to Leeds and is an important part of the city's transport infrastructure which adds to the visitor offer. Creating additional stops or extending the route of the service with additional stops could bring additional benefits to the South Bank.
- 5.2.19** Where existing development precludes access along the riverfront, floating walkways or other means could be considered.

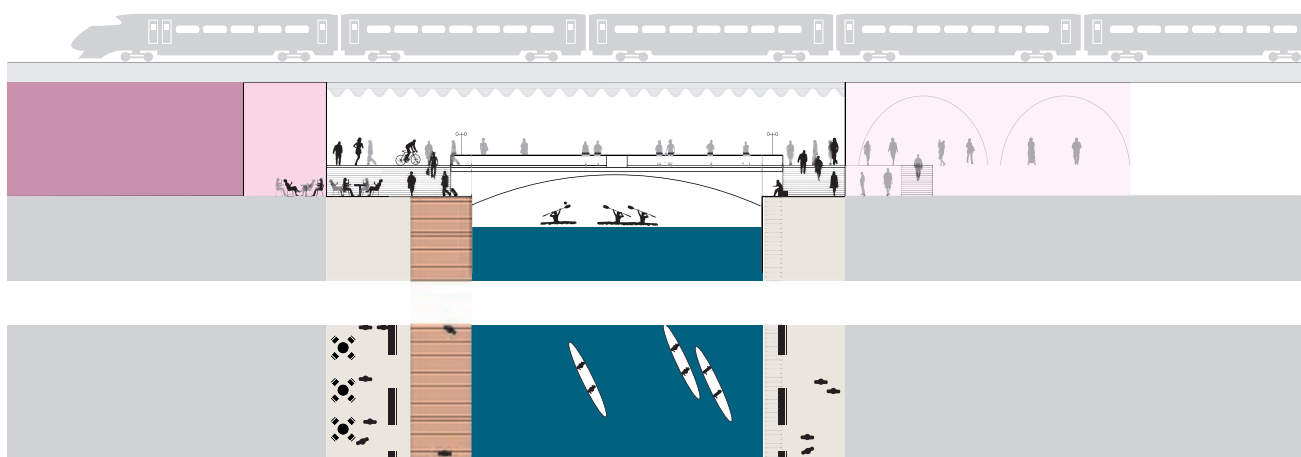


Figure 5.6: Section 1 (Illustrative only)

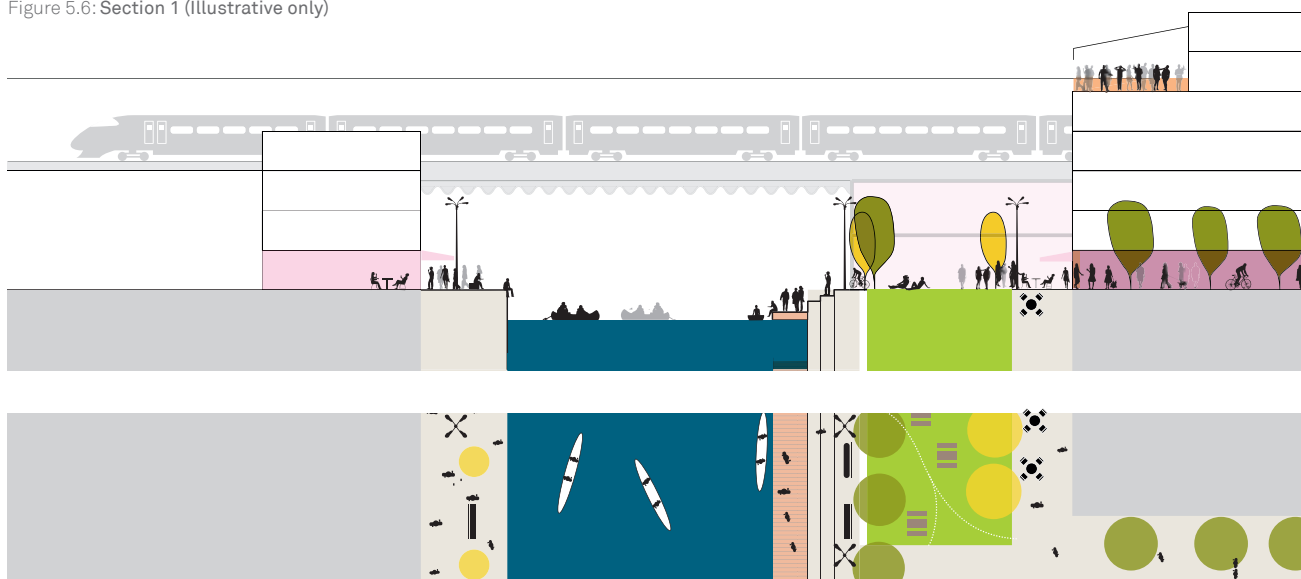


Figure 5.7: Section 2 (Illustrative only)

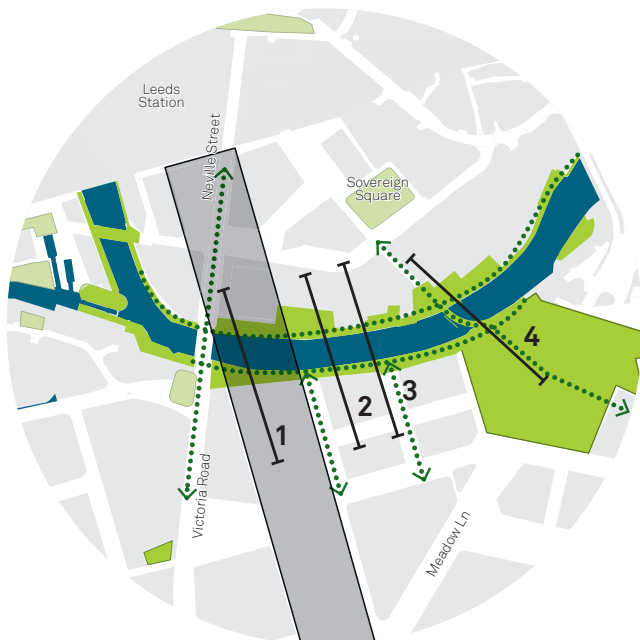


Figure 5.8: Location of section lines of River Aire

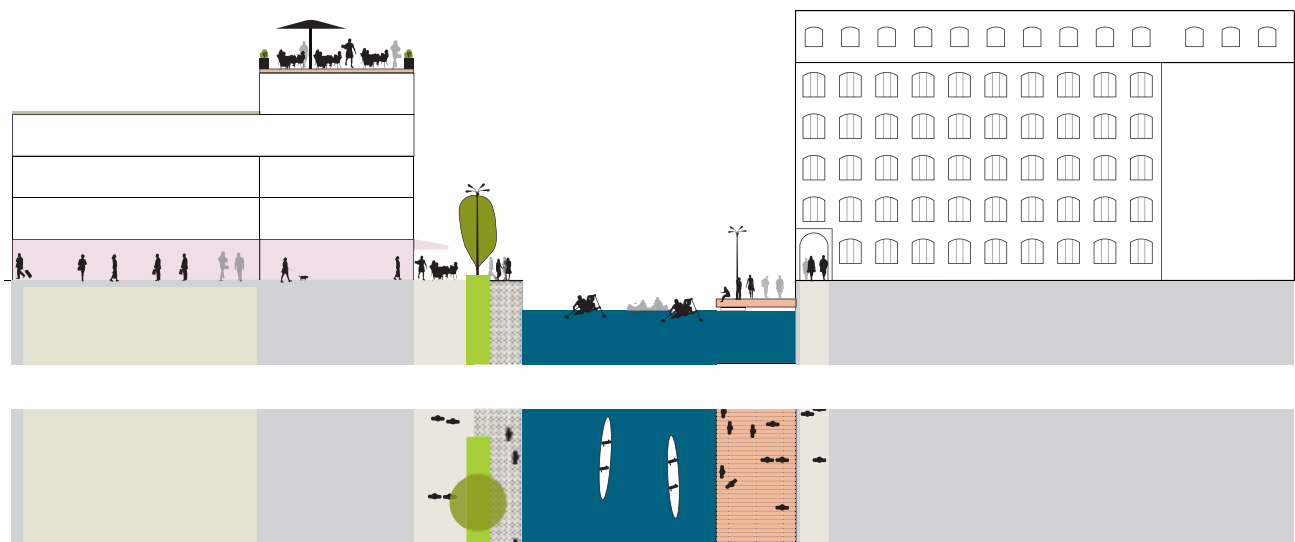


Figure 5.9: Section 3 (Illustrative only)

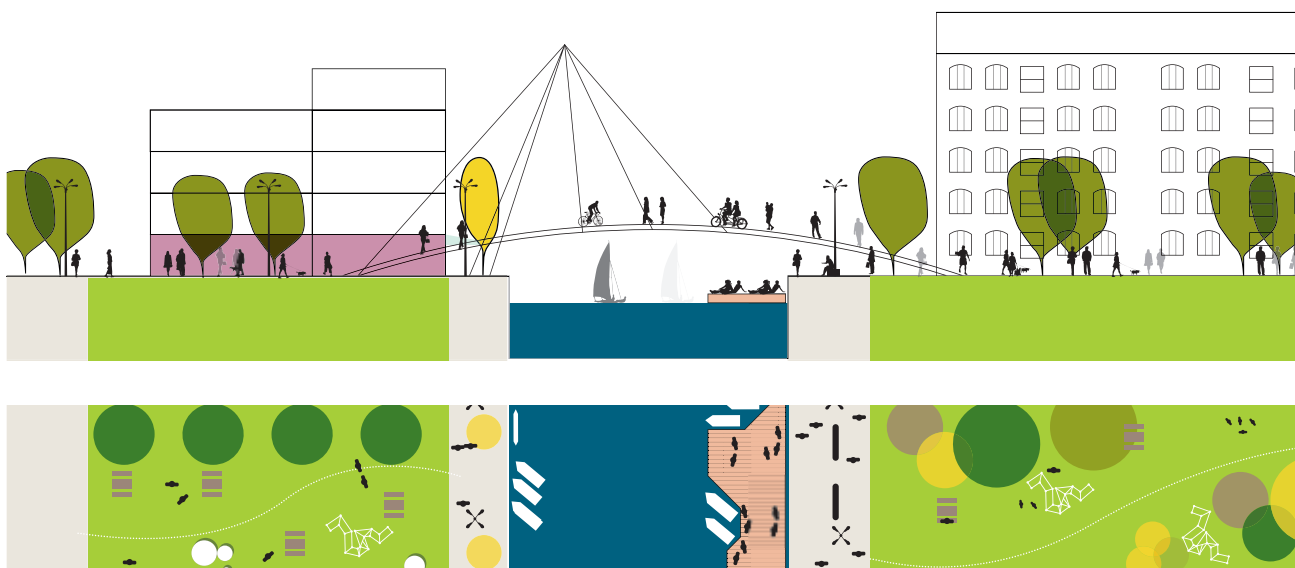


Figure 5.10: Section 4 (Illustrative only)

EXTENDING THE OPEN SPACE NETWORK BEYOND THE INNER RING ROAD

5.2.20 Key connections use a range of strategies for improved movement for pedestrians and cyclists beyond the Inner Ring Road. Improved connections with the neighbourhoods of Holbeck, Beeston, Hunslet, Cross Green and Saxton Gardens will allow access to better services.

5.2.21 These strategic connections would be further linked by a fine grain network of streets and paths, increasing overall pedestrian and cycle permeability, and creating new opportunities to bring people and businesses together.

5.2.22 Seven key connections employ a range of strategies to allow better movement for pedestrians and cyclists beyond the Inner Ring Road:

- A pedestrian bridge in the Hunslet Riverside area could be an opportunity to tie South Bank more closely to Richmond Hill and new developments along the River Aire (Figure 4.1.2). There is also the potential for a pedestrian bridge further south near Hunslet Mill.
- Improvements to the underpass near Beeston Road (4.13) is seen as prerequisite for improving the viability of the connection to Beeston Hill.
- Road improvements on Dewsbury Road, Hunslet Road and Cemetery Road (4.14) would allow greater numbers of cyclists and pedestrians access to South Bank from the southeast and southwest.
- A proposed 'Highline' park (Figure 4.15) along Holbeck Viaduct would connect Holbeck with Holbeck, South Bank and Wellington Place.
- A bridge between Nineveh Parade and Nineveh Road (across the railway) would help improve connections to Holbeck.

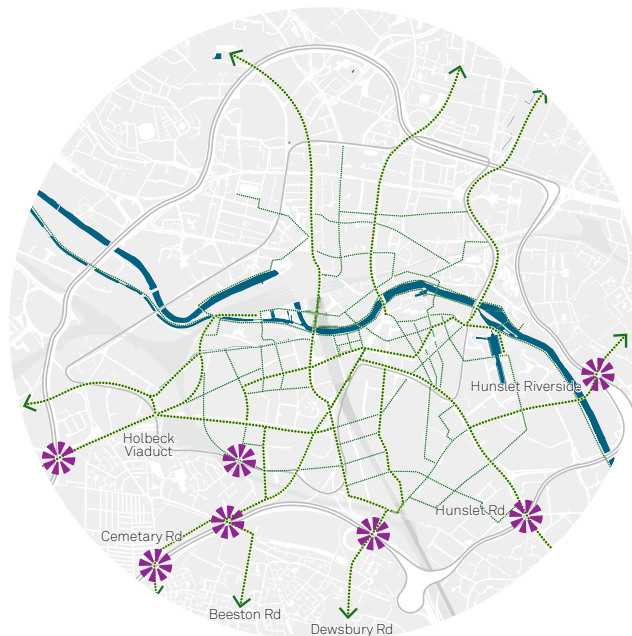


Figure 5.11 (Illustrative only)

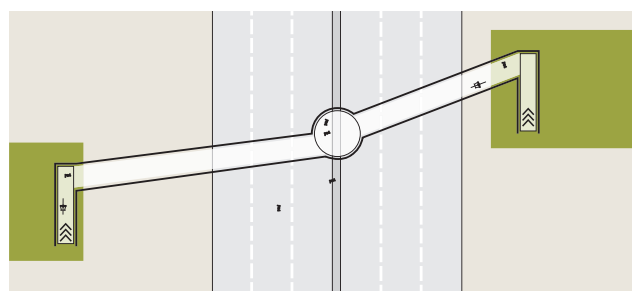
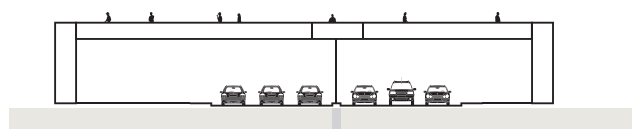


Figure 5.12 (Illustrative only)



Image 5.15



Image 5.16



Image 5.17



Image 5.18

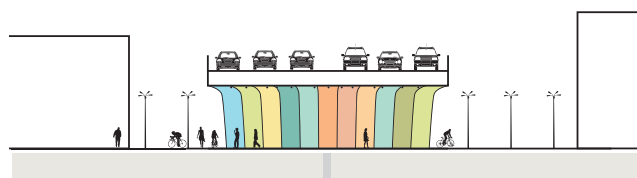


Figure 5.13 (Illustrative only)

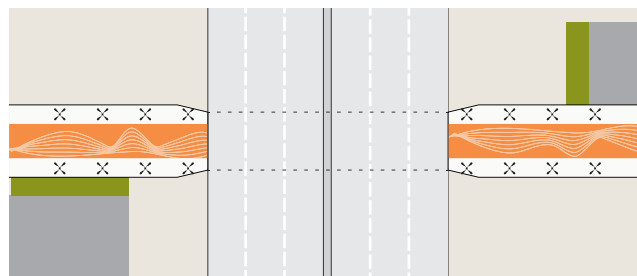


Figure 5.14 (Illustrative only)

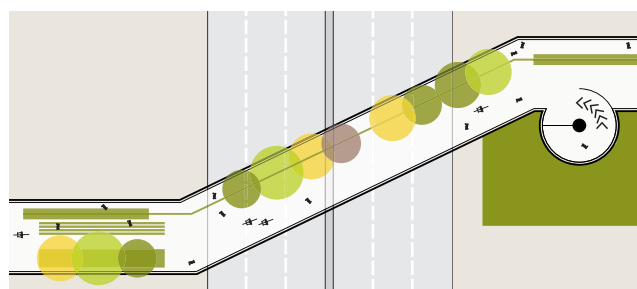
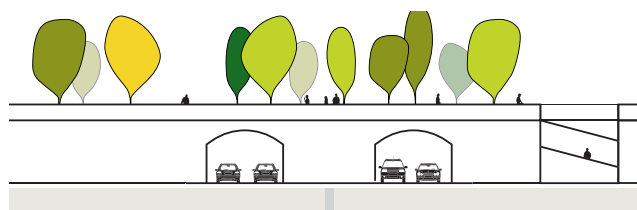
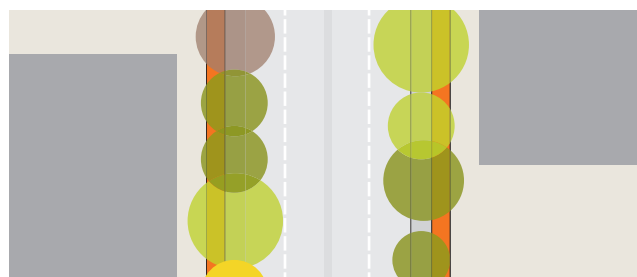


Figure 5.15 (Illustrative only)

5.3 MOVEMENT

THE CITY BOULEVARD

5.3.1 The strategy for movement is founded on the principle of creating an integrated and connected city with a strong identity and sense of place. The function of a street is usually balanced between a number of factors, including movement, access and place. In order to increase the sense of place, it must therefore be balanced against a reduction in through traffic – particularly those movements which have no purpose within the city centre.

5.3.2 This will be addressed by:

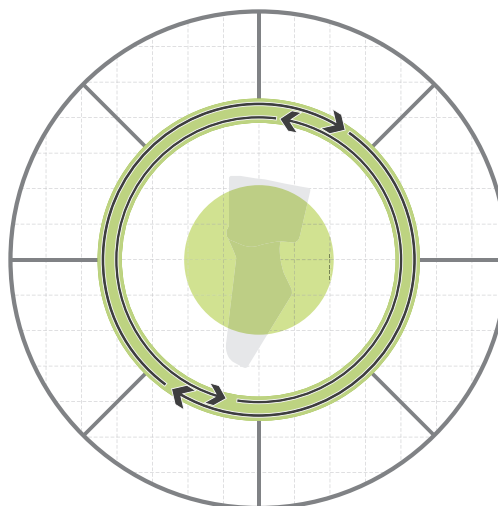
- Providing a more desirable alternative route for journeys that do not require movement through the city centre;
- Discouraging through movements by designing out through routes accessible to general traffic.

5.3.3 The strategy supports the proposal to close City Square to general traffic by severing the existing City Loop and extending the Inner Ring Road to connect to the M621 (between Junctions 2 and 4). This will encourage general traffic to circulate around the city centre rather than through it. The principal function of the extended Inner Ring Road will be to support a high volume of vehicular traffic movement. A package of improvements to increase capacity along the new extended route is currently being considered.

5.3.4 The movement strategy has considered a number of access models for the city centre. A Concentric Model, providing movement in both directions, has been selected as an appropriate model to serve South Bank as well as the city centre. This model sits well with the Inner Ring Road proposals and allows for the existing City Loop to be utilised as part

of an extended loop road. This extended loop road is referred to as the City Boulevard and fits between the City Centre and Inner Ring Road (see diagram of Concentric Model).

5.3.5 The principal functions of the City Boulevard, and the streets connecting to it, will be to create a balance between movement, access and place. The streets will therefore be designed to allow for active frontages, landscaping and traffic calming measures (where required). The City Boulevard will also cater for sustainable modes of travel such as walking and cycling, to enhance the City Centre's pedestrian and cycle infrastructure offer.



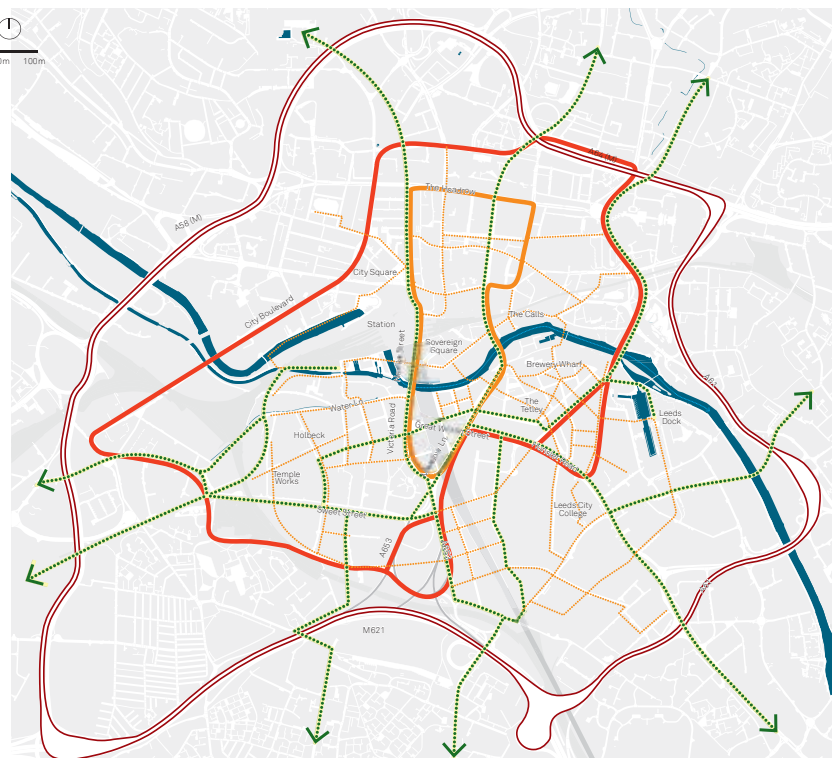
Concentric Model

Image 5.19



Figure 5.16
Illustrative only. Detailed feasibility required to determine exact routes.

INNER RING ROAD
 CITY BOULEVARD
 PEDESTRIAN CORE
 STRATEGIC GREEN LINKS
 FINER GRAIN NETWORK
 WATER TRANSPORT



Public transport

5.3.6 Improving the existing transport network is an important enabler helping Leeds to be a prosperous, liveable and healthy city. Public transport, in particular buses, will continue to be the main way many people access the city centre and South Bank. The funding allocated from the Department of Transport creates an opportunity to deliver a range of improvements to transport in Leeds. These include significant medium term improvements to the bus network amongst other interventions and will pave the way for ambitious longer term plans emerging through the Leeds Transport Strategy.

5.3.7 The programme of schemes to be included in the Leeds Public Transport Investment Programme have been developed in the context of the regeneration framework and align with the vision. A draft 20 year transport strategy which includes work on mass rapid transit options is in production. The framework can help inform and guide the thinking with regard to movement in the South Bank and coordinating the needs of pedestrians, cyclists, cars and buses.

space within the existing highway and therefore the character of the boulevard will change along its route.

5.3.9 The delivery of a new City Boulevard provides the opportunity to enhance provisions for vehicles, cyclists and pedestrians. The Design Manual for Roads and Bridges (DMRB) sets out the design requirements for both road and non-road users including Non-motorised users which should be considered in the design of the City Boulevard to reflect the design and approach applied to the South Bank streets.

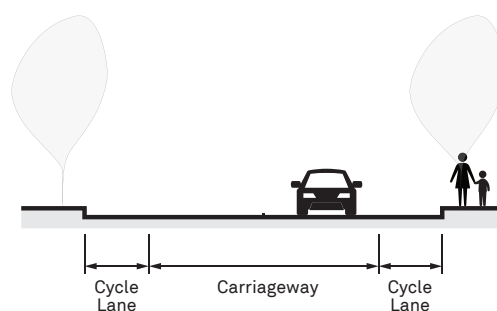


Figure 5.17: Minimum Desirable Road Width (Illustrative only)

City Boulevard road widths

5.3.8 A review of road widths along the existing City Loop against the South Bank urban design principles shows scope to reconfigure the highway to accommodate additional footway widths, cycle lanes and cycle crossings. This needs to be balanced against the requirements for vehicular traffic movements and capacity of the highway network to serve the area within the extended Inner Ring Road. The configuration of the road layout for the City Boulevard will vary according to the available

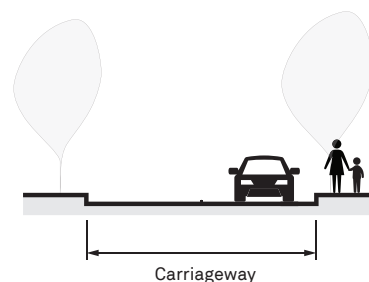


Figure 5.18: Minimum Road Width. Illustrative only. Sections are indicative and would be designed to meet the specific circumstances.

A653 IN THE FOCUS AREA

5.3.10 Currently, the dominance of road infrastructure in South Bank demonstrates the prominence of vehicular movement, devoid of a sense of access or place. The result of this causes significant problems, including severance of local communities and an imbalance of land use. This should be addressed to improve connectivity for all modes in all directions while maintaining large volumes of movement to and from the motorway.

5.3.11 Addressing the strong east-west division created by the A653 is key to the movement strategy for the South Bank area.

Access to the strategic road network

5.3.12 For the Framework, access to the M621 (via Junction 3) remains unchanged. However the Framework for South Bank recognises the dominance of the existing highway infrastructure, the disconnected clusters of development, and the fragmented networks for walking and cycling.

