

Clarence Dock

Summary

Character:

Urban, dense built-up areas, business, industrial, commercial, residential, transport and leisure.

Key Sites:

The Royal Armouries and Clarence Dock - key leisure destination set within mixed use redevelopment area.

Bank Mills Complex - Residential development comprising the conversion of listed mill buildings within a conservation area in prime riverside location.

Hunslet Mill and Yarn Street - key listed building and residential redevelopment sites with prime waterfront location.

Defence Proposals:

New flood walls are proposed along the entire southern bank of the river from Crown Point Bridge to Knostrop Lock where defences will tie into those proposed for Zone 6.

Flood defences are also proposed along parts of the northern bank around Leeds Dam and the new pedestrian crossing point.

Zone 5

Crown Point Bridge to Atkinson Hill Swing Bridge

Context

Zone 5 comprises the eastern city centre including regenerated old industrial buildings and some new development. The eastern riverside conservation area covers land around Rose Wharf on the north bank.

Further east the zone becomes greener and is partly within the Aire Valley Leeds Area Action Plan (see Zone 6 for details), with proposed, commercial, residential and mixed redevelopment sites, regenerated green areas within the river corridor.

Key Sites

The Royal Armouries and Clarence Dock

The Royal Armouries is one of Leeds' key leisure destinations and a popular visitor attraction which houses part of the national collection of weaponry and armour. The Armouries was a key driver for the redevelopment of the adjacent Clarence Dock which is one of Leeds largest mixed-use development areas providing residential apartments, leisure facilities, a hotel and waterside offices, and now houses a vibrant community within walking distance of the city centre.

The Trans Pennine Trail (National Cycle Route 67) runs alongside the river past the Armouries and a new pedestrian bridge provides a link with the developments and pedestrian network on the northern river bank.

* New flood walls are proposed along the river bank at the Royal Armouries, however these can be integrated into existing buildings and structures. There is the opportunity to make improvements to the riverside route as part of the flood defences by providing a hard wearing surface resistant to flood damage.

Flood defence proposals will not require any alterations to the lock gates at the entrance to the marina of Clarence Dock.

Fearn's Island

The new crossing point from the Royal Armouries connects to the riverside walkway at Fearn's Island and provides an essential link in the pedestrian connectivity between north and south riverside walking routes and to the city centre.

* New flood walls are proposed along the river's edge at Turlow Court adjacent Fearn's Island. The proposed height of the defences will potentially dominate the riverbank at points and would disconnect users from the river as well as disrupting access to moorings. Special consideration will be required to ensure that views of the river are kept open from the riverside walkway. The defences should be located away from the river's edge if possible or the riverside walkway raised to retain views of the river and to the Royal Armouries and Clarence Dock. Innovative solutions are required to ensure that neither the river becomes hidden nor the adjacent buildings, and their users, become walled in.

The land along Neptune Street behind the waterfront buildings is vulnerable to flooding from the sewer system backing up in times of river flooding. The confluence of Meanwood Beck with the River Aire occurs just below Leeds Dam and sewers connected to Meanwood Beck can back up, overflow and produce local flooding away from the river. Flood defence proposals at this point need to provide mitigating measures to address such flooding, by using valves, pumping stations or other methods.

Bank Mills and Rose Wharf Complex

The restoration of the disused flax mills of Bank Mills and Rose Wharf has added to the regeneration of this area by sympathetically converting the listed building to provide water front residential and office accommodation of great character.

* There is currently a missing link in the riverside route at Rose Wharf with a diversion onto East Street. There is the opportunity to provide that missing link as part of the defence proposals and so helping to create a continuous route along the northern river bank.

Less dramatic flood defences are proposed around Bank