



Tower Works Site - Planning Statement

Approved by the Chief Planning Officer 01/07/2014

Introduction

The Tower Works site is 1.17 ha in area. It is located to the north side of Globe Road at its junction with Water Lane. It was originally established as a card clothing pin works in the 1860s and underwent major expansion in the 1890s and 1920s before finally closing in 1978. Demolition in the 1980s removed a significant number of the late 19th century sheds, mostly in the centre of the site. Five of the surviving buildings are listed -The Engine House, 6-8 Globe Road, and 3 Italianate towers (from which the site gets its name).

Planning permission was granted in October 2009 for a mixed use residential and office development with ancillary retail and community facilities. This has resulted in demolition of the remaining non-listed sheds and refurbishment and extensions to the Globe Road frontage as part of the initial phase of redevelopment (phase 1A).

The proposed accommodation is provided in 10 buildings arranged around a primary central open space and new pedestrian routes to Globe Road to the south and the Canal towpath to the north. The new buildings would range in height from 4 to 7 storeys high and the overall development (including new and existing buildings) comprise a total floor area of about 30,000 sq.m. with 66% of the floor space in commercial use and the remainder in residential use (Appendix 1).

To the west of the site is a grade II listed building and courtyard area known as the antiques centre (in commercial office use). To the east is a surface car park and immediately to the north is the Leeds-Liverpool canal and towpath with some permanent residential boat moorings. To the south on the opposite side of Globe Road is another surface car park with the Round Foundry development beyond. Hol Beck is adjacent to the site at its south-eastern corner.

The site falls within the boundary of the designated Holbeck Urban Village Planning Framework Area (HUVPF) and the Holbeck Conservation area. A summary of the planning policy position is provided at Appendix 2. In particular development proposals will need to meet the following planning requirements.

Mixed uses

The whole of Holbeck Urban Village is designated as a mixed-use area. Mixed-use should therefore apply at the level of the individual development on the Tower Works site, with a range of different types of activity within it.

Ground floors adjacent to public footpaths and squares should be reserved for active uses, e.g. retail, food and drink sales, leisure, small-scale office suites or professional services. This will generate pedestrian movement and offer the opportunity in appropriate buildings for window

displays which will help to develop a lively public realm and provide 'eyes on the street' to enhance personal safety.

Retail development will be restricted in scale to ancillary uses, supporting the local population only.

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

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

The area is also likely to be attractive to artists, sculptors and musicians because of its unique character and the availability of suitable accommodation. Encouragement will also be given to activities that support the residential population planned for this area as well as the wider city centre population. This might include, for instance, medical facilities such as doctors' and dentists' surgeries and a crèche.

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

Public Open Space

Developers are required to provide approximately 20% of the gross site area as publicly accessible open space as required by policy CC10 of the UDP. This is space that will be privately owned and maintained, but which the general public would be granted access to. It should be orientated to receive sunshine and surrounded by buildings with active frontages at ground floor level. Developers will be encouraged to implement a public arts strategy in the design and execution of their proposals. The new public realm that is to be created should be given an adequate sense of enclosure by the buildings that define this space. Generally the smaller the space, the lower the buildings that define it should be.

There is potential for a larger public space to be located adjacent to key points of interest such as the canal and the towers. They will provide both a space for activity and a setting for these features.

Parking and Movement

In order to achieve the twin objectives for the village of encouraging sustainable forms of movement and of creating an attractive environment for users of the area, parking will be kept to a minimum.

The maximum parking allowable is the standard allowed for the city centre core as set out in the Unitary Development Plan, (Volume 2 appendices 9a and 9b). In all instances, every encouragement will be given to developing with the minimum acceptable parking provision, which for some uses may be none. Developers will be expected to consider the shared use of parking spaces for mixed-use schemes, green travel plans for staff and the provision of car pools / car share. Minimised parking will be integrated with enhanced cycling facilities and public realm improvements in such a way as to discourage the use of the car for local journeys in preference to walking and cycling. Any on-site parking should be provided either at basement level or otherwise screened from public view, including the potential replacement of the 10 car parking spaces currently available for phase 1A.

The HUVPF proposals to improve pedestrian connections include:

- the creation of a public footpath along the south side of the canal from the canal bridge to Globe Road at the western edge of the area open 24 hours a day, 7 days a week
- lateral public connections to the above footpath from both the Tower Works site and another connection to the west, extending northwards from Marshall Street
- a direct public route from the canal bridge to the footbridge over the Hol Beck through what is currently a public car park
- a route from the canal, through the Tower Works site, across Globe Road, across the land between Globe Road and Water Lane and across the Hol Beck
- a route along the north bank of the Hol Beck.

To help deliver these objectives and enhance connectivity within the area to key services and facilities such as the train station, the redevelopment of the Tower Works site would be expected to provide 24 hour 7 days a week pedestrian access through the site with appropriate pedestrian crossing facilities on Globe Road and enhancement of the canal towpath adjacent to the site.