5.3.13 The Framework provides the opportunity to create a much improved east-west connectivity across the South Bank, and to remove accessibility barriers across all modes. An ideal solution would be to reduce the quantum of road space that serves the

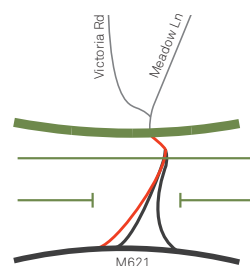
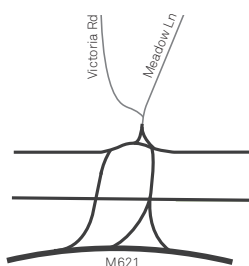
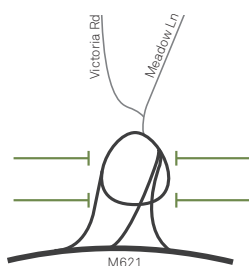


Image 5.20

motorway junction, and the sterilised land as a result of the road infrastructure. This will allow non-car networks to better align between communities, i.e. Holbeck and Hunslet, and Hunslet Carr and the city centre. An illustration of a simplified junction arrangement is shown below. However, this could be a costly option and will provide a number of challenges from existing developments, local operators and topography.

5.3.14 An interim scheme, therefore, would be to consider improving the following in the vicinity of the motorway junction:

- Movement framework that encourages further development of non-car mode networks and green routes;
- Improved pedestrian connectivity between communities and enhanced crossing facilities;



Improved connectivity

Image 5.19

Framework plan

5.3.15 There is no change to the highway structure of the A653 where it meets the M621. Any additional east-west connectivity across the A653 will be constrained by the existing infrastructure in making it more pedestrian and cycle friendly.

Enhanced connectivity

5.3.16 Enhanced movement framework for all modes of travel and increased development opportunities to bridge existing communities.

Simplified junction arrangement

5.3.17 A new extended slip road at M621 J3 exit removes the roundabout gyratory of the A653. This will allow new pedestrian and cycle friendly east-west connections to be created and potentially release land for development.

- Provision of cycle infrastructure to connect communities and neighbourhood centres. This includes providing off-road routes and upgrading existing pedestrian crossings to Toucan Crossings;
- Identification of development opportunities and the need for new local facilities;
- Maintaining a buffer to the existing rail and strategic highway network.



Image 5.21

Significant street redesign

5.3.18 Roads and streets are the backbone of the open space strategy in South Bank, and while nearly all of the streets described within the Framework require some level of redesign or refurbishment, the transformation of sections of Victoria Road, Meadow Lane and Great Wilson Street are

paramount to the success of the area around the HS2 station.

5.3.19 The Framework seeks to create safe, comfortable and active environments for pedestrians and cyclists, while allowing efficient movement of public transport and vehicular traffic.



Image 5.22



Image 5.23



Image 5.24

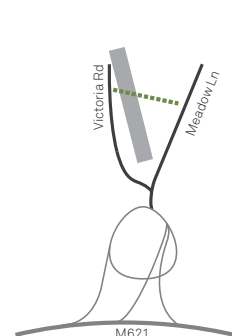
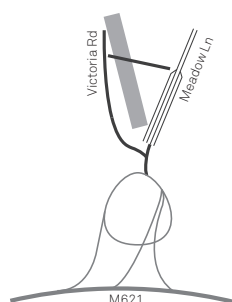
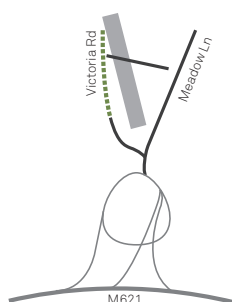


Figure 5.20

Victoria Road

5.3.20 Victoria Road connects with Dewsbury Road to form a signalised junction. At the northern end, Victoria Road adopts a significantly different character as it crosses Victoria Bridge. Here vehicular access is restricted to public transport, taxis and cycles.

Meadow Lane

5.3.21 The northern section of Meadow Lane requires significant redesign. Four lanes will be reduced to two as it passes the junction with Hunslet Road, in order to improve access between the HS2 southern concourse and the new park. Bus stops will still feature prominently.

Great Wilson Street

5.3.22 Great Wilson Street will be closed between Victoria Road and Meadow Lane. Its junction with Meadow Lane more-or-less aligns with the entrance to drop-off and taxi ranks for the southern concourse of HS2, while the Arbour, a new green east-west axis, will also pass through this point.

STREET DESIGN

- 5.3.23** Street design will be of a high quality and, where possible, include elements such as uninterrupted paving, trees or planting. Additionally, streets will be lit and made to feel secure.
- 5.3.24** North of the junction with Great Wilson Street, Meadow Lane is reduced to a single carriageway with dedicated cycle paths and traffic moving in both directions. Existing leftover spaces in the median are rationalised and either reappropriated to open space or development.
- 5.3.25** South of Great Wilson Street, Meadow Lane will be a two- way dual-carriageway, however lane widths and street details will be designed to improve movement for cyclists and pedestrians. This portion of Meadow Lane forms part of the City Boulevard and through its higher capacity, it is able to move vehicular traffic efficiently to the southern concourse and parking facilities of HS2.



Figure 5.21 (Illustrative only)



Image 5.25



Image 5.26



Image 5.27

Uninterrupted pavement

- 5.3.26** Uninterrupted pavements allow pedestrians to move unimpeded through the city and legibility is increased through the use of consistent materials. They also serve to reduce vehicular traffic speeds.

Street trees

- 5.3.27** Street trees and planting add to the experience of walking along streets. They protect pedestrians from the elements and add significantly to the character of a city. Dependent on design, they can also reduce hard- surfaced areas, and thereby reduce run-off.

Lighting

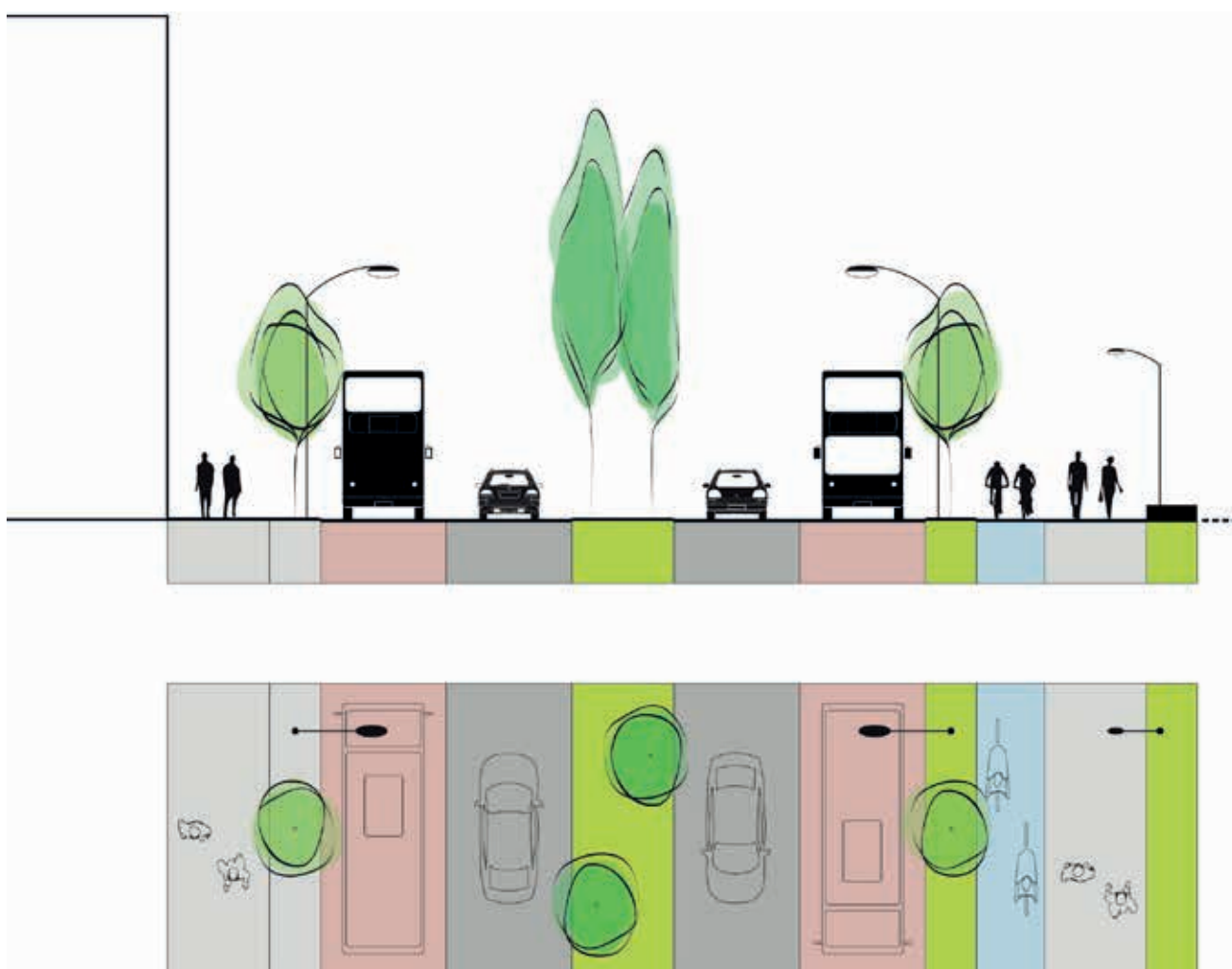
- 5.3.28** Lighting along streets is essential to increasing legibility and wayfinding in hours of darkness. They increase safety and the likelihood of streets being used at night.

5.3.29 Dewsbury Road will remain a major artery moving vehicular traffic in and out of the city, but will be redesigned to provide a better environment for pedestrians and cyclists. Underutilised median space will be made available for cyclists, while still maintaining traffic flow.

5.3.30 The removal of general traffic from Neville street to enable the potential for mass transit and public transport in the future and provide a better environment for pedestrians and cyclists. The reduced traffic movement through Neville Street will create a better street environment on Victoria

Road. Work is currently being carried out on design options for Water Lane and Meadow Lane that could possibly see a three lane solution proposed between Meadow Lane and Water Lane with two-way public transport and single lane vehicular traffic moving south.

5.3.31 Kidacre Street will remain a slow moving street, slightly realigned to serve multiple modes of movement and to serve as a strategic green link between Beeston Hill, the proposed city park and Briggate.



Indicative City Boulevard layout

5.4 BUILT FORM CHARACTER

HERITAGE AS CATALYST

- 5.4.1 We will require and expect creative temporary and meanwhile uses to be delivered in the South Bank through collaboration.
- 5.4.2 Many regeneration areas are jump-started by the transformation of existing heritage buildings. Industrial buildings have the potential to be very flexible, and well suited to a variety of uses. The transformation of these buildings maintains continuity and celebrates local history and quality, and signifies an upward trend for a neighbourhood. New development occurring in the vicinity of renovated heritage buildings will also benefit from an already existing identity.
- 5.4.3 The Framework seeks to locate new and complementary programmes in areas where local heritage buildings can frame and inform new development, creating a unique and authentic Leeds environment.
- 5.4.4 Several key areas development will be expected to preserve and enhance the heritage of the area in particular to support activities that secure the future of Temple Works.

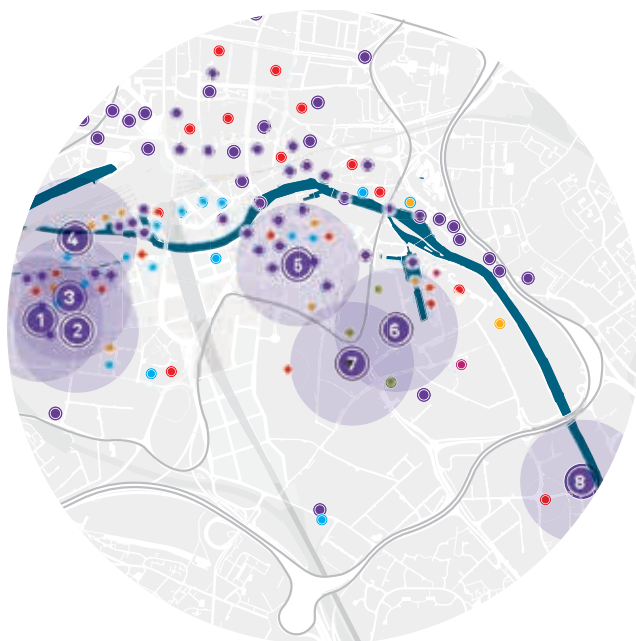


Figure 5.24: Heritage buildings and complementary programmes

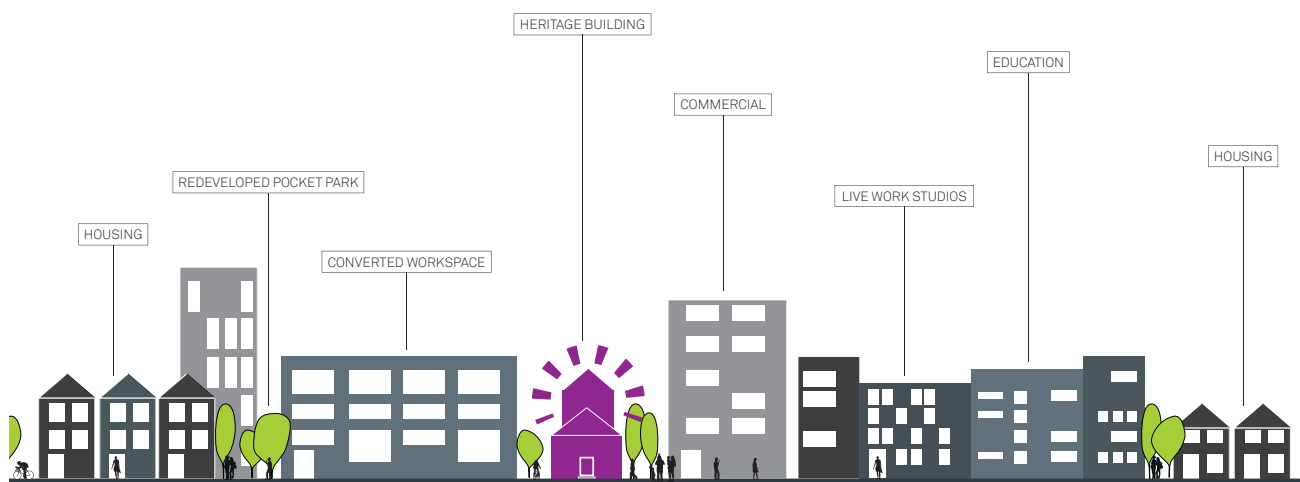


Figure 5.29



1. Temple works

Image 5.28



2. Round Foundry

Image 5.29



3. Marshalls Mill

Image 5.30



4. Tower Works

Image 5.31



5. The Tetley

Image 5.32



6. The Malthouse

Image 5.33



7. The Print Works

Image 5.34



8. Hunslet Mill

Image 5.35

POTENTIAL TEMPORARY SOLUTIONS

5.4.5 Temporary land uses can create 'buzz' and activity around a new area of development, and begin to define its character and identity. When executed correctly, temporary developments can extend beyond their anticipated lifetimes, becoming fixtures within the community and drawing both locals and people from farther reaching parts of the city.

5.4.6 Temporary connections offer the opportunity to establish a desired movement pattern in the city before the finished infrastructure is in place. For example, a park may be completed before surrounding development has finished. There is a benefit to both the community, who are able to use a new piece of green infrastructure, and the developers, who are able to establish awareness and footfall around an area of the city that has yet to be completed.

5.4.7 Several key areas have been highlighted which may have the capacity to jumpstart change and ensure that the transformation of the area takes place at the earliest stages (Figure 5.31). We will strongly support and encourage the delivery of playful and creative temporary uses at any location in the South Bank:

1. Yorkshire Place – As a new gateway to Leeds and South Bank, this piece of public space should be established early, with temporary land uses emphasising new relationships with the river.
2. HS2 southern concourse areas – Movement along the Arbour (main east-west axis) through the HS2 viaduct should be maintained where possible, to establish footfall patterns.
3. City Park – Continue the current transformation of the Tetley brewery site by providing active outdoor spaces which expand its new developments and activities.
4. Holmes Park – Establish small and medium enterprise units and associated services (with low-cost solutions) to establish this area as a centre.

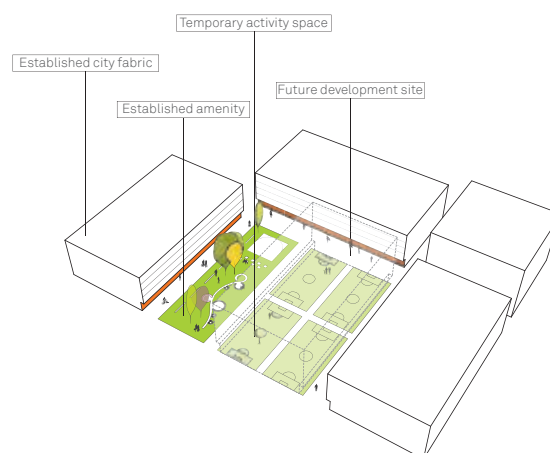


Figure 5.30: Temporary land uses

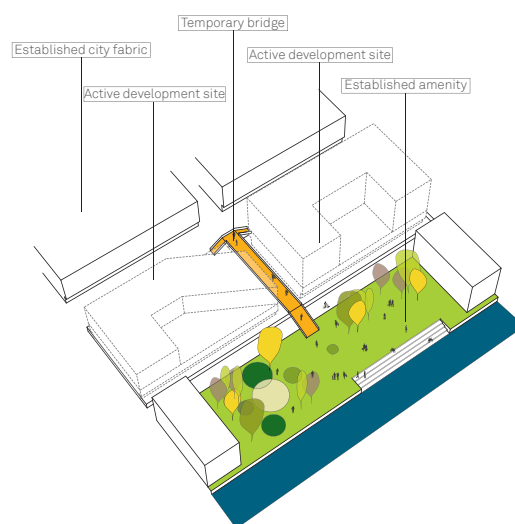


Figure 5.31: Temporary connections



Retail park for local and established brands

Image 5.36



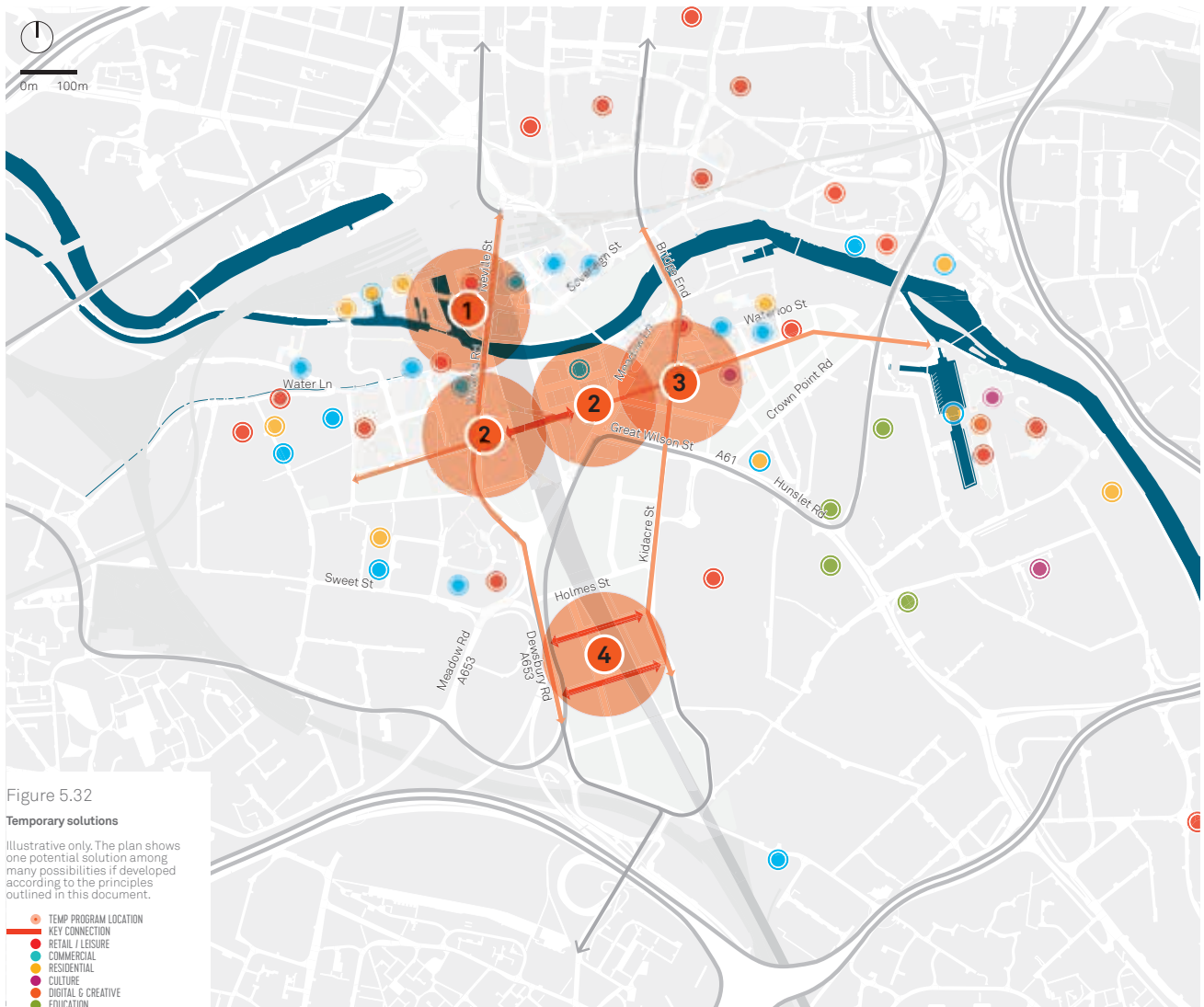
Theatre or performance space

Image 5.37



Small and medium enterprise units

Image 5.38



Connection through HS2 construction site

Image 5.39



Swimming and recreation areas

Image 5.40



Connection through development plot to amenity

Image 5.41

5.5 FLOOD RESILIENCE & SUSTAINABILITY

CLIMATE CHANGE

5.5.1 The likely changes in climate will have many implications for the South Bank. There are opportunities to be proactive in exploring innovative ways of reducing dependence on fossil fuels, reducing emissions of greenhouse gasses and making the most of opportunities for attracting and nurturing businesses and other organisations dedicated to innovative approaches to climate adaptation and mitigation.

5.5.2 Green streets which feature planting, especially trees, is a key aspect of the framework concept of an expanded and integrated green and blue network and can help make the area resilient to the impacts of climate change. In addition, green roofs and walls can bring environmental and ecological benefits to the built environment promoting biodiversity and reducing urban heat islands.



Image 5.42



Image 5.43



Image 5.44

PERMEABILITY OF VIADUCT

5.5.3 Under extreme weather conditions, much of South Bank is potentially vulnerable to flooding from both the River Aire, the Hol Beck, as well as from surface water flooding or rising groundwater.

5.5.4 The natural fall of the land is from west to east. A primary risk associated with the arrival of the new HS2 viaduct is a lack of permeability which may generate a dam effect during flooding, causing water to back up, and exacerbating the flood risk in South Bank. It is therefore important to have gaps in the viaduct that can act as hydraulic connections, allowing the movement of water from west to east.



A moveable wier as part of the flood alievation on The River Aire



Flood Alievation work on the River Aire

FLOODING RESILIENCE STRATEGIES

5.5.5 Holistic development solutions can significantly add to the flood resilience of Leeds. The strategies outlined here are applicable to all areas of development in the South Bank and can be implemented at a more local, plot-based level to reduce up-front infrastructure costs.

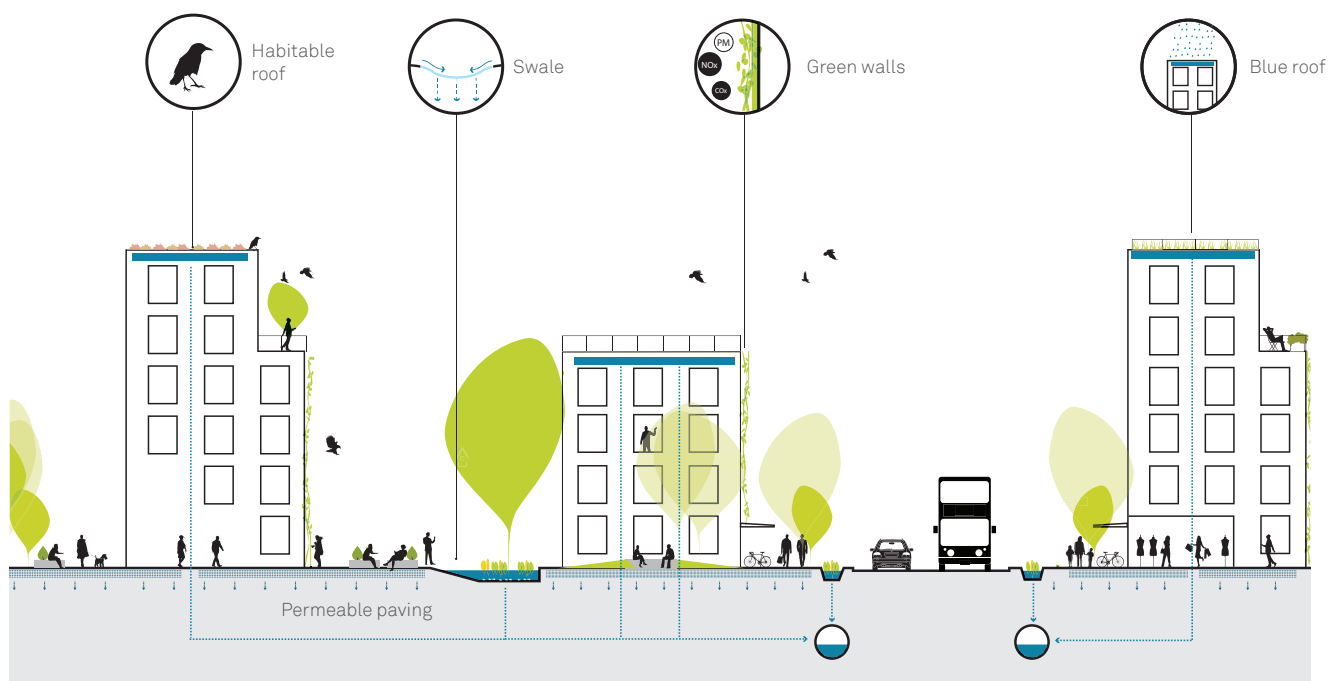


Figure 5.34: Development & water attenuation working together

Public space water retention

5.5.6 Public spaces have the capacity to serve as storm reservoirs, filling with water during periods of heavy rainfall, while in dry weather they can be used for different leisure activities.



Image 5.45



Image 5.46

Water storage in buildings

5.5.8 Water storage in buildings can reduce the impact of cloudbursts by regulating the release of stormwater. Stored water can also be utilised on-site for irrigation.



Image 5.47

Swales

5.5.7 Swales are qualitative and performative. They manage water runoff, increase storm water infiltration and filter pollutants while adding to the visual appeal of streets.



Image 5.48

Raised habitable rooms & infrastructure

5.5.9 Habitable rooms and sensitive infrastructure should be situated at a higher level than roads and open space to avoid flood waters.

SUSTAINABLE DEVELOPMENT STRATEGIES

5.5.10 Combined Heat and Power technologies are often used as part of new developments to deliver low carbon energy, and should be considered as part of the energy strategy for the South Bank. Modernising the existing infrastructure, particularly on large post-industrial sites will be a key priority. However, given the currently unknown variables such as phasing and development quantum in the South Bank, it is not possible to provide specific numbers and locations for the energy centre(s). There are however benefits to considering energy requirements collectively within the South Bank, as efficiencies can be gained by the provision of larger facilities that serve a greater area.

5.5.11 Two locational strategies are presented to the right. Location 1 proposes a centralised location which minimises distances to all areas contained within the Leeds HS2 Station and Hinterland study area. Location 2 proposes an energy centre in the southern reaches of the site where it could take advantage of lower land values. Inclusion of an energy centre in the heart of the development would require measures to mask its stack, which can be accommodated within a building volume.

5.5.12 There is a planning policy commitment in the Core Strategy (EN4) to encourage major development to link into the district heating network to be provided as part of the waste incinerator development near cross green. The AVLAAP includes a plan (map 6) showing the potential for District Heating in the South Bank.



Figure 5.35 (Illustrative only)



Figure 5.36 (Illustrative only)

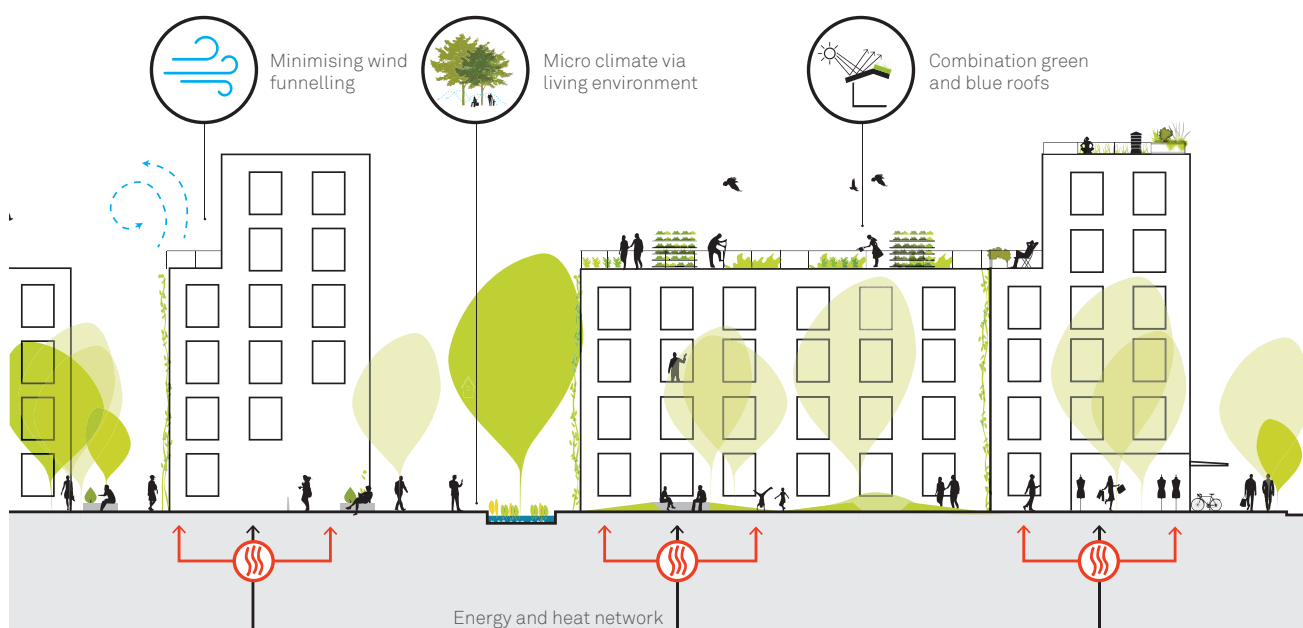


Figure 5.37: Development & water attenuation working together

Geothermal heating

5.5.13 Leeds is located in an area where deep geothermal heating is possible. Geothermal energy can be used to provide heating for residential, commercial and public buildings, and is suited to act as the base load for a district heat network.

5.5.14 At a depth of around 2km, the temperature is similar to that used in building heating systems. Hot water at approximately 70°C is drawn from the well to the surface where it passes through a heat exchanger and is delivered to the network. After the heat has been used, the cooler water is returned to the well at a shallower depth. As this water descends, it is heated up again by the surrounding rock so that the process can come begin again.

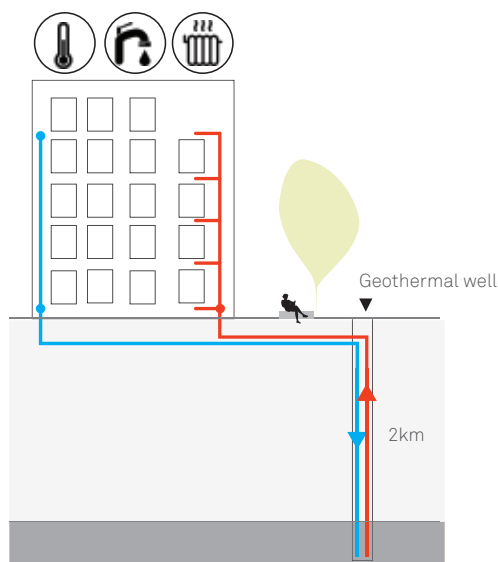


Figure 5.38: Diagram showing geothermal well and building

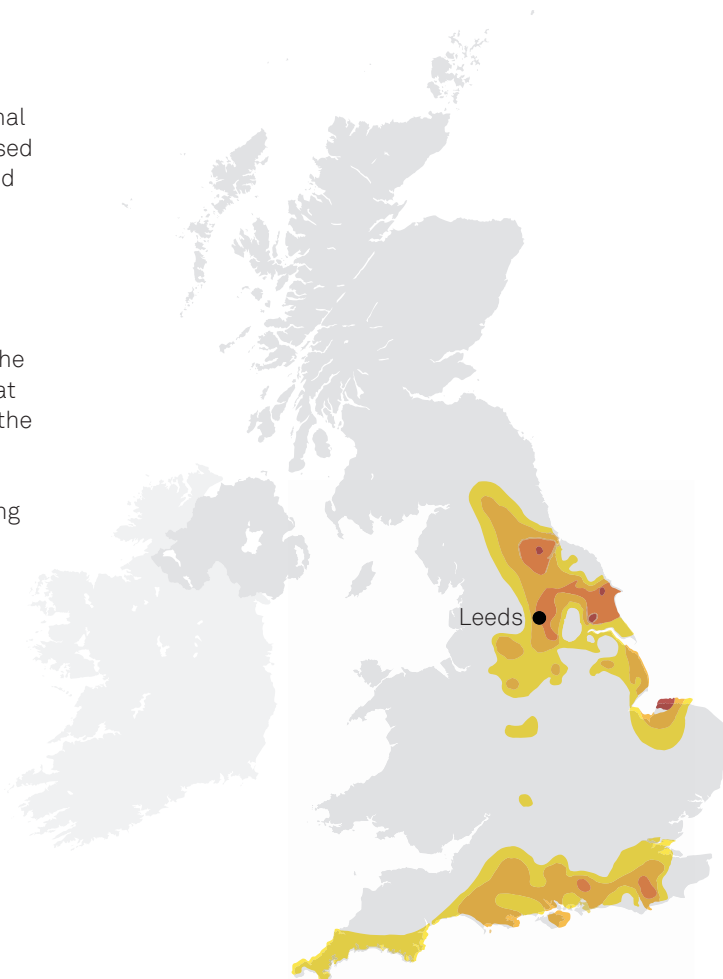


Figure 5.39: Best areas for geothermal heating in the UK. Leeds is located in one of these areas

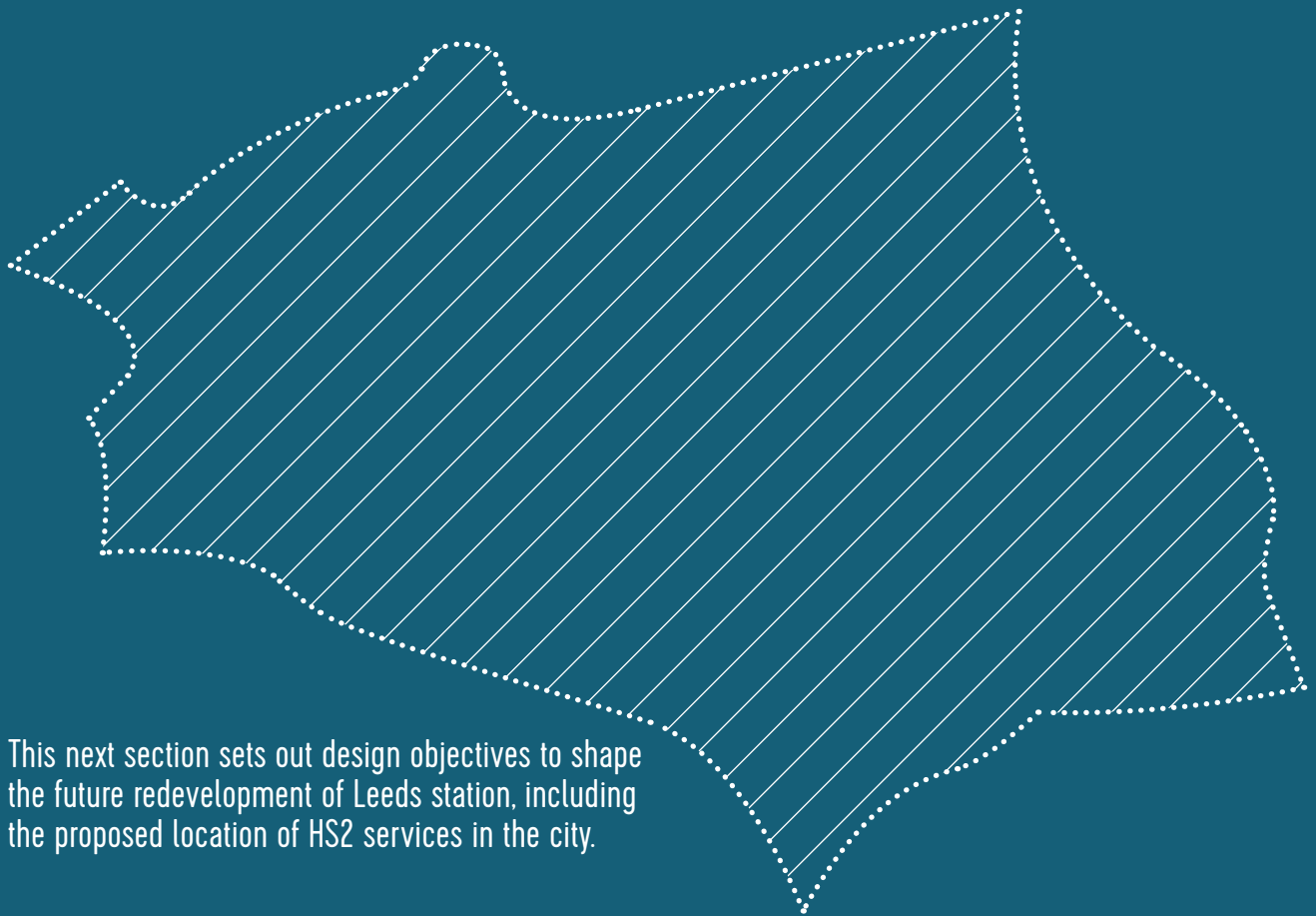


Figure 5.40



6.

LEEDS INTEGRATED STATION: MASTERPLAN DESIGN PRINCIPLES



This next section sets out design objectives to shape the future redevelopment of Leeds station, including the proposed location of HS2 services in the city.

6.1 LEGIBLE STATION ACCESS

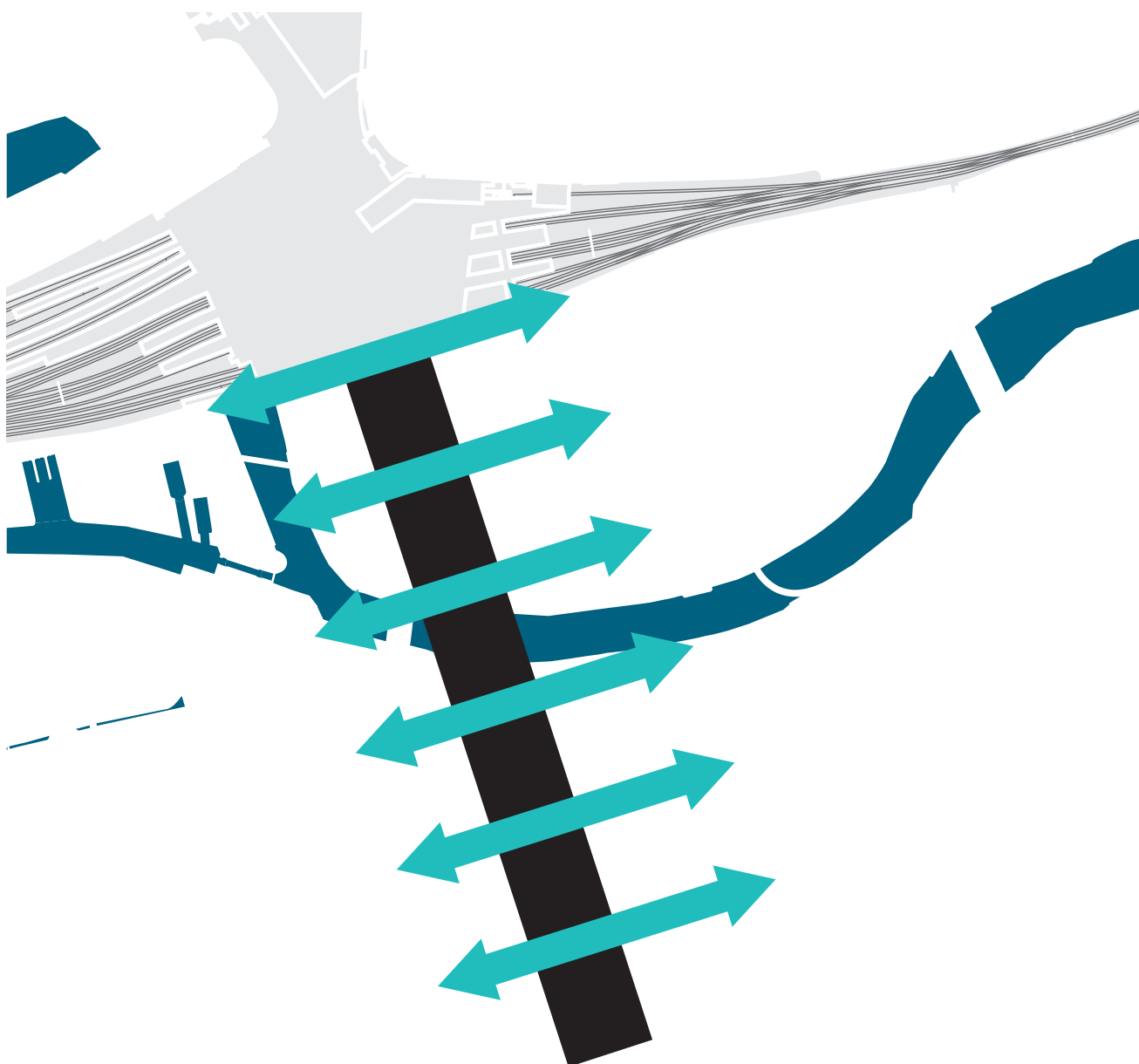
A station of multiple entrances that provide resilience and capacity for future growth and expansions. The entrances should have a natural hierarchy with grand frontages for visitors and sneaky routes for fast moving commuters:

- Be easily and logically navigated using line of sight, visual transparency and architecture to make wayfinding simple and clear. This principle should apply to movement within the station as well as to onward travel to destinations within Leeds and beyond;
- Incorporate high quality spaces around entrance and exit points, creating great first impressions and spaces to dwell;
- The HS2 midpoint entrance should open onto the Arbour, a key east-west connection linking Holbeck with the City Park and Hunslet;
- Look for opportunities to enhance the main entrance to the station and the experience of arrival such as a feature glass roof;
- Remove taxis and buses from New Station Street, along with modifying its northeast edge and redefining Bishopgate Street, to transform the public realm outside the main entrance to create a fitting sense of arrival to Leeds;
- Provide a variety of urban hardscape areas together with areas with significant green landscape elements.
- The HS2 entrance onto Meadow Lane is strategically important to unlocking the full regeneration potential of South Bank.



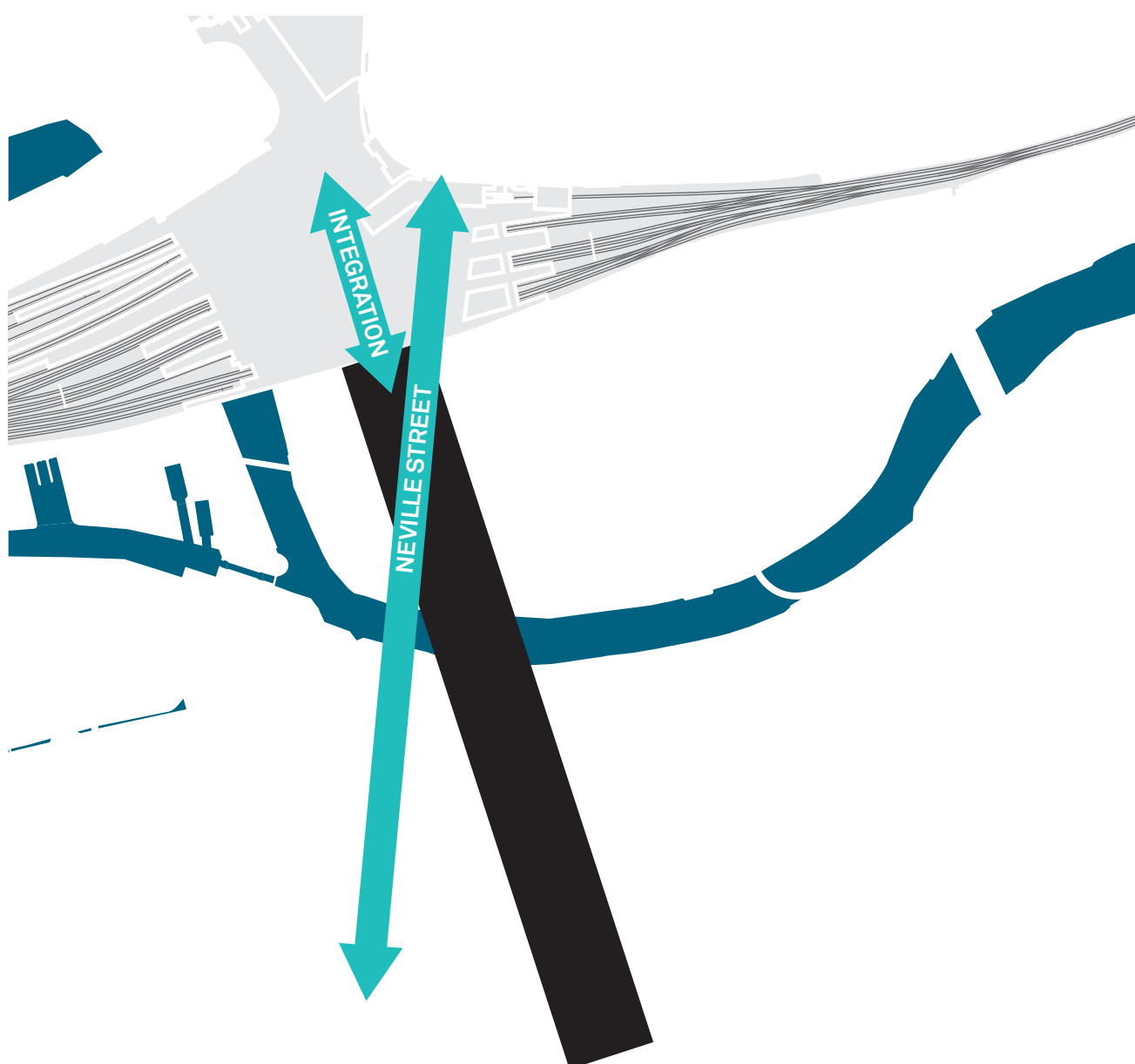
6.2 OPTIMUM PERMEABILITY

- An 'open station' without barriers so you can walk through the station without a ticket;
- Entrance and exit points at the north, centre and south ends of the HS2 platforms;
- Respect the hierarchy of movement placing walking and cycling as a clear priority over vehicles, including routes which are free from vehicles. Ensure pedestrian routes are integrated with onward routes and a new and expanded blue and green network;
- Accommodate the access needs, and provide for the capabilities, of all users;
- Address the current pedestrian 'pinch point' as New Station Street passes under the Queens Hotel when accessing the station from the north;
- Address key east west connections through the viaduct such as the Arbour and locate development plots accordingly. Ensure street views are provided through the viaduct to provide onward legibility for pedestrians and prevent disconnection.
- The design of the spaces at ground floor and underneath the HS2 viaduct must be of the highest quality. The spaces must provide a safe, welcoming, animated experience and not be unwelcoming.



6.3 INTEGRATED N/S ACCESS

- Connect the existing station with the HS2 station via a shared concourse so that the two stations feel and look fully connected as if they were one station;
- Remove of cars from Neville Street, between Sovereign Street and Bishopgate Street to create a north-south pedestrian route making it easier to walk across the station campus;
- Explore opportunities to strengthen the historic relationship between the Queens Hotel and the station including the potential provision of a shared entrance between the hotel and the station providing an additional public route through the hotel to the station;
- Provide adequate cover / protection from the natural elements including wind and rain within the integrated station as well as incorporating an element of shelter within the design of adjoining public spaces.
- Explore the potential to create additional amenity space on the roof of the station.



6.4 STRONG SUPPORTIVE STREET NETWORK

- Sit happily in the pattern of existing development and routes through and around it;
- Maximise the potential of the Dark Arches through a design and management strategy appropriate for the distinctive character of this unique space. A bespoke response to this unique asset should be a priority and could incorporate:
 - Greater access to the spaces;
 - Removal of car parking;
 - Provision of basic services such as water, power, toilets, to some or all of the arches facilitate future uses;
 - A3 opportunities, including opportunities for local and independent retailers, pop-up markets, stalls, food stalls, craft fairs, business start-ups;
 - Interpretive displays to explain the history of the structures;
- Identification of key historic features such as the Mill Goit and potential to expose and integrate them into a scheme;
- An appropriate lighting strategy;
- Opportunities for sound and art installations;
- Creation of an animated space with a 'street feel' along 'dark' Neville Street;
- A new quarter of the city.
- Allow for the construction of additional development above and adjoining any HS2 station entrance;
- Reopen, animate and light a route through under the arches linking Pitt Row with Bishopgate Street, thereby better linking Sovereign Square with City Square. Explore routes all the way through to Swinegate and former entrance to the Cockpit to create a fully networked pedestrian zone.