Character and Design

The character of the area between Water Lane and the Canal derives largely from its seven listed buildings, especially the Italianate towers on the Tower Works site and the lock keeper's cottage and canal bridge. The canal itself is largely hidden from view from the main part of this area. Similarly, the Hol Beck runs in a deep channel and is only clearly seen from its bridges. There are a number of gap sites and surface car parks that significantly reduce the character of this area.

The design aims are to:

- maximise the visual impact that the listed buildings have on the area together with the distant views of the Italianate Towers. This can be achieved by protecting and opening up new views of them. Also, new buildings in their immediate vicinity should generally respect their scale and heights so that they remain visually dominant. This suggests heights no greater than the ridge of the listed range on Globe Road. Buildings of this general height would also relate well in height terms with the Round Foundry area to the south with its similar historic character. However it may be appropriate for new buildings to increase gradually in height away from the listed buildings. The extant planning permission for the Towers Works site proposes new office buildings up to 7 storeys in height at the western end of the site (maximum height of 24.7m).
- open up the south side of the canal to view and pedestrian access from the Globe Road direction. This connection with the canal could be enhanced by the creation of new water bodies e.g. rills.
- Enhance the appearance of the Hol Beck and create a new footpath along the north side whilst also providing footbridges which co-ordinate with the Flood Alleviation proposals for the area.
- Buildings should generally be sited at back of footpath as is the tradition in this area, with gaps about every 50 metres to allow for pedestrian access through the area.
- New buildings should provide high quality contemporary architecture whilst retaining and reinforcing the special character of this part of the Holbeck conservation area.

- Materials should be of a high quality and chosen to complement the prevailing materials within the area which are red brick, sandstone and blue slate (provided that this does not inhibit the development of innovative buildings using new technologies to achieve sustainability). Quality modern materials such as steel and glass would be allowed in conjunction with the use of traditional materials. Materials should be locally sourced where possible and the re-use of reclaimed materials will be encouraged.

Key Views

There are currently important views of the three Italianate towers on the site from:

- Globe Road near the viaduct bridge
- the canal bridge by the lock keeper's cottage
- the public car park to the south of the lock keeper's cottage
- Water Lane adjacent to the Round Foundry
- Whitehall Road, to the west of No.1 Whitehall Riverside

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

Sustainable Development and Regeneration

Holbeck Urban Village and the Tower works site forms the western part of the Leeds South Bank area. Leeds South Bank covers 136 hectares with over 90 hectares of derelict land focused on the former Tetley Brewery site with a potential to deliver over 20,000 new jobs and 1,500 new homes. It is already the location of the proposed new 3.5 hectare City Centre Park and is home to some of Leeds' most successful businesses, including Asda, AqI, Eddisons and the new Tetley Art Centre, Leeds Dock and a growing academic quarter centred on the City of Leeds College and the City of Leeds College of Construction and Building. In the coming decades, the South Bank is expected to be the engine room of the growing and prosperous City Centre serving both Leeds and the wider Leeds City Region.

Creating a truly sustainable area which contributes towards this wider regeneration is a key aspiration for Holbeck Urban Village. Developers will be required to include a sustainability report with their planning applications that demonstrates how they will achieve the objectives for sustainable growth set out in Section 7 of the HUVPF and within the Council's Supplementary Planning Document "Building for Tomorrow Today - Sustainable Design and Construction" adopted in August 2011. These provide practical guidance aimed at delivering projects with the highest level of sustainability to help support the City in achieving its social, economic and environmental goals.

Section 106 obligations

The Council will expect to negotiate Section 106 obligations with developers in line with its adopted planning policies covering a range of benefits to the area including:

- affordable housing provision at 5% of the total number of proposed residential units (based on current policy requirements)

- creation, maintenance and public access to privately owned open space including provision of a 24 hour access through the site to connect to the train station
- contribution to the Holbeck Urban village public realm enhancement works
- local employment opportunities
- education contributions
- Strategic Public transport contribution
- Travel Plan measures
- Pedestrian crossing facilities across Globe Road

Leeds Community Infrastructure Levy (CIL)

The CIL is a tariff system that local authorities can choose to charge on new developments in their area by setting a Charging Schedule. The CIL is a charge levied on new buildings and extensions to buildings according to their floor area. In this way money is raised from developments to help the Council pay for infrastructure such as schools, public transport improvements, greenspace, highways, and other facilities to ensure sustainable growth. It can only be spent on infrastructure needs as a result of new growth and will be a mandatory charge.

Leeds has decided to adopt a CIL and consulted on its draft charging schedule between October and December 2013. It is expected that the CIL will be adopted by the end of 2014, following consideration of the consultation responses and adoption of the Draft Core Strategy. The CIL will replace the Section 106 requirement for any “tariff” type of obligation such as the Holbeck Urban Village public realm enhancement works, the education contribution and the strategic public transport contributions listed above. S106 obligations will continue to be used for affordable housing, local employment measures and anything required for the specific development site to make it acceptable in planning terms.

Appendix 1 – Details of Planning Permission reference 08/05144/FU

Appendix 2 – Planning Policy Summary