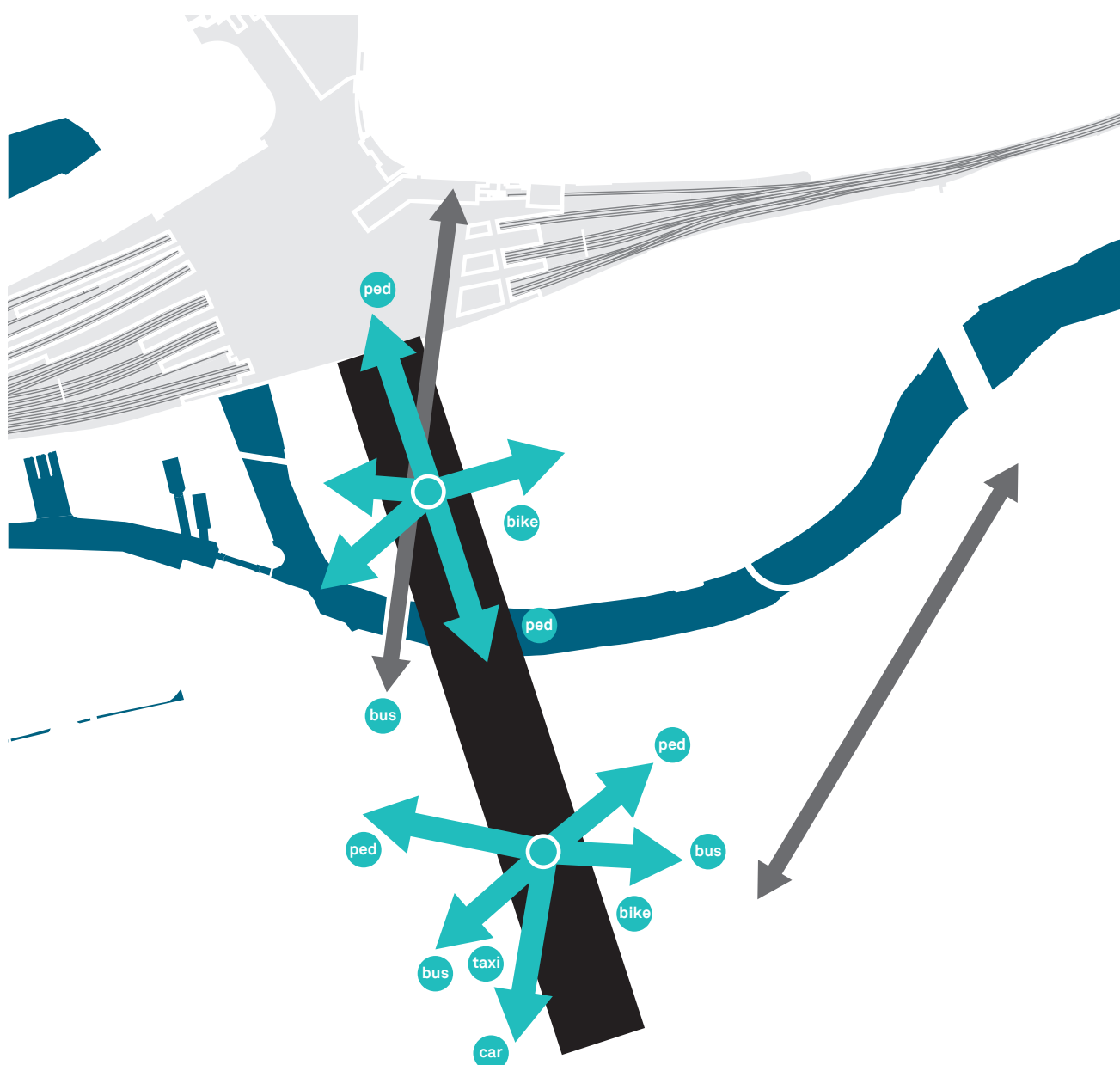
6.5 ACCESS TO THE WATER

- Celebrate and open up the river to increased social and commercial opportunity by providing and encouraging access and activation, including water access points, whilst significantly improving the appearance of the banks and water space;
- Provide well designed open spaces adjoining the river. In designing these spaces to be mindful to incorporate features which can enhance biodiversity and promote the ecology of the river as well connecting with wider green networks;
- Effectively bridge the river, avoiding supporting structures in the river bed and creating an architectural feature at this point whilst retaining a high level of permeability to allow light to pass through the structure to the river below to avoid adverse environmental impacts on biodiversity within the river.



6.6 ACCESS TO MULTIPLE MODES OF TRAVEL

- A sustainable, functional and effective transportation hub which offers access to a range of modes of transport and is fully integrated into the local and regional transport network;
- Utilise the new HS2 route to create a much needed new Green Corridor into the City Centre for Beeston and Holbeck residents, to function as a pedestrian and cycling movement corridor;
- The station should utilise the HS2 route to enhance the connectivity, and quality of pedestrian and cycling movements, to Holbeck and Beeston;
- Secure cycle parking should be provided in a convenient location together with potential access facilities to bicycles for hire. This should be of a central cycle parking facility/hub for cyclists visiting the city centre;
- Continue to improve cycling and pedestrian infrastructure through the City Connect Programme to encourage more people to travel sustainably;
- Electric charging points for vehicles should be incorporated into any parking facilities;
- Improved arrangements for pickup / drop off from the north of the city potentially through an additional road link across the river to the north.



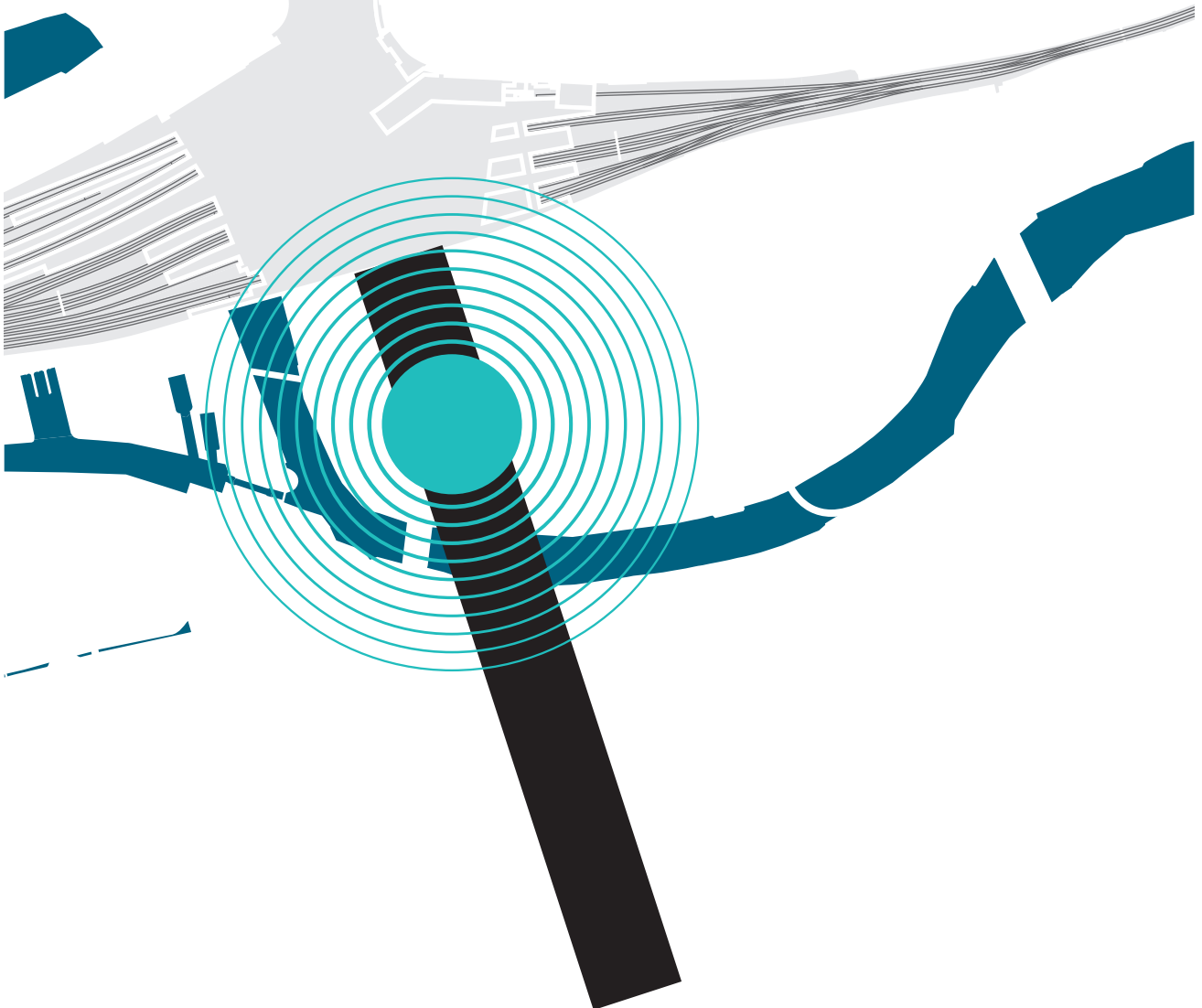
6.7 SUPPORTING FRONTAGE

- Provide vibrant, well-activated, well-lit and safe 'external' spaces in the undercroft and covered areas of the station and viaduct;
- Create a clear and lively relationship between indoor and outdoor uses;
- Maximise active frontages to buildings and around the station entrances at ground floor level;
- Provide a hub for social and business interaction through the planned provision of accommodation, facilities and space for both. Plan to accommodate opportunities for small businesses, local operators and independent companies as well as larger multi-nationals;
- Avoid unpopulated underpasses and spaces without a visual link to entrances/exits.



6.8 ADDED AMENITY

- Contains adequate capacity including circulation and concourse spaces as well as additional platform capacity to allow for the anticipated growth in demand;
- Function and operate as a single estate with coordinated branding, architecture, materials, surfacing, features, lighting, signage strategy, management and user experience. There may be different character areas within the station such as the 1930s listed concourse where detailing and treatment could differ but coordinate overall;
- A new roof which is designed to reflect the new station footprint, but also to provide opportunities for more natural light across the station;
- Be an inclusive space which is designed to meet the needs of all users including families and children. Playful features and dedicated play / safe spaces to enhance the experience for families and those travelling with children should be designed in;
- Have latent provision to allow the connection of commercial development at HS2 station mid-point at platform and common concourse levels and not allow foundations, substructure etc. to prevent or pre-determine the construction of commercial development adjacent the HS2 viaduct or station box;
- Create new views and juxtapositions which add to the variety and texture of the setting;
- Look for opportunities to enhance the existing station environment and address any features which currently detract from its visual amenity;
- A design-led approach which considers both natural light and lighting within the station environment both during the day and at night. Given the extent of the underground realm lighting solutions will need to be carefully considered and designed;
- Understand the subterranean qualities of the Dark Arches and discern between characteristics that result in spaces that are underground and indoor spaces. Emphasise the former;
- A green roof could provide space for wildlife and provide benefits through urban cooling;
- Be capable of adapting to Smart City Technology as this becomes more prevalent in the future.



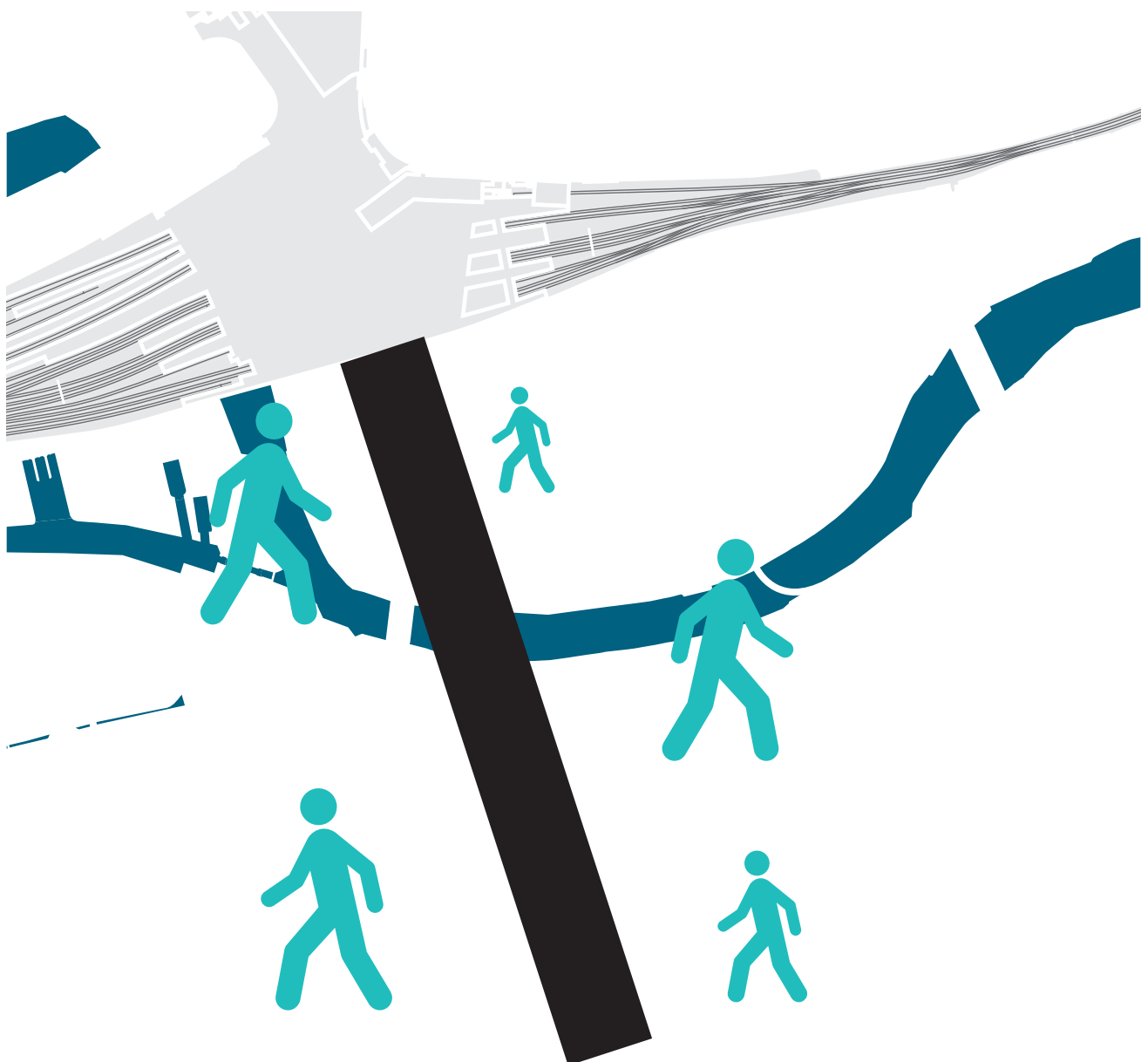
6.9 DELIGHT – ARCHITECTURAL QUALITY

- Be based on a thorough understanding of the context gained by carrying out detailed site analysis and careful character appraisal so that it relates well to the geography and history of Leeds and the lie of the land;
- Provide a clear civic landmark of an exemplary architectural character fully integrated within its setting and context, which respects important views and will age and weather well;
- Draw inspiration from the character of Leeds and strengthen the local identity, for example:
 - Echoing the historic arches of the existing railway viaduct
 - Incorporate local materials such as brick, York stone etc.
 - Preserve and enhance the character of the surrounding listed buildings and conservation areas through design and the use of materials and building methods which are appropriate in this historic setting;
- Include an appropriate treatment of Victoria Bridge which reflects its historic importance and listed status. Incorporates a reference within the architecture of the viaduct to mark where the viaduct impacts on the setting of Victoria Bridge superseding it as a key river crossing;
- Clearly indicate and animate the function of the building to be seen from street level – visible uses, pedestrian movements and trains;
- Open up movement adjacent to railway arches between Little Neville Street and Neville Street.



6.10 HUMAN SCALE

- Be of a human and relevant scale and be contextual and appropriate to the setting. This might change along the proximity of the viaduct;
- Be designed to reduce the visual dominance of the viaduct and help it fit with the landscape, through for example:
 - Use of planting or green walls;
 - Incorporating local materials in the structure or design;
 - Light weight structure which is highly permeable;
 - The quality of the architecture and engineering.
- Maintain an ambience of being underground, rather than 'inside' within the dark arches and extensions to covered area whilst carefully considering lighting in this context;
- Parts of the station could be potentially windy being in the shadow of Bridgewater Place and should be designed to mitigate potential microclimate issues.





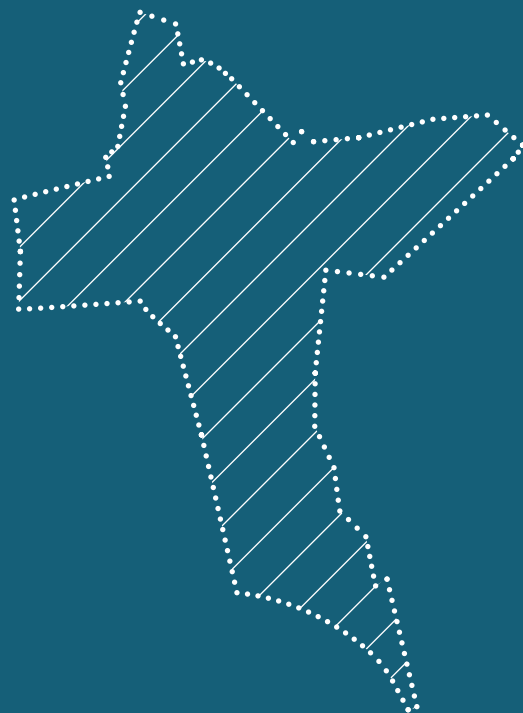
7

LEEDS INTEGRATED STATION & SURROUNDING ENVIRONMENT

This section details the Leeds Integrated Station Masterplan – a blueprint for the future redevelopment of the Station that will achieve a:

- World Class Hub – from quality of architecture and urban design to intermodal connectivity, clarity and delivery;
- Distinctive Gateway – that celebrates travel, proudly announces arrival into Leeds and speaks to the unique characteristics of the city;
- Destination Station – an attractive place to visit in Leeds City Centre, where South Bank meets City Square;
- Connected Place – that seamlessly integrates national, regional and local transport modes and optimises every form of connectivity for users.

The masterplan proposals in this section set out the requirements that the redevelopment of the Station, including the incorporation of HS2 services and the development of adjacent buildings and spaces should conform to.



THE LEEDS INTEGRATED STATION MASTERPLAN PRINCIPLES

7.1 THE MASTERPLAN INCLUDES THE FOLLOWING FEATURES

- i) Station District – The plans propose the creation of a new 300,000m² district or campus that becomes a new national destination. In the station campus new high quality developments and urban realm integrate seamlessly into the station with entrances and exits strategically located next to and within buildings.
- ii) Multiple Station Entrances – Multiple entrances are proposed and each are a destination in their own right, with high quality public realm providing an appropriate gateway at each location. Defining high quality is strong public realm that complies with the objectives of this regeneration framework and which has been through a quality audit process that includes the following (not exhaustive); buildability, maintenance, preventing litter traps, availability of materials. This includes entrances at a transformed City Square, New Station Street and Bishopgate Street (both predominately pedestrianised) and entrances in South Bank at Sovereign Square, the Arbour and an entrance at the Southern end of the HS2 box. The proposed new entrances to be designed in compliance with the Equality Act to ensure they are accessible by all. The detailed design of the public realm around the station entrances should avoid compromising personal safety or facilitating anti-social behaviour.
- iii) Common Concourse – To ensure a seamless interchange between HS2 and the current station, a new shared common concourse (used by both the existing station and where HS2 arrives) is proposed. A new over-bridge within the current station shed is proposed spanning across the station. Such space also allows for the potential for the roof where HS2 platforms are to be utilised as amenity space – subject to further technical diligence on the deliverability of the proposals.
- iv) Neville Street and Dark Arches – Neville Street and the Dark Arches are transformed to provide a high quality pedestrian environment and new retail and leisure spaces – providing direct access to various Station entrances, and new public realm at Sovereign Square and Bishopgate Street.
- v) Streets and Urban Context – Multiple points of access are proposed through the station, particularly where the HS2 station arrives into the city, to maximise permeability throughout the Station and ensure that the station fits into the city's street scene.
- vi) Waterfront – The River Aire will become a central design feature of the station district, with investment to provide seamless pedestrian and cycling links across the river, and two new pieces of public realm. A proposed new footbridge at Bridgewater Road will seek to enhance the pedestrian environment and proposals for Sovereign Square footbridge will also help to improve pedestrian links to the station.
- vii) Capacity and Platforms – As more services use the station, it is proposed that provision is made for additional platforms to meet demand, next to the current platform 1. The proposals at this location include new and proposed over platform development.
- viii) Roof – It is proposed that a new roof is scoped to reflect the new station footprint, but also to provide opportunities for more lighting across the Station.
- ix) Multi-Modal Transport Access – The proposals include for access for all modes of transport, with passive provision to be enabled for any future mass transit proposals. Proposals also include for a re-provision of the current Station car park, a new car park for HS2 and a new Cycling Hub throughout the much improved station district.
- x) Tall Buildings and Land Use – Within the station district, a zone for landmark tall buildings is proposed, and plans support the delivery of a vibrant mixed use environment. The tall buildings strategy is being refreshed and should be referred to for guidance.



Image 7.1

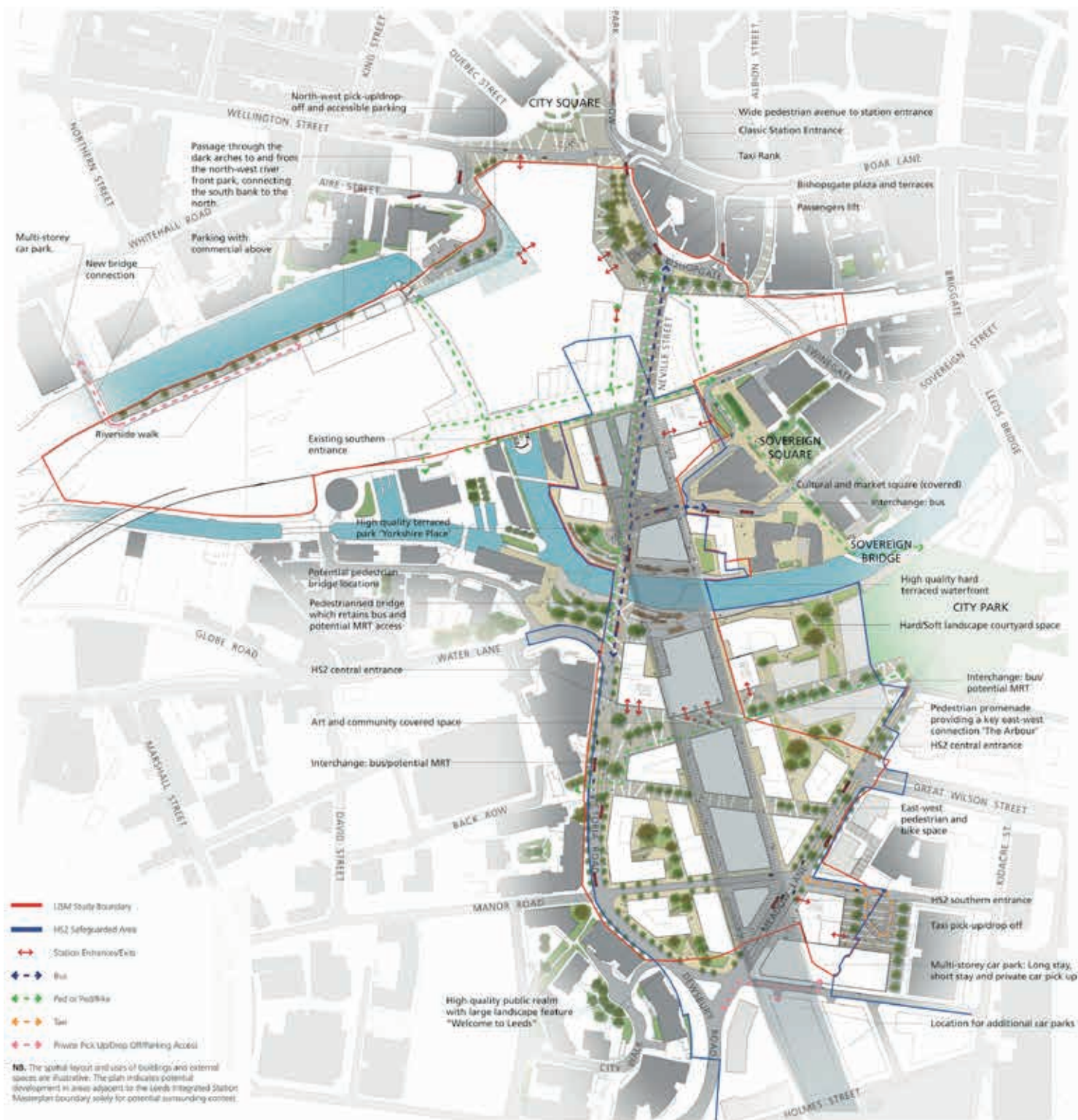


Figure 7.1

THE LEEDS INTEGRATED STATION MASTERPLAN

This sets out the overall masterplan for the Station area, and any proposals for the station should respond to this concept. Plans on the pages throughout this section should also be responded to for any development of the station and surrounding sites.

7.2 OPEN SPACE

A CONNECTED GREEN & BLUE NETWORK

7.2.1 A new expanded blue and green network is at the heart of a transformed and thriving South Bank. Redesigned streets, new urban spaces and parks, together with new improved access and activities along the waterfront, seek to create a fundamental transformation of the way people see and use the Station district.

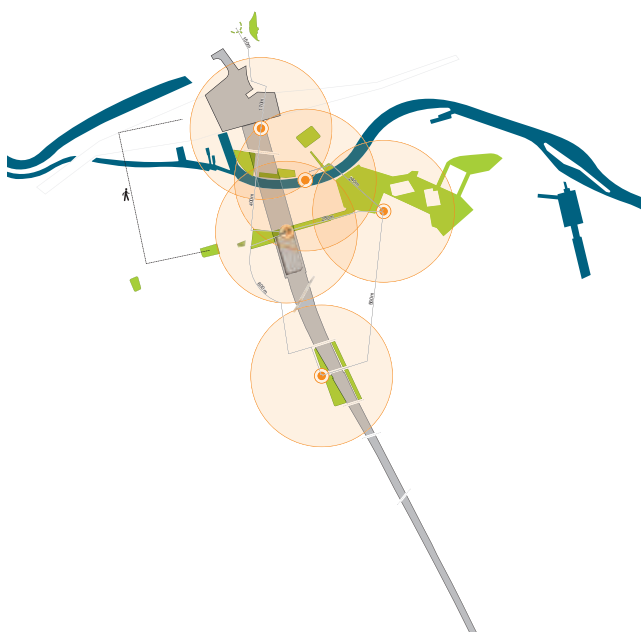
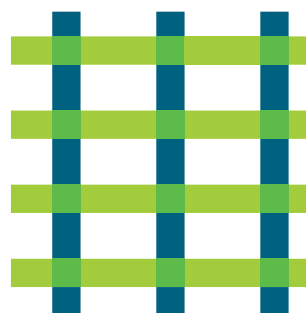


Figure 7.2

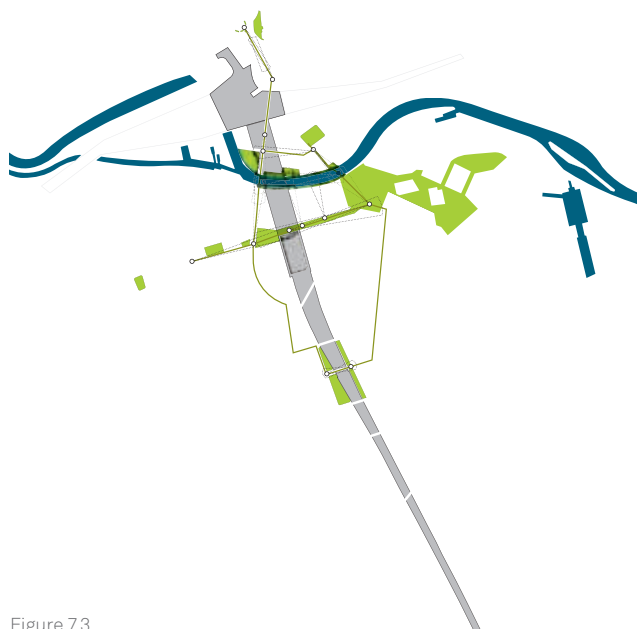


Figure 7.3

Distance

7.2.2 Pedestrians have the ability to walk between any of the proposed public spaces in under 10 minutes. An additional 5-10 minutes takes them either north to City Square or Briggate, west to Holbeck or east to Leeds Dock. A network of distinct public spaces allows pedestrians and cyclists to encounter a wide variety of places each with their own character.

Visibility

7.2.3 Legibility and visibility are important components in the formation of a cohesive and integrated network. Wayfinding and signage have an obvious role to play, however the quality and character of streets also inform the way pedestrians and cyclists move through the South Bank.

Open space

- Public space Strategic green links Finer grain.
- Possible future connection Waterfront connections Strategic public spaces

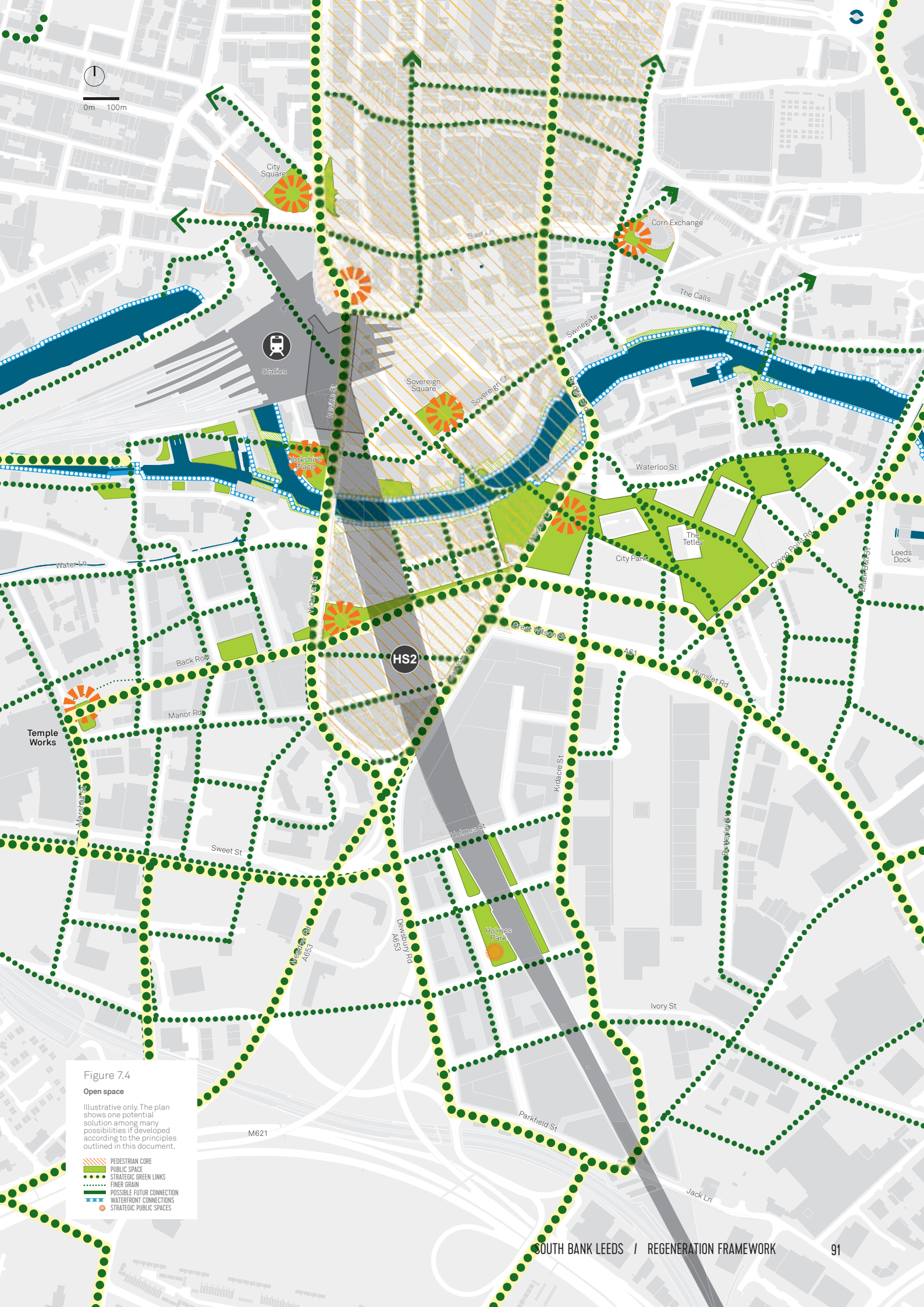


Figure 7.4

Open space

Illustrative only. The plan shows one potential solution among many possibilities if developed according to the principles outlined in this document.

- ▨ PEDESTRIAN CORE
- PUBLIC SPACE
- STRATEGIC GREEN LINKS
- FINER GRAIN
- POSSIBLE FUTURE CONNECTION
- WATERFRONT CONNECTIONS
- ★ STRATEGIC PUBLIC SPACES

7.2.4 New open spaces in the Station District will have a distinctiveness of character adding identity to new and existing neighbourhoods.

1. St. Francis Square

Located adjacent to Back Row and sitting within a mixed-use development west of Bridgewater Place. A mixture of medium to large commercial buildings frame the space to the north and south, while the west is bordered by residential buildings. Active ground floor uses, such as retail and community facilities, are envisaged around the periphery of the space. A mixture of soft and hard surfaces, with the potential for a play area, create a space that will host a variety of activities.



Image 7.2

2. Yorkshire Place

A new gateway space to the South Bank. Passengers and pedestrians exiting the Leeds Integrated Station will emerge into a bright south-facing space with views over Granary Wharf, Bridgewater Place and the South Bank. It will be a major new piece of public space with direct access to the river in the city centre, re-establishing the vital connection between the city and the water.



Image 7.3

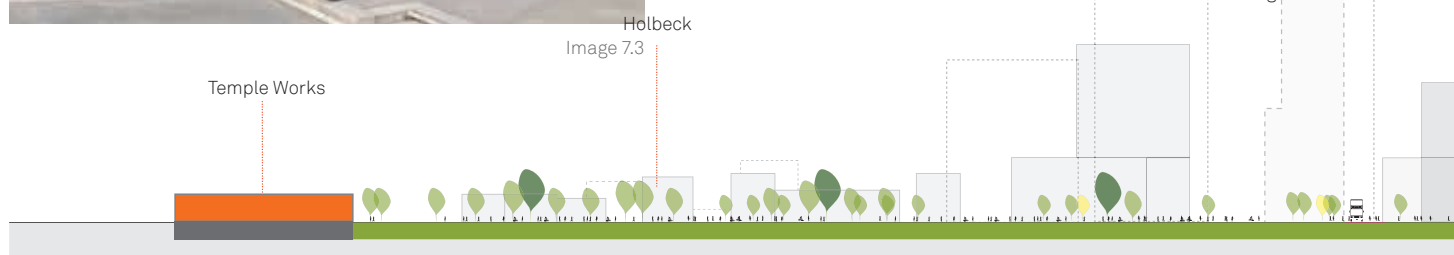


Figure 7.6: Concept section of The Arbour – Major east-west axis



Figure 7.5 (Illustrative only)

3. The Waterfront

The most prominent natural asset in Leeds is the River Aire. New waterfront spaces east of the HS2 viaduct will reintroduce the public to the river and a host of new activities. They complement Yorkshire Place with more intimate south-facing spaces supported by restaurants and shops. A new pedestrian bridge is proposed between Sovereign Square and a new park in the South Bank.



Image 7.4

4. City Park

There is enormous potential in the creation of a major new park in the South Bank. A place that can establish a new identity for the area, can draw people and events from all over the city and region, while still serving the local population would be of tremendous value for the city as a whole. The specific location, programme, and dimensions of the new park will be established in subsequent work.



Image 7.5

6. Holmes Park

Situated south of Holmes Street, this park will lie at the centre of a proposed new neighbourhood. The space is made up of both soft and hard-scaped surfaces and will be fronted by small and medium enterprise units, residential buildings as well as small-scale shops and cafes. It is conceived of as a collaborative community space hosting a range of activities.



Image 7.7

5. HS2 Mid-Point Entrance

The HS2 mid-point concourse forecourt is a hard-scaped urban space which opens onto the Arbour, the major east-west axis running from Temple Works to Leeds Dock. To the west, it provides direct access to the heart of the proposed commercial district and onwards to Leeds Station and City Square. To the east, the forecourt will lead into a more intimately scaled environment of shops, restaurants and offices with access to the river.



Image 7.6

7. Bishopgate Street

Removing taxis and buses from New Station Street, along with modifying its northeast edge and redefining Bishopgate Street, creates a new strong and vibrant northern Station entrance with a grand stepped approach, inclusive entrance, pop-up uses and contemporary soft and hard landscaping.



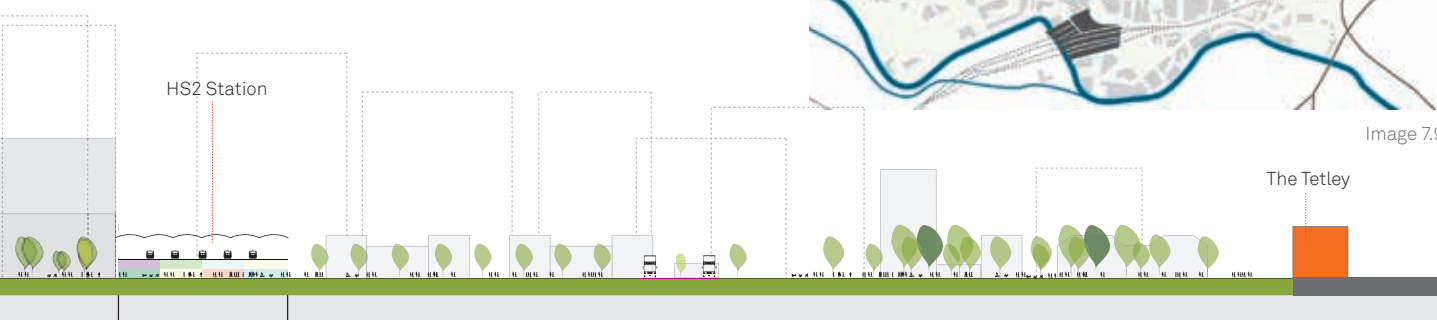
Image 7.8

8. City Square

The transformation of City Square will minimise traffic and allow for the freedom of movement for pedestrians and cyclist whilst creating a fitting first impression of Leeds.



Image 7.9



7.3 MOVEMENT

TRANSPORT

- 7.3.1** The Leeds Integrated Station seamlessly joins HS2 with the existing station via a new shared common concourse and is located in the heart of the newly expanded pedestrian area. Neville Street, is envisaged as a high quality pedestrian environment where it stretches north through the underpass and the Dark Arches. Access to both the platforms of HS2 and Leeds Station will take place in an astonishing new space, which celebrates rail infrastructure and is supported by an exciting retail environment. Pedestrian movement through the existing rail viaduct will be possible, from what is currently Neville Street underneath the viaduct to Bishopgate Street and onwards to City Square.
- 7.3.2** Traffic to the north of the existing station will be minimised as part of the transformation of City Square, creating a freedom of movement for pedestrians and cyclists. Existing and planned bus stops in City Square, Infirmary Street and Boar Lane will provide public transport interchange to the north of the station. There will be provision for cycle parking across the station campus. Proposed taxi ranks are located adjacent to the northern station entrances, and are intended to compliment those near the HS2 platforms – ensuring that Sovereign Street and Swinegate do not become oversaturated with vehicular traffic.
- 7.3.3** A long stay parking structure with capacity for 1500 cars is integrated into development proposed between Kidacre Street and Meadow Lane, accessed from the City Boulevard and convenient for the M621. An elevated passageway will connect passengers directly across Meadow Lane to the concourse. Bus access for the southern concourse will be provided along both Victoria Road and Meadow Lane. The Masterplan includes passive provision to allow rapid transit to be integrated as proposals are developed. Bus stops will need to be integrated with the station to minimise the time it takes to transfer between a bus and a train. A new bus station or major interchange for buses is not proposed as part of the station area, however, the expansion of the public transport provision into the South Bank will mean a high penetration of buses in the area serving the city. Such an approach will also safeguard land for new development and public open spaces – especially near to the waterfront.

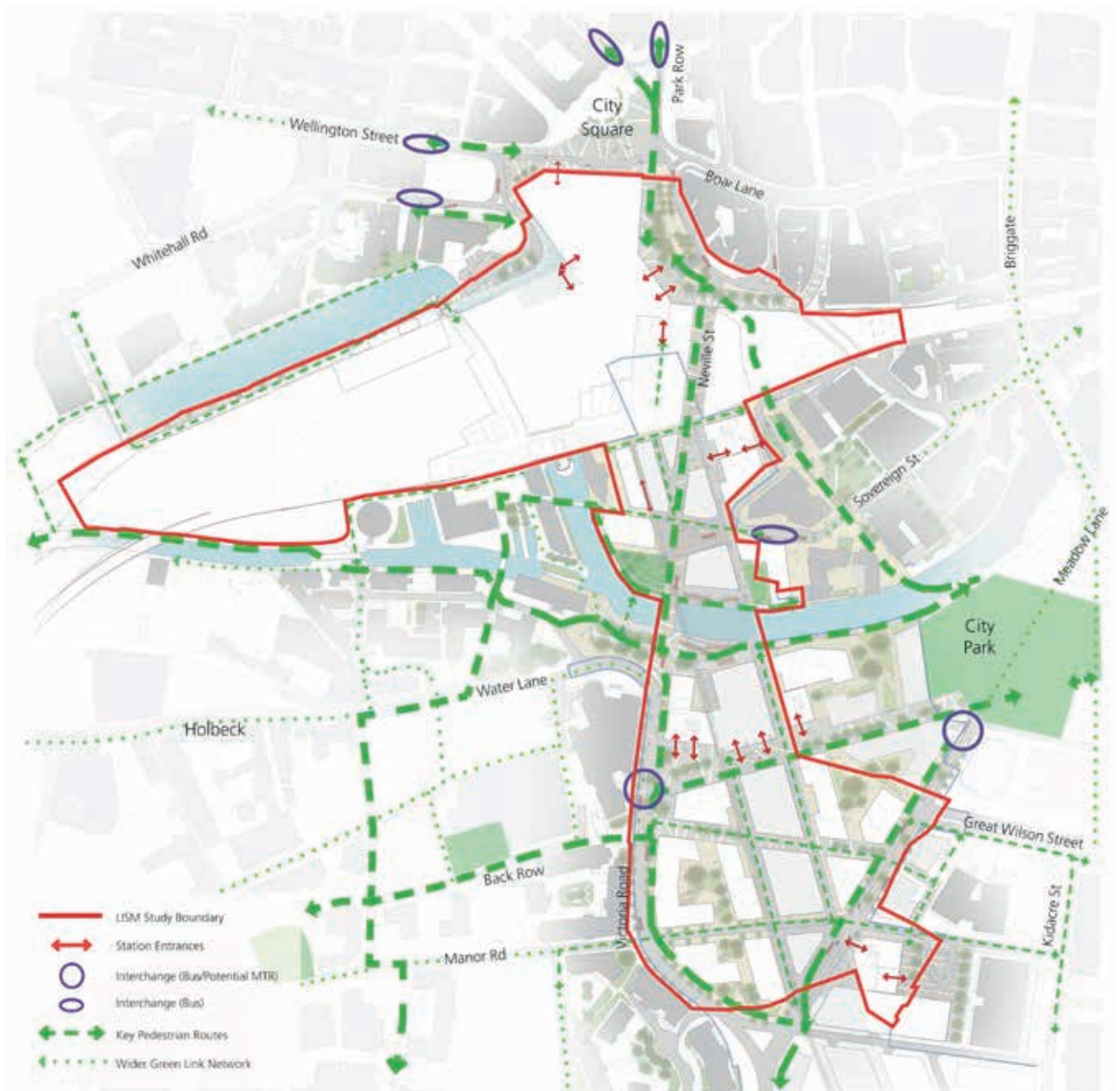


Figure 7.7: Pedestrian links



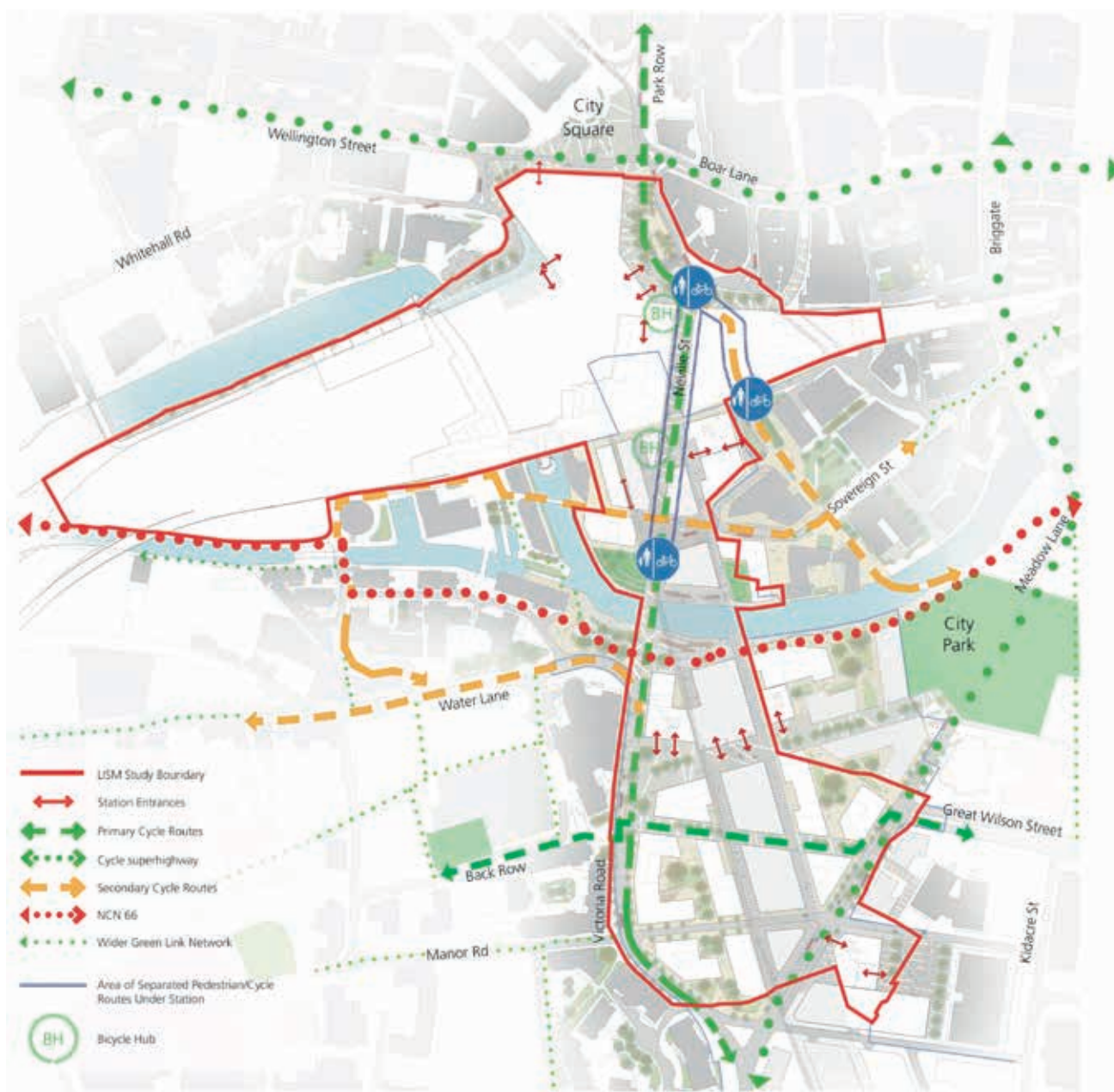


Figure 7.8: Cycle links

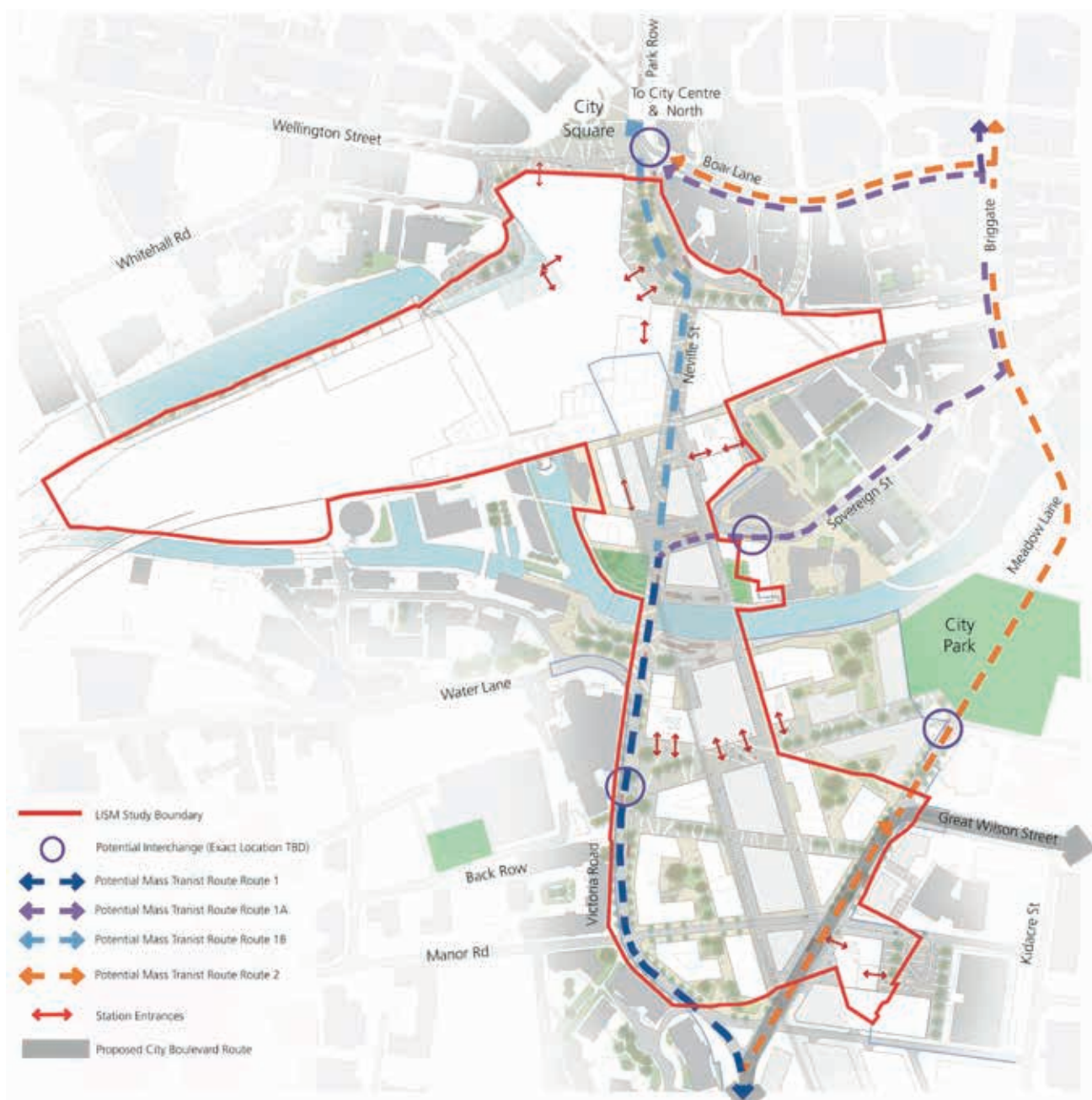


Figure 7.9: Potential mass transit routes



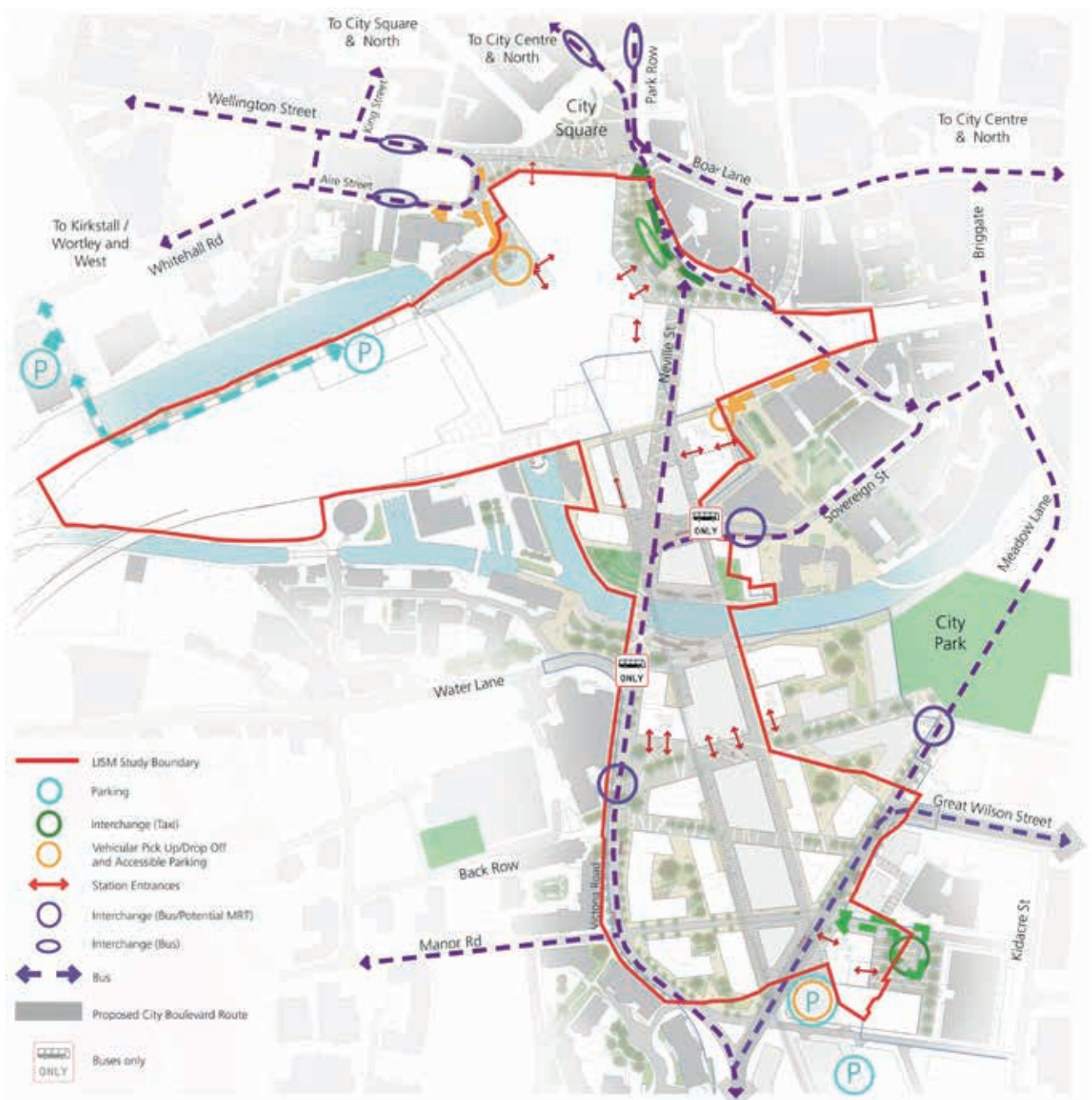


Figure 7.10: Vehicular links



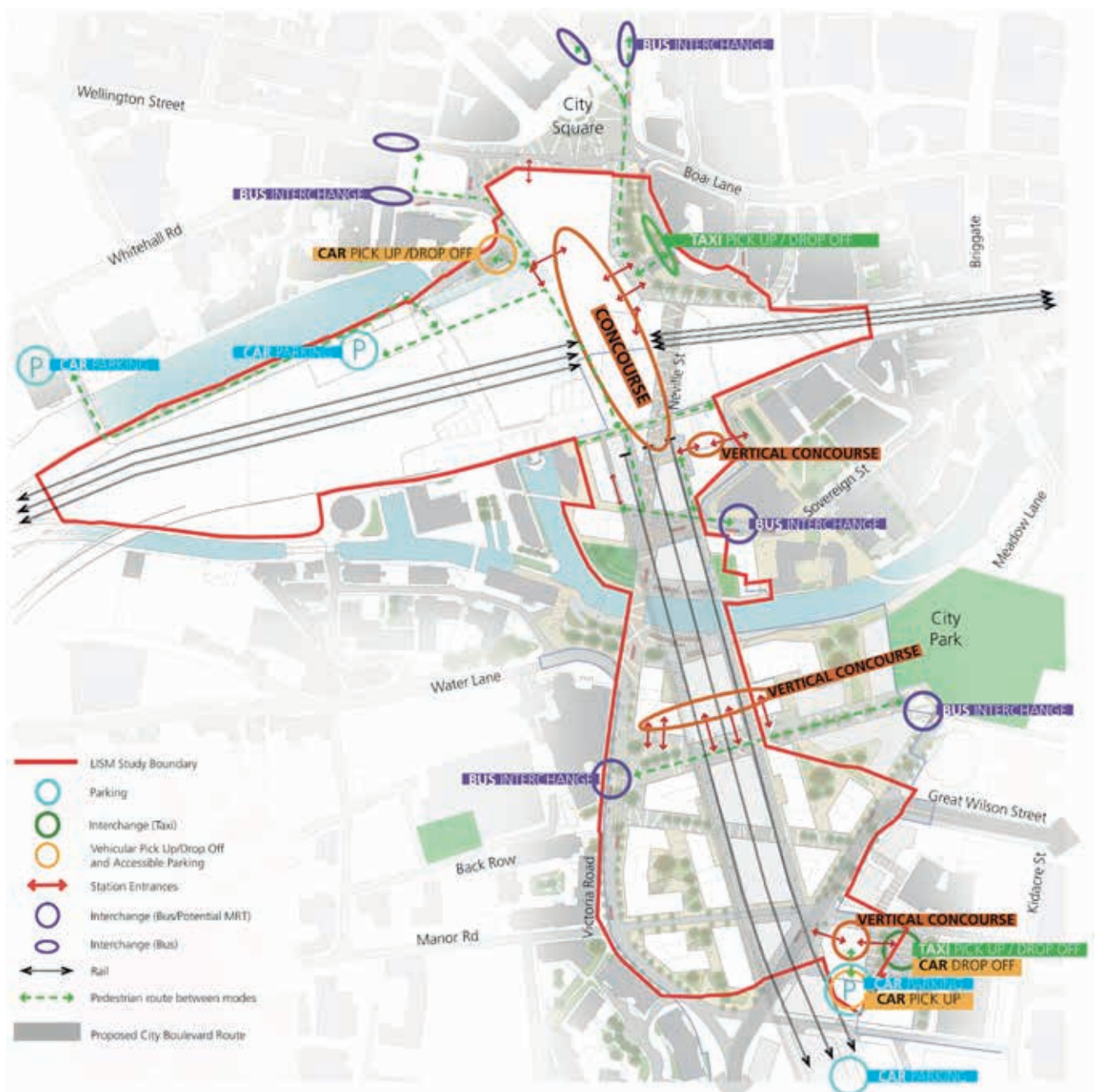


Figure 7.11: Interchange



VIADUCT STRATEGIES

7.3.4 The inclusion of the HS2 station and its new rail corridor into South Bank is an enormous challenge. Whilst HS2 offers tremendous opportunities in social, economic and development terms, there are also significant risks.

7.3.5 Issues of blight along the rail corridor, and reduced connectivity, present major challenges which risk dividing the city centre further.

7.3.6 Through a series of concepts, the drawings below show how some of the negative impacts, such as lifeless facades, along the rail corridor can be mitigated. With the right approach, these negatives can be turned into significant gains for the city as a whole. On the following pages of this section, specific solutions show how some of the concepts seen below can be implemented along the length of the viaduct.

Programming the arches

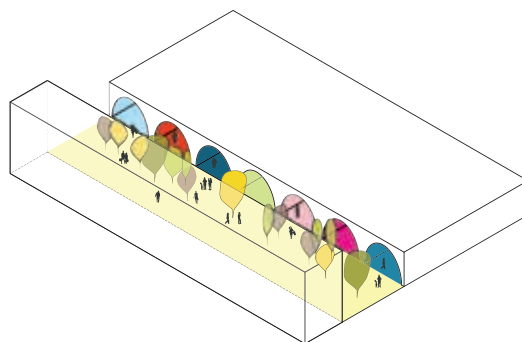


Image 7.10

Open space connections

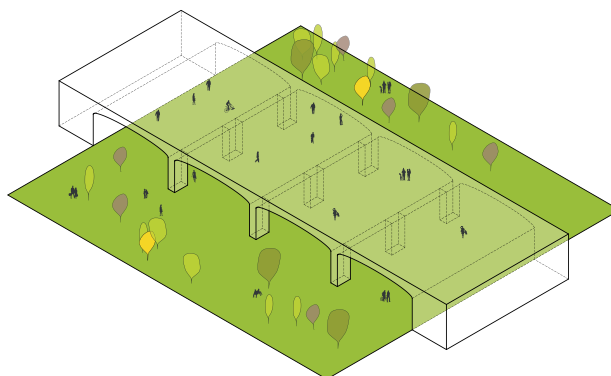


Image 7.11

Building up to the corridor

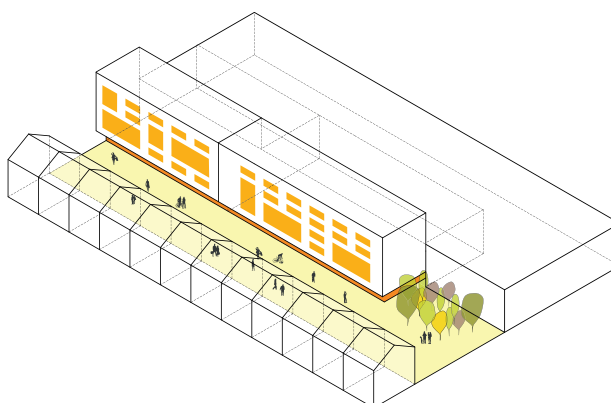


Image 7.12

Community activity areas

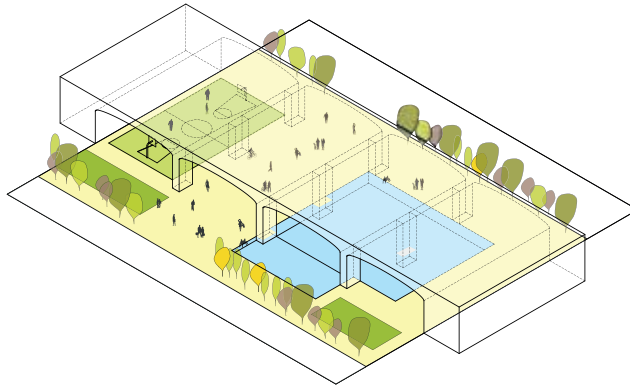


Image 7.13

Leisure or commercial spaces

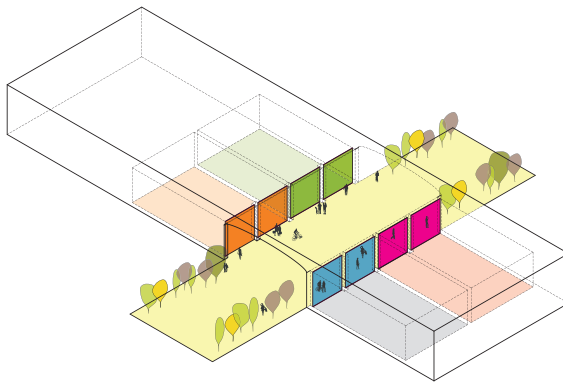


Image 7.14

Green walls & pocket parks

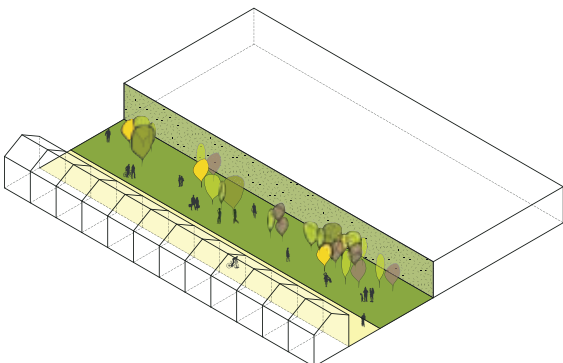


Image 7.15

ACTIVE CROSSINGS THROUGH THE VIADUCT

7.3.7 Given the width of the HS2 viaduct (60+ metres in places), and the number of crossings that must occur beneath it, it is essential that the design of the space is carefully considered for each crossing. Lighting, the treatment of the soffit, and the quality of materials, will all play a role in the experience of moving through the viaduct.

7.3.8 Where appropriate, developments should sit beneath the viaduct to activate spaces and make them feel as if they are a natural extension of the street network. If added development is inappropriate, as in areas with low footfall, the internal facades of the crossing should still be carefully considered. The inclusion of murals and other forms of art work such as light installations and video screens, could provide a way to activate these important connections.

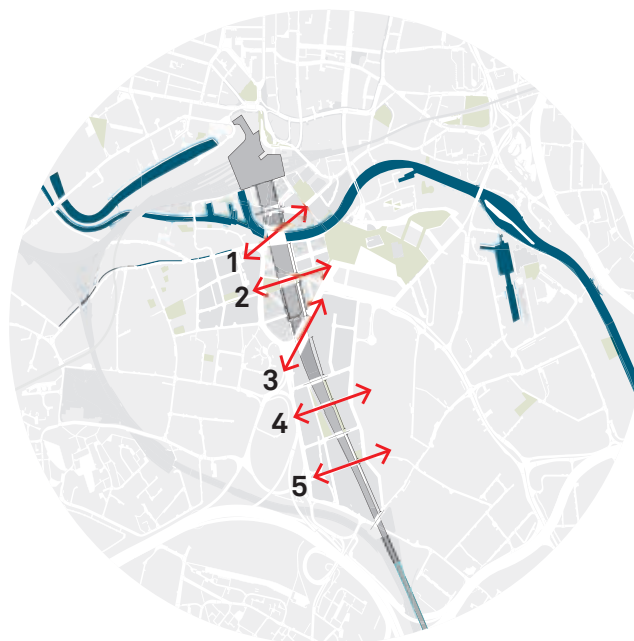
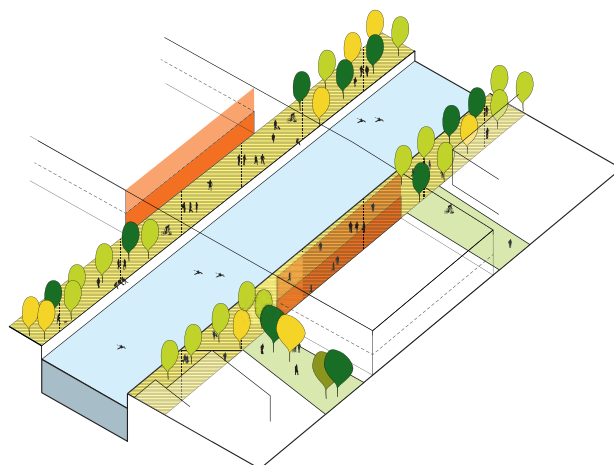


Figure 7.11

1. The River

Where the viaduct bridges the River Aire is one of the most important crossing points, careful design of this area to create an active and attractive space is crucial to promoting access to the river.

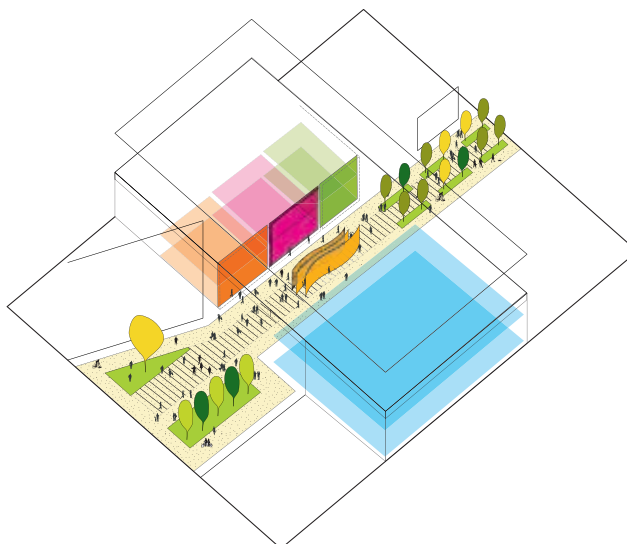


2. The Arbour

Crosses the mid-point of the HS2 platforms in the form of two hard-scaped urban spaces supported by retail shops, food and entertainment.



Image 7.16

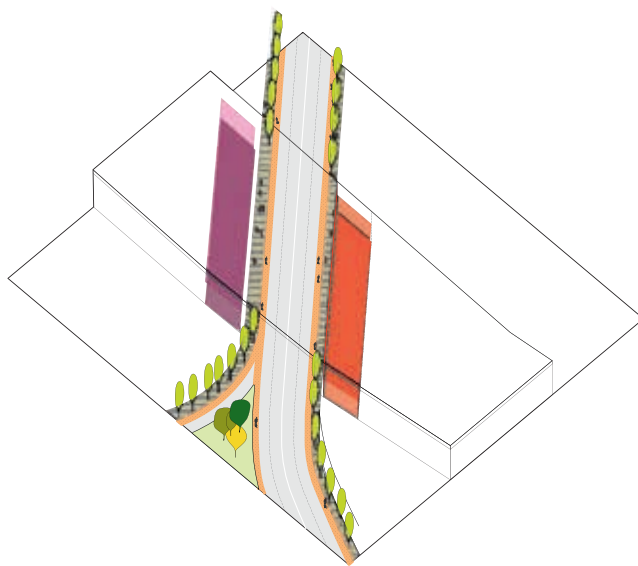


3. Meadow Lane

A transformed Meadow Lane as it crosses beneath the viaduct is supported by retail and office space, and accommodates both expanded pavements and cycle lanes.



Image 7.17

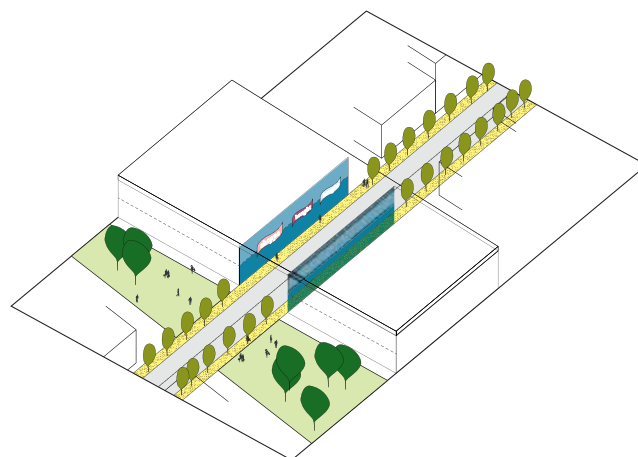


4. Pedestrian friendly street

To the south a new road which prioritises pedestrians and cyclists between Dewsbury Street and Kidacre Street south of Holmes Street cuts through Holmes Park, a new mixed-use area.



Image 7.18

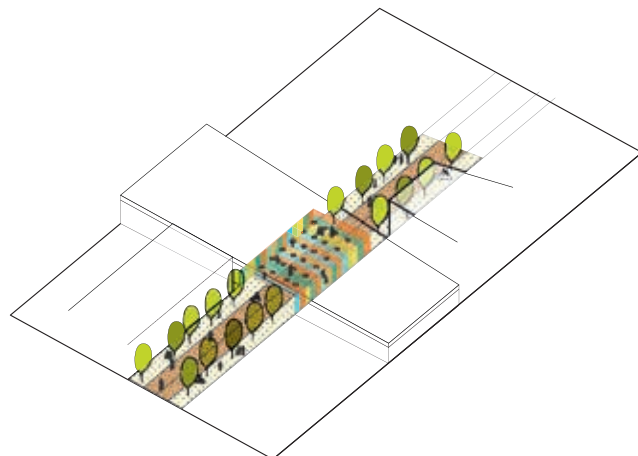


5. Bicycle route

A bicycle route adds additional permeability and movement choices, as the viaduct reduces in height as it approaches Jack Lane.



Image 7.19



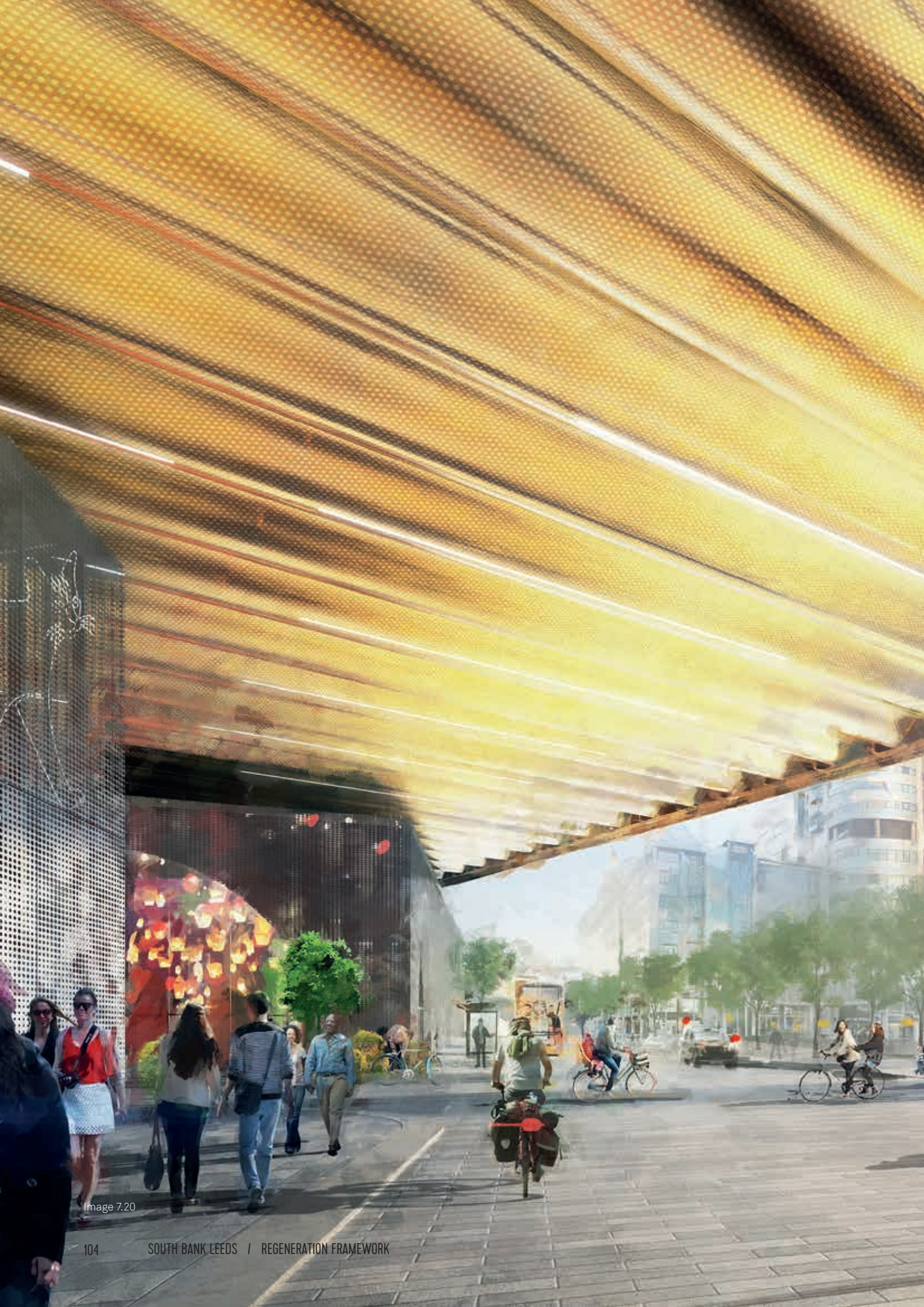
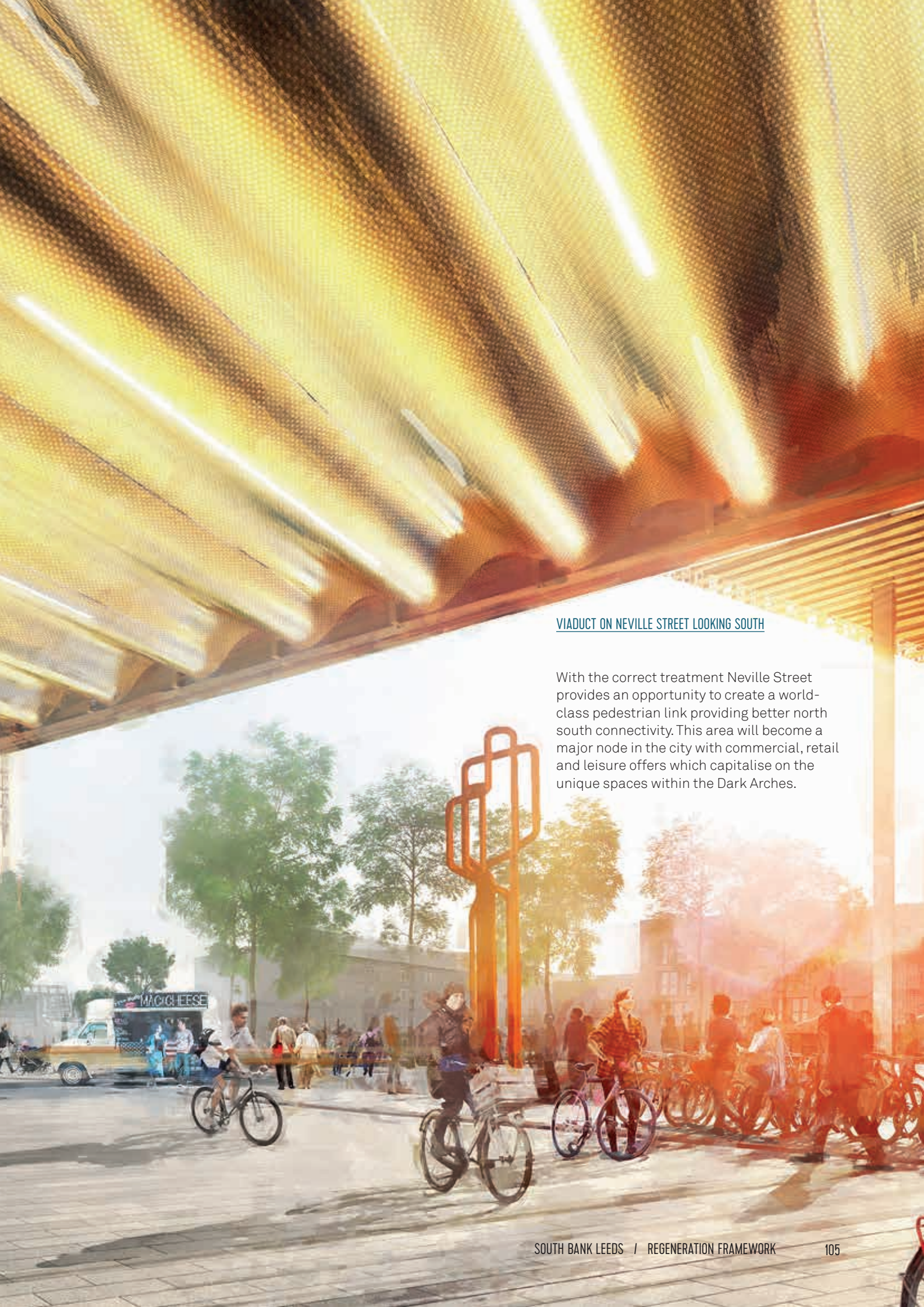


Image 7.20



VIADUCT ON NEVILLE STREET LOOKING SOUTH

With the correct treatment Neville Street provides an opportunity to create a world-class pedestrian link providing better north south connectivity. This area will become a major node in the city with commercial, retail and leisure offers which capitalise on the unique spaces within the Dark Arches.

7.4 BUILT FORM CHARACTER

CHARACTER AREAS

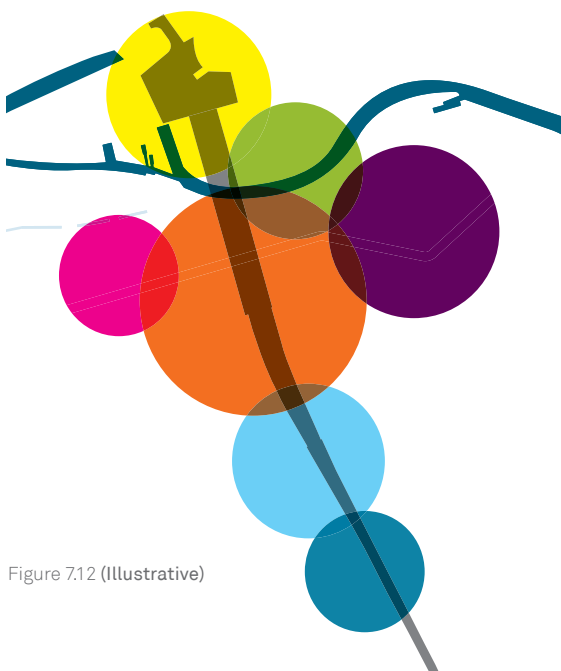


Figure 7.12 (Illustrative)

7.4.1 There will be opportunity for new development alongside the HS2 viaduct within the Station district. The following character areas can help to define development in this area.



Area 1

Image 7.21

Area 1 is primarily defined by a pedestrianised area close to the shared concourse. This is a key gateway to Leeds and South Bank. Suitable land uses could include commercial and retail (subject to relevant national and Core Strategy retail planning policies), with the aim of creating a lively atmosphere on the waterfront and Yorkshire Place.



Area 2

Image 7.22

Area 2 is focussed around the waterfront, prioritising access to the river and a host of new activities. It could include south facing spaces and areas of leisure or ancillary retail which support the river, HS2 and the commercial activity in Area 4. Building heights would need to consider overshadowing the river.



Area 3

Image 7.23

Area 3 provides a transition between Holbeck and the potential larger development seen in Area 4. Potentially consisting of medium-scale residential and commercial mixed-uses, this area could provide places for people to live and work locally within close proximity to the city centre.



Area 4

Image 7.24

Area 4 has the potential to become the commercial heart of the South Bank with possible larger scaled buildings taking advantage of close proximity to the southern concourse of HS2 and the M621. Located at the junction of key movement corridors this could be a highly active environment.



Area 5

Image 7.25

Area 5 is imagined as an area comprised of commercial, residential, retail (subject to relevant national and Core Strategy retail planning policies), hotel, institutional and cultural uses, including a public park. This provision of land use would be able to take full advantage of the potential that a city park in South Bank offers.



Area 6

Image 7.26

Area 6 could be an innovative new centre, focusing on small to medium enterprise and business. The area would potentially be supported by a residential component and local shops.



Area 7

Image 7.27

Area 7, due to its proximity to the M621, could potentially function well as a micrologistics hub, able to deliver to much of South Bank without significantly increasing traffic congestion.

POTENTIAL LAND USE

- 7.4.2** The development of the Station area should seek a diversity of activities and functions, including residential, commercial, community or something unique.
- 7.4.3** While some areas will be more commercially or residentially focussed, it is vital that land uses are clustered in such a way that the urban environment is active for larger portions of the day. This will create places which have the potential to be safer, more resilient, as well as more exciting. They will be walkable places that encourage activity and provide services and opportunities close to home.
- 7.4.4** Buildings and ground floor uses present a strong and coherent street edge. Frontages should support urban life and amenity spaces through commercial and retail activity.
- 7.4.5** The ambition is to create a new 'Station district' where exemplar public realm and high quality buildings are well planned and seamlessly integrated with entrances to the station and animated by a variety of uses.



Figure 7.13: Distances between connections through the viaduct average 100m (or an average city block) to ensure a walkability and freedom of movement

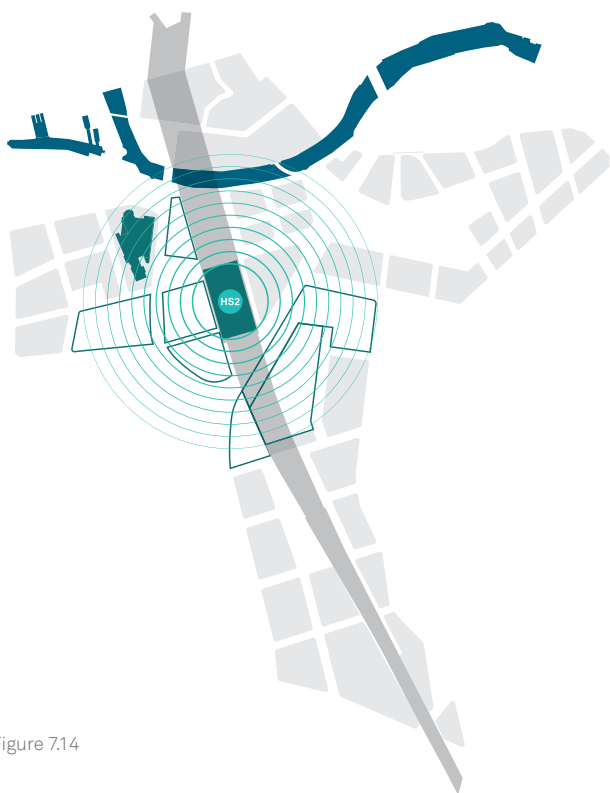


Figure 7.14

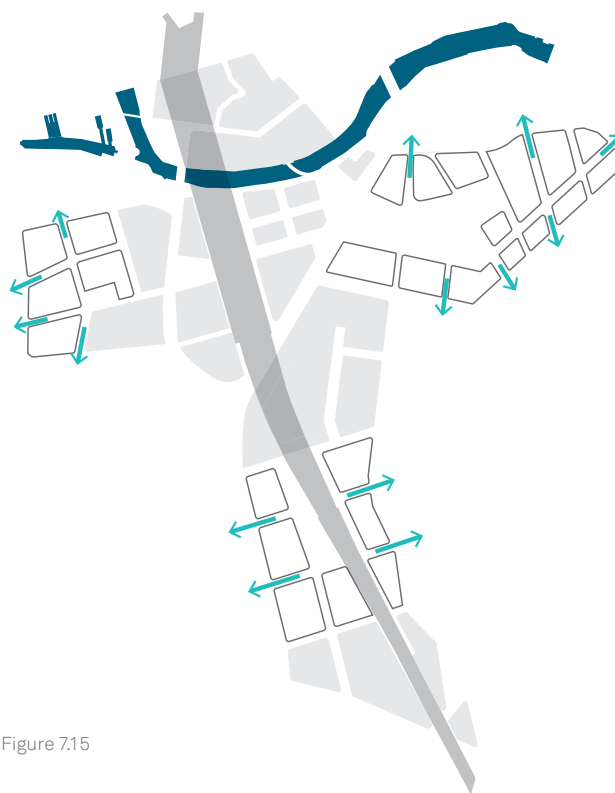


Figure 7.15

Commercial heart

- Takes advantage of proximity to HS2 southern concourse and the city centre;
- Taller buildings wrap the southern edge of the pedestrian precinct to reduce shading on the river and key public spaces;
- Complements Bridgewater Place.

Mixed-use neighbourhoods

- Mixed-use areas connect to adjacent development and neighbourhoods, providing places to work, live and play;
- Provide transition zones from the commercial centre to neighbouring areas.

POTENTIAL MASSING

7.4.6 In order to create a built environment in the South Bank which places people first, the suggested average building heights should be of a human scale and appropriate to the context.

7.4.7 Taller buildings also play a role in transforming the South Bank, however their placement, massing and the way streets, heritage buildings, public spaces and the river front are addressed must be sensitively planned.

7.4.8 Comfort for pedestrians, maximising sunlight and minimising overshadowing in public spaces are key factors in determining the appropriateness of development. Buildings above the contextual threshold can utilise setbacks and plinths to minimise the impact at street level.

7.4.9 The Tall Building Design Guide SPD was adopted in 2010 and includes the South Bank area it is in the process of being updated and identifies opportunities for high quality taller buildings near to major road, rail and city park infrastructure.

7.4.10 The massing in the Leeds Integrated Station and hinterland area is governed in part by a height envelope, which describes its highest point near the mid-point of the HS2 platforms. The tallest buildings and higher densities are well-suited to this area in sustainability terms because of the multiple modes of transport connectivity. There is also a desire to provide an appropriate context for Bridgewater Place, which currently exists in isolation. In addition there is an opportunity for well-designed taller buildings at other locations, where they can create sub centres, act as landmarks and define the character.

7.4.11 A mix of development plot sizes accommodate a variety of building types and functions over time, allowing agility and the ability for the area to grow and evolve.

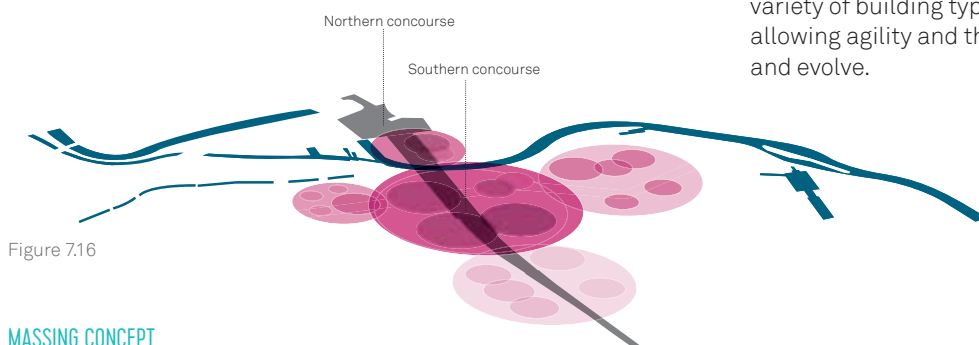


Figure 7.16

MASSING CONCEPT

The massing concept focuses higher development densities around the HS2 concourses, and minimises shading onto the riverfront and public spaces.

RECOMMENDATIONS



Figure 7.17

A comfortable environment for pedestrians is established by creating an average built form datum appropriate to the context.

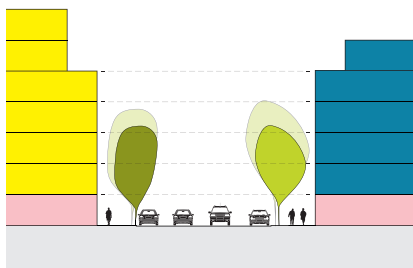


Figure 7.18

Flexibility and resilience, in terms of changing land uses, can be incorporated into buildings by providing higher floor to ceiling heights.

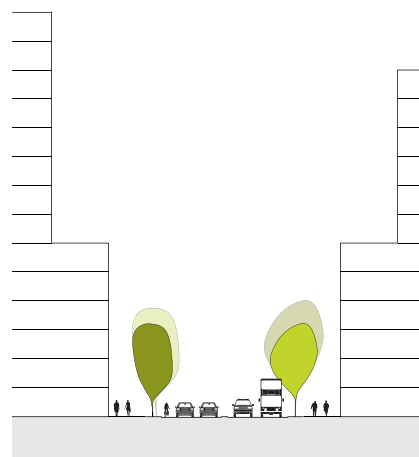
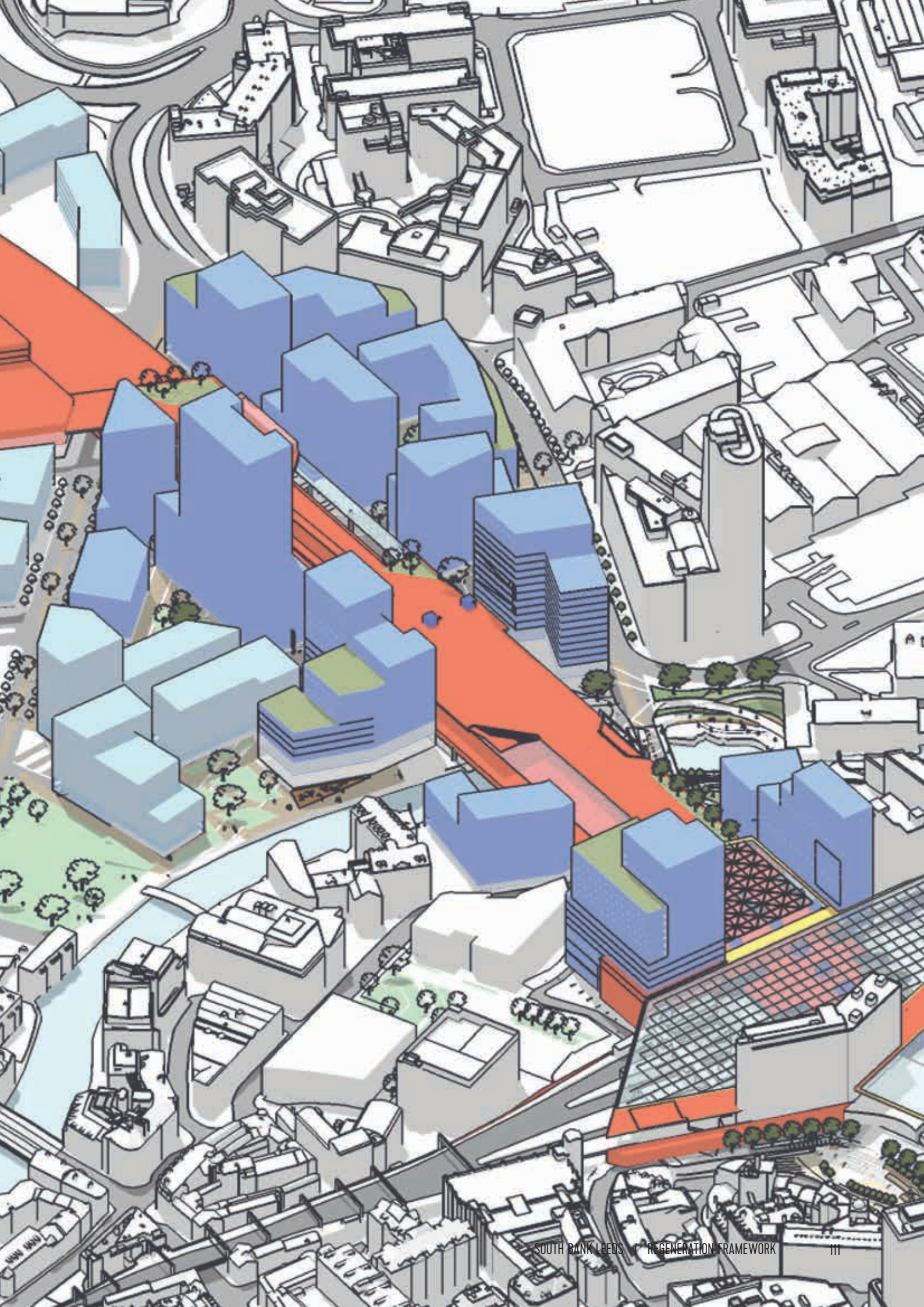


Figure 7.19

Setbacks and plinths allow taller buildings, while maintaining a more comfortable scale for people at street level.



POTENTIAL MASSING

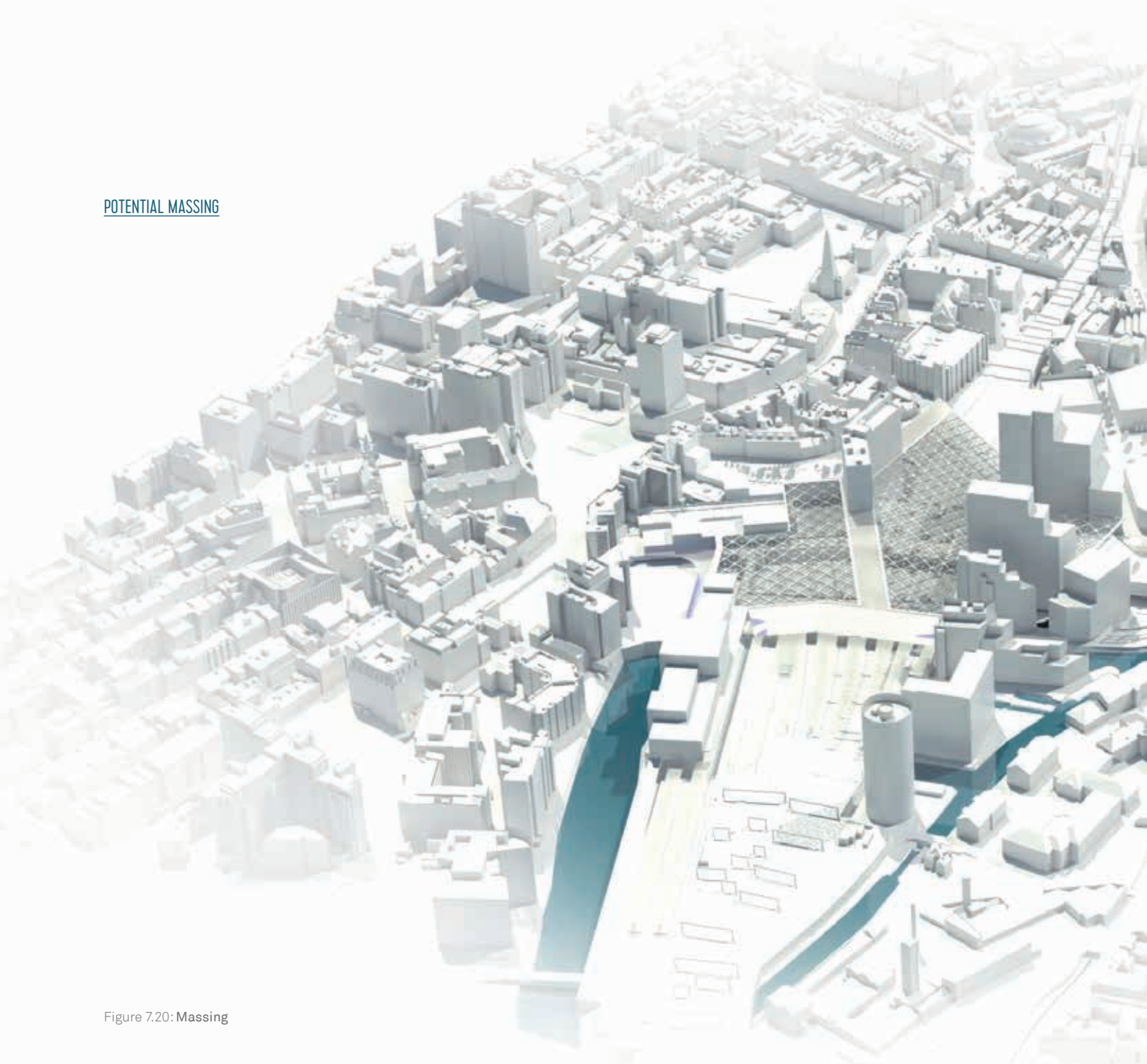
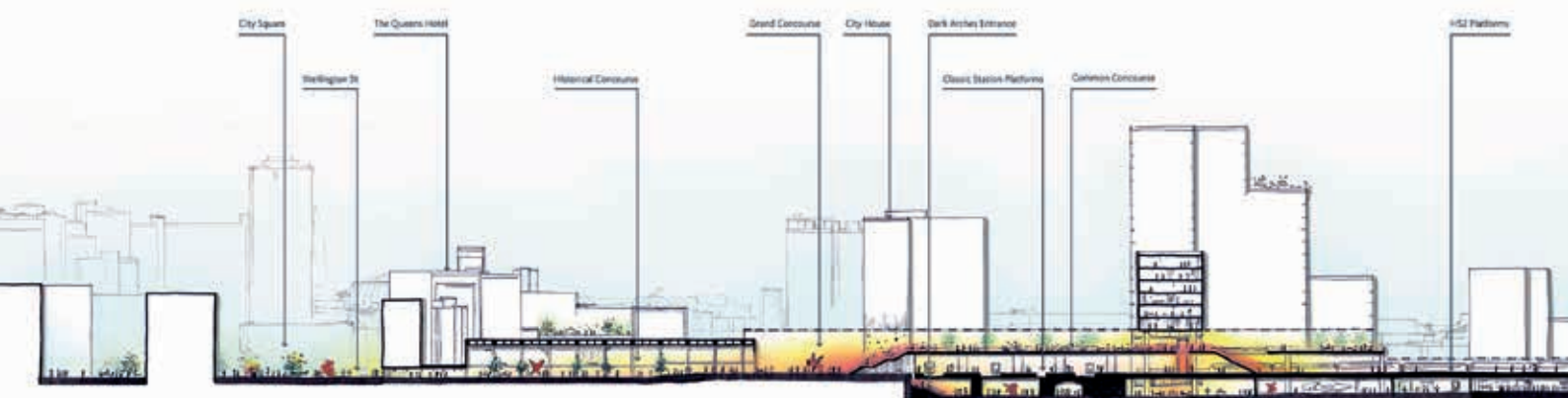
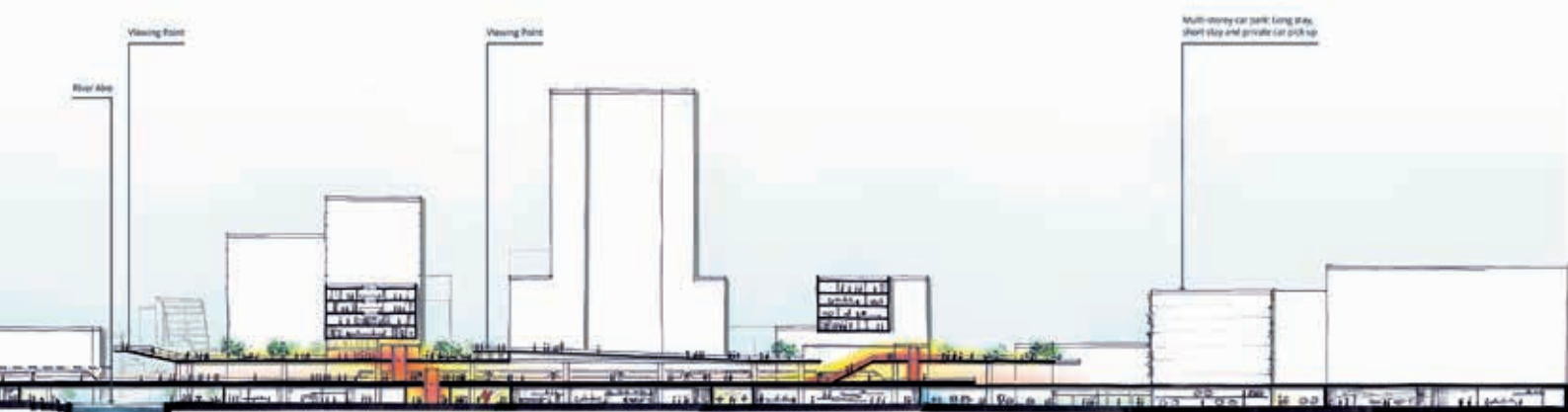
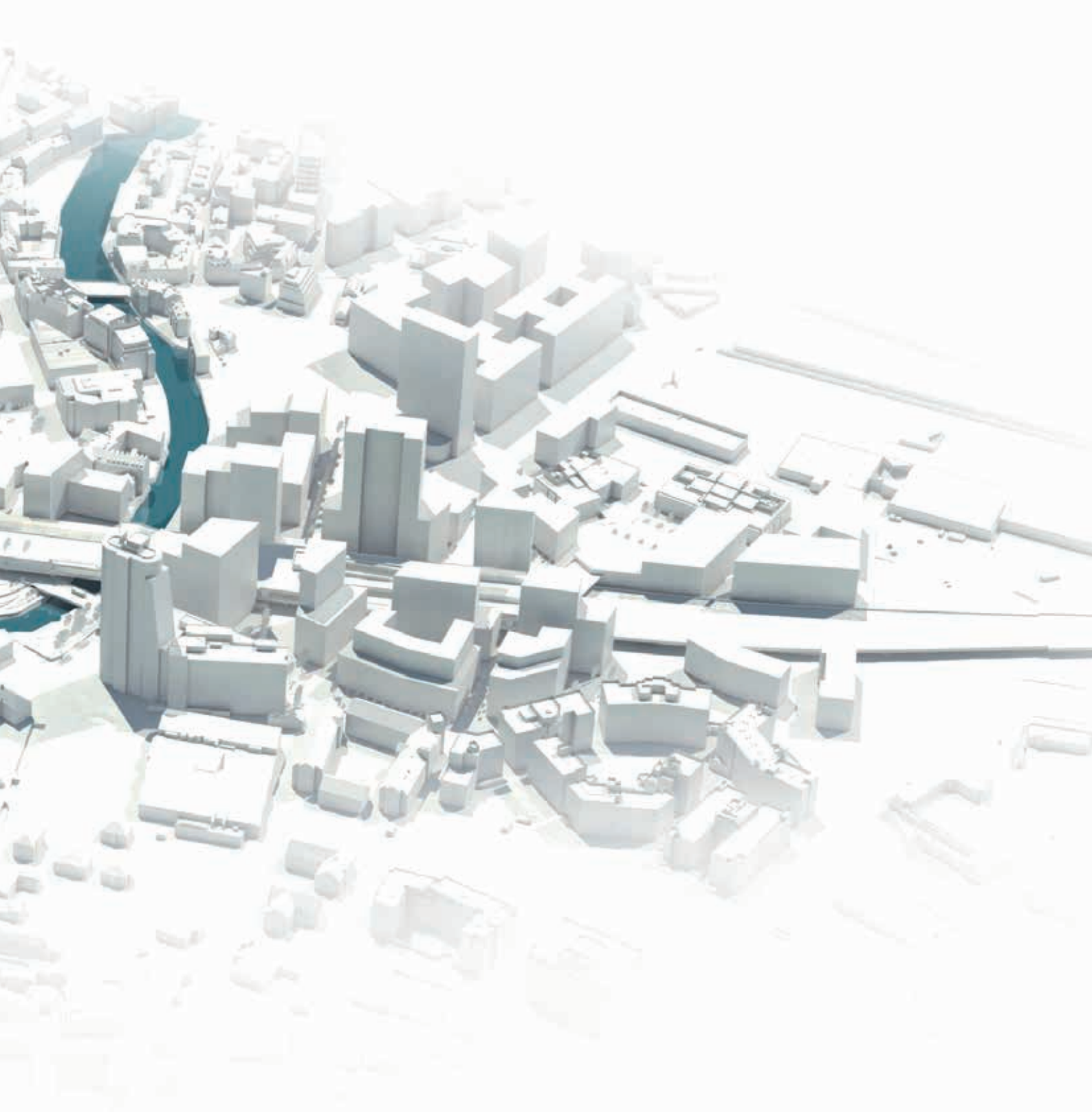


Figure 7.20: Massing





RIVER AIRE LOOKING NORTH

New parks and squares will redefine the South Bank adding much needed high-quality public open space to Leeds.





Image 7.28

Image 5.26

8.

SEVEN DELIVERY PRINCIPLES

This section outlines the overarching Delivery Principles which will guide the regeneration of South Bank.

The timeline for projects is long and varied – these principles will ensure that the evolution of South Bank remains cohesive, embracing changes which recognise the existing positive qualities of the place and its people. The principles cover both the physical nature of the place, as well as the mechanisms which will ensure our success.



8.1 STRONG ECONOMY, COMPASSIONATE GROWTH & CONNECTING PEOPLE TO JOBS



POTENTIAL MASSING

8.1.1 The South Bank will be a major point of growth for the city, regional and national economy in the coming years. It is one of Europe's largest and most important city centre regeneration opportunities. By adopting a responsive approach, South Bank will aim to deliver 35,000 jobs.

8.1.2 The South Bank will develop into a leading location for culture, creativity, learning, leisure and living with the Council facilitating effective partnerships between stakeholders. The remodelling of Leeds Station will act as a catalyst and attract jobs, firms and talent from across the world.

GLOBAL MEETS THE LOCAL

8.1.3 The South Bank is currently a location where the global meets the local. International FTSE 100 brands are located next door to local independent start-ups and SMEs.

8.1.4 Brands such as Asda, Burberry and Sky sit alongside Duke Studios, Northern Monk and many other success stories from Leeds. We will continue to encourage this approach whereby we have a mixture of occupiers including corporates and independents.

8.1.5 There will be a range of commercial accommodation, from more affordable space through to prime real estate. This will appeal to a diverse range of occupiers – from early adopter pioneers, through to long term settlers. If you want to set-up shop, South Bank, Leeds is the place to invest.

CREATING OPPORTUNITY FOR ALL

8.1.6 The South Bank will offer a range of opportunities for the adjacent areas such as Holbeck, Beeston Hill, Hunslet and Richmond Hill. We want to make sure that the South Bank area reflects the cultures and needs of these areas, with residents shaping and benefiting from the opportunities that will arise. The views of residents will be central to how the area develops and a range of delivery options will be encouraged. We encourage a mix of housing tenures, including affordable and specialist housing across the South Bank.

CONNECTING PEOPLE TO JOBS

8.1.7 The Council will work with all stakeholders to establish links between the opportunities of the South Bank and the surrounding communities. We aim to raise skill levels, and strengthen connections between employers, schools and local people. There will be targeted work to secure jobs for local people, and there will be a pan-city effort to ensure that the population is skilled appropriately to benefit from the vast opportunity HS2 presents. We recognise the opportunity of having 10,000 students located in the South Bank at Leeds college of Building, Leeds City College, Ruth Gorse Academy and University Technology College. We aim to use this presence as a central plank of the growth of this area.

ENTERPRISE INITIATIVES

8.1.8 We will work flexibly to with businesses and supply chains, to encourage and deliver growth for business. This may see new clusters building upon existing successes in the South Bank, alongside new emerging sectors. There is significant opportunity to prime local industry in order that it benefits from supply chains the will feed the development of new infrastructure associated with HS2.

8.1.9 We will back innovation and entrepreneurship and assist the process from knowledge and innovation through to business proposition and company formation. We will utilise the South Bank to help businesses scale up, and thus retain more graduates and offer more opportunities in Leeds.

ARTS & CULTURE

8.1.10 Leeds bid to be European Capital of Culture will be transformational and help redefine the city. The development of the South Bank presents an ideal opportunity to position culture right at the centre of the city's overall narrative. Culture is significant in the creation of places that are socially and economically vibrant.

8.1.11 With the Tetley, Royal Armouries, as well as over 250 creative businesses, located in the area, there is already success in the South Bank. This will be built upon to further animate the area, using targeted development to expand opportunities in the cultural sector. Key to this will be working with researchers and academics and utilising best practice.

8.2 URBAN LIFE IN SOUTH BANK



VALUING WHAT EXISTS IN SOUTH BANK

8.2.1 Engaging with the broader community can help understand how best to value the assets and qualities of the area that people love, and to prioritise the issues that can be addressed. It can offer opportunities for the communities of Hunslet, Holbeck and Beeston residents, landholders, as well as the residents of the wider Leeds region, to express their ideas and input into the future of the area. We encourage continuing engagement to help shape the future of the area.

PRIORITISING PEOPLE OF ALL AGES

8.2.2 The ambition is to improve the quality of everyday life by prioritising people in the area – whether adults, families or young people. Part of this process involves re-thinking street and road design, to allow for greater walking and cycling experience, and promote healthy lifestyles. Streets are spaces where everyday life occurs and if designed for people of all ages and mobility, they can become more than just movement corridors. In the case of Dewsbury Road, a re-design with more balanced traffic solutions, public transport, cycling and quality pavements can transform this road in to a strong connector that brings Beeston much closer to the city centre. Holbeck and Hunslet will also benefit from key streets and roads being redesigned for all types of people movement.

ACCOMMODATING THE EVERYDAY

8.2.3 Quality of life is a fundamental determinant of how urban environments are experienced. Integrating good land-use decisions within the redevelopment process will enable closer and better access to employment opportunities, ensure a choice of higher educational institutions, provide easy and convenient access to social, commercial and retail services, as well as develop a strong leisure and recreational offer. Together with street redesign and open space improvements, the clustering of different land – uses and activities along the main streets, such as Kidacre St, Meadow Lane and Dewsbury Road can promote living and working locally.

8.2.4 We will encourage uses that promote a sustainable mixed use environment, including social spaces, schools, libraries, community centres, playgrounds, and cafes. These places form the key everyday services that determine how liveable an area is.

A GREEN & BLUE NETWORK AT THE HEART OF SOUTH BANK

8.2.5 Closer connections to nature in South Bank can be fostered through integrating green landscaping and trees into the street and open space designs. A diverse housing offer will further support local access to mews, pocket parks and internal courtyard spaces. Larger open spaces functioning at the city-wide level can offer destinations for civic and special events as well as everyday use. Part of this local offer could include encouraging workers in the area to enjoy quality green spaces within the lunchtime period.

8.2.6 The River Aire is a highly valued asset within the city, and will be designed to prioritise pedestrian access and support activities that take advantage of sunlight and a protected microclimate. A 'green and blue' city is the smart way to manage storm and flooding events where integrated storm water management in the public realm can incorporate water as a natural part of everyday life in the city.

8.3 A STRONG PUBLIC SPACE NETWORK



STREETS ARE THE BACKBONE OF SOUTH BANK

8.3.1 80% of a typical city's open space is its streets. Maximising the investment in new, improved and varied streets in South Bank can add value to the area by making its streets important public spaces for its residents, workers and visitors. Streets connect people to each other and play an important role in a city's overall quality of everyday life. A collaborative and multi-disciplinary approach to designing the streets will enable the pedestrian experience to be a priority design consideration above vehicular priorities.

OPEN SPACES FROM THE LOCAL TO THE CIVIC

8.3.2 A hierarchy of open spaces from the local to the civic in South Bank may invite many types of people to a variety of activities across seasons, different weather conditions and times of day to the area. Public squares and spaces of different scales and design can support events from the international to the local. Civic-scale events may make use of the large new central park that will also function as the lungs of the inner city. By siting the new central park in South Bank, it gives regional and civic-scale events a home, and place within the new area. Smaller parks and squares will be popular local retreats for residents and workers and be more appropriate to serve the residents.

8.3.3 Holbeck and Hunslet and the new neighbourhoods nearby. They will help give identity to each neighbourhood and provide important places for residents to socialise and for families and children to come out to play in the city.

DEVELOPMENT THAT SUPPORTS OPEN SPACE INVESTMENTS

8.3.4 The new development and buildings in South Bank will add value to the area if designed to support the investments in a strong open space network. Sensitively-scaled building height and massing that relates to human comfort and enjoyment in the adjacent and nearby open spaces will support the quality of life of those living and working within the new developments. Development should be flexible in its approach to shifting market demands and cycles, but remain consistent in a defined height and massing envelope to minimise negative climatic effects and maintain a supportive role in the street and open space investments. An attractive and well-

designed open space network can add long-term value to individual development plots as well as the overall value of the area and its neighbours.

DESIGNED FOR CLIMATE

8.3.5 Leeds is a northern city that has a variable and challenging climate at times.

8.3.6 Alleviating the negative effects of wind and rain through good placement of open spaces and supportive built-form can help ensure a quality urban environment for people at street-level. Making the most of the good aspects of climate in South Bank whilst providing protection from poorer conditions can influence and drive the overall ambition of a good microclimate in its streets and open spaces. Built-form can support differing such climate conditions. For example, encouraging activity on the sunny side of the streets, limiting over-shadowing of open spaces, and avoiding wind-funnels associated with the reality of taller buildings in windy climates.

IMPROVED & INTEGRATED MOBILITY

8.3.7 A diverse range of quality mobility options, from walking and cycling to better integrated and expanded public transport, will ensure easy and freer movement from place to place during both day and night. This will improve access to employment opportunities and services in South Bank. Every journey, whether it is by public transport, car or bicycle, begins and ends with walking. The value of an integrated public transport network is only as good as the pedestrian environment and the streets in and around it. The quality of this experience is therefore key to diversifying mobility choices in South Bank. More people walking and cycling means a healthier population and a healthier environment.

8.4 A RESPONSIVE BUILT ENVIRONMENT



DIVERSE CITY BLOCKS

8.4.1 Appropriate block sizes can improve connection and encourage greater movement in the area by increasing legibility and choice for users. Within these blocks, a variety of plot sizes and land-uses may be accommodated, ranging from residential and mixed-use developments, to commercial and institutional functions. Diversity in size, scale, geometry, type and cost can help provide the conditions and spaces required for the many and varied activities of a diverse urban life in South Bank. Buildings that present a strong and coherent ground-floor street edge that allows the adaptable growth of neighbourhood commercial and retail activity. This plays an important role in providing spaces for the amenity and functions that support everyday life.

FLEXIBLE DEVELOPMENT PLOTS

8.4.2 Development plots may accommodate a variety of building types and functions over time allowing the area to grow and evolve in a flexible manner. Smaller plot sizes can create better street environments by fostering a human-scaled interface that allows for greater interaction and street life. Smaller plot sizes can also allow for more diverse ownership structures and tenancy, which can be a safer and more responsive approach to an evolving and changing area. In the shorter term, key plots in South Bank can be used for temporary and short-term activities. Building-in real estate diversity through low-cost rental spaces can make an area more inviting for innovative businesses and creative industries. Amenities for the growing population can be shared with these new enterprising occupants.

RESPECTING HERITAGE

8.4.3 The heritage and history of South Bank are valuable assets that will create a perceptual link between past and present. The addition of new streets can help stitch the city back together. Acknowledging the past and capitalising on South Bank's built assets can create a strong sense of place that supports new and existing residents and workers. The riverfront's untapped potential has the opportunity to be further explored to give South Bank a stronger identity within the city and the region.

TEMPORARY & TACTICAL

8.4.4 There are certain early wins in the South Bank area that the citizens of Leeds and beyond, can start to take advantage of. The framework provides a foundation for development and temporary projects that can embed the area into the mental map of users at an early stage. This framework strongly advocates and encourages worthwhile and meanwhile uses, and we discourage sites remaining vacant and derelict.

8.4.5 Making the most of what is already there and encouraging early adopters will support occupation and activation and create a sense of ownership. A "now-soon-later" strategy will also focus on how to keep the district alive and connected through a long periods of construction. The primary east-west access should be kept open throughout construction as a priority. Activating businesses and activities in the interim construction periods can make the most of emerging spaces during the transition period.

TALL BUILDINGS

8.4.6 Sensitively planned new development minimises the impact of height and massing on the streets, public spaces and riverfront areas. Smart architectural guidelines can help preserve the human-scaled features of comfort in streets and open spaces by maximising access to sunlight and reducing the effects of overshadowing, wind and rain. Taller developments that are sited appropriately near existing towers utilising setbacks and plinth rules can reinforce the burgeoning skyline of Leeds as well as a pleasant street level experience. As a major transport hub there is potential to accommodate and service high density development including tall buildings in the vicinity of HS2. The tall building strategy is currently being refreshed and will reflect this.

A HUMAN-SCALE ENVIRONMENT

8.4.7 The physical parameters of the human body such as height, walking speed, sight and hearing shape the way in which we interact with the world. South Bank will be predominantly experienced at ground-level, with the streets and ground-floors of buildings playing a crucial role in the overall experience of the area. By balancing attractive design decisions with wider factors such as human comfort, safety and security, a human-scaled environment may be introduced in to South Bank.

8.5 AN INTEGRATED STATION



CLEAR & PERMEABLE ACCESS AT GROUND LEVEL

8.5.1 The arrival of HS2 to Leeds will offer an opportunity to improve connections to the wider region and beyond. At the local level, the station will help connect and improve access in and around it by allowing for frequent and permeable access underneath the station and elevated rail infrastructure. Movement within the integrated station will be supported by a high-quality pedestrian environment.

8.5.2 By improving the surrounding streets (in particular Neville Street) and improving the existing arches, South Bank Leeds will be an exemplary station environment for pedestrian movement. Frequent street connections under the station will facilitate east-west movement and allow for a joined up South Bank. Although complex, the operational requirements of the station can successfully balance the competing demands of interfacing internally and externally. Blank facades will be avoided.

LEGIBLE ACCESS TO & FROM THE STATION

8.5.3 The new station in South Bank will provide a readily accessible hub for a variety of transit modes. This will be a pedestrian priority area and it is envisaged that the main way people will move in and through the area is on foot. Therefore a high quality walking environment is a key to ensure pedestrian priority in and around the station environs. The quality of the streetscape will play an important role and various traffic and servicing demands in and around the station will need to be appropriately addressed. Legible station architecture is easily identifiable as a key civic moment supported by great new public spaces. Utilising physical design and infrastructure in a positive way, the station architecture and form will become part of the wayfinding strategy for the area.

AN INTEGRATED TRANSPORT HUB

8.5.4 The station will be a multi-modal interchange and movement within and without the station will be an important part of the experience. It will function as a hub, where various transit networks come together. A seamless experience of transferring and interchanging between train, bus, taxi in and around the station area will ensure a convenient transit experience and further support the ambition for an integrated public transport network for Leeds and West Yorkshire.

MORE THAN JUST A STATION

8.5.5 The station will be a strong visual landmark and will act as a centre of activity in the South Bank area. When arriving at a major interchange, there is a certain level of expectation in the range and quality of services provided. The station will host complementary functions that naturally go together with a major rail station and form a place to dwell, not just to pass through. These functions will ensure it is integrated well with the urban environment as well as peoples' everyday lives.

QUALITY ARCHITECTURE

8.5.6 How the station is articulated in an urban environmental of quality streets and public spaces will be equally as important as the architectural form of the station itself. The new station will be an iconic piece of architecture that will reinforce the existing architectural qualities in the area and of its neighbours. It responds to the context it arrives in of heritage arches, old and new buildings.

8.6 RESILIENCE & SUSTAINABILITY



A RESILIENT COMMUNITY

8.6.1 A resilient South Bank will encourage a strong social network of mutual trust and support. Streets and open spaces have a profound effect on the sense of community and place. New development in South Bank will help to foster a new community of residents and workers who have a strong sense of pride and identity. This in turn creates a strong attachment to the area, and more importantly to each other.

A GREENER LEEDS

8.6.2 Future technology will continue to change the way we use energy, consume resources and go about our everyday lives. New ways to reduce environmental footprint, whilst being smarter about cost and investment, will be embraced as part of the delivery and implementation of the South Bank regeneration. Being close to and experiencing nature in the city is fundamental to people's lives and this can be facilitated in streets, open spaces as well as built interventions. A new 'central' park will contribute during flooding events.

CELEBRATING THE RIVER

8.6.3 The River Aire is central to the identity and ecology of Leeds. Creating more access and better conditions at the River will highlight this asset and create a destination.

8.6.4 Recognising water as part of the everyday urban environment will allow smart flood alleviation strategies that safeguard the assets of the area as the same time as providing new places.

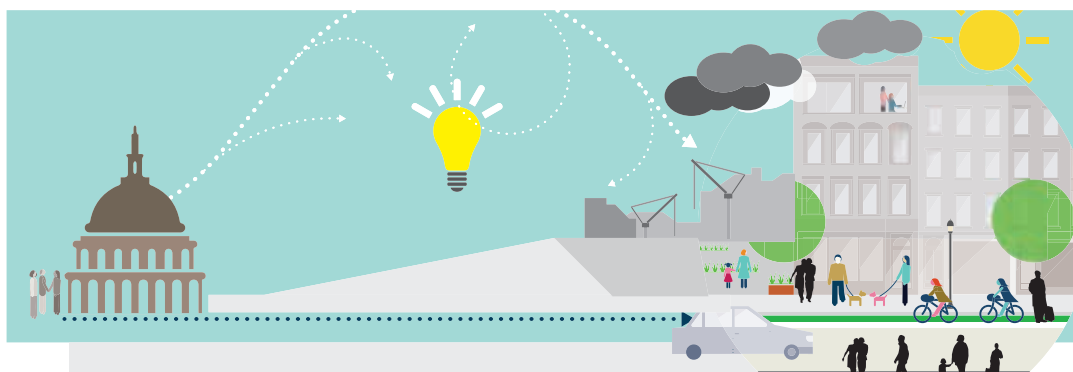
UNDERSTANDING CLIMATE & CONTEXT

8.6.5 Understanding how to work with climate means maximising the best aspects and minimising the negative impacts of the local weather conditions. Streets and open spaces will be designed sensitively and will be sheltered by buildings and infrastructure. Minimum requirements are established by Core Strategy policies but proposals which strive for zero-carbon principles and be embraced through best-practice efficiency will be encouraged.

DIGITAL & SMART

8.6.6 Digital technologies and smart technology is an increasingly important urban element. Key aspects include optimising physical design, where digital services change the configuration of physical infrastructure (e.g. communications and transportation) and buildings, as well as anticipating future behaviours and building in flexibility. It is also important to ensure technologies respond to overarching city objectives, such as sustainability and reducing carbon emissions. Furthermore, potential opportunities for future city development, and the generation of economic benefits from digital initiatives, need to be identified and maximised. Costly retrofit need to be avoided by ensuring that smart cities concepts and design requirements are integrated in the early stages.

8.7 EFFECTIVE GOVERNANCE & DELIVERY MECHANISMS



CITY COUNCIL

- 8.7.1** The City Council will provide leadership and overall co-ordination role for the delivery of this framework and the principles contained within it. The City's Executive Board will agree policies and approaches to deliver key interventions. The Council will consider using its powers to help facilitate growth in this area, and where appropriate will use its land assets to stimulate regeneration growth. A delivery plan for short, medium and long term improvements will be developed with partners to provide clarity on the timescales for delivery, and to develop a plan all partners and stakeholders are signed up to.
- 8.7.2** Meanwhile, in its role as Local Planning Authority the Council will consider and determine all Planning Applications that relate to this area.

COLLABORATION

- 8.7.3** In order to achieve the ambition of a major transformation genuine collaboration, co-production and partnerships are required across a diversity of sectors. There is no single organisation or individual with sole responsibility for the transformation of this area. Landowners, residents, developers, statutory bodies, businesses and partners such as the Chamber of Commerce, Civic Trust and Leeds Sustainable Development Group all have a critical role to play in the future of South Bank. There is not a one size fits all approach to the governance of the framework, as different types of approach will be required depending on the nature of activity or project being delivered. The Council will be open, transparent and honest in the development of this work as projects move towards delivery.

CONVERSATION

- 8.7.4** There will be ongoing discussions with stakeholders and ongoing consultation with the broader community. Leeds will build a strong vision for the future of South Bank by adding the voices of local innovators in to the mix of great ideas. Collaboration will steer the long-term vision towards implementation milestones and delivery that are based on strong evidence. Collaboration will be inclusive and allow all individuals and organisations with an interest to be involved in areas of interest to them.

- 8.7.5** Academic research can play a key role in providing the evidence base for strategy development in the South Bank and ensuring that the area is 'future proofed' and flexible enough to provide for requirements that are not yet evident. The Council will seek creative ways to collaborate with research based institutions such as the Universities so that this valuable resource can be harnessed to inform the development and regeneration of the South Bank as it moves forward.

EFFECTIVE DELIVERY MECHANISMS

- 8.7.6** There will be delivery mechanisms put into place to deliver specific projects arising from the framework. Already Leeds City Council has, for example, established a delivery partnership with London and Continental Railways (the HS2 growth partnership) to help bring forward regeneration work associated with HS2. The Council also chairs a project board to bring forward the delivery of the Leeds Integrated Station, working collaboratively with HS2, Network Rail, and West Yorkshire Combined Authority.
- 8.7.7** Such models can be embedded across a range of projects that can be delivered within this framework as part of the collaborative approach. It is important that bespoke partnerships are established which best suit the individual needs of a project and the desired outcome.

TIMELY PROVISION OF SERVICES & INFRASTRUCTURE

- 8.7.8** Inviting people to live and work in the South Bank means being prepared with timely and strategic programmes of services and infrastructure to add value across short, medium and long-term targets. Supportive and effective governance will catalyse investment and development as well as support private sector contributions to the regeneration. This plan will be the basis of detailed feasibility and financing work to set out delivery and funding proposals for key proposals contained within this framework. The existing educational, cultural, commercial and residential uses in the South Bank area are valued and crucial to the success of the framework vision. Mechanisms to ensure that they remain well connected to the city centre and do not suffer in terms of access for visitors or services during the new development works will be a priority for the Council.



If you would like further information about regeneration in the South Bank please have a look at our website

www.southbankleeds.co.uk

or contact us at

southbank@leeds.gov.uk

AGILE & FLEXIBLE

8.7.9 The approach to delivery will be agile and flexible. Whilst the framework sets a vision for the spatial strategy for the area, the regeneration of South Bank will be responsive to the needs of people, businesses and investors. This SPD relates to other emerging documents such as the HS2 Growth Strategy, Leeds Growth Strategy and specific delivery plans will be developed for key themes contained within them.

A photograph of a tall building under construction, completely covered in scaffolding and safety netting. To its right is a brick building with a large arched window and a corrugated metal door. The scene is at night, with some lights visible on the brick building. A large, white, stylized lowercase 'g.' is superimposed over the center of the image.

g.

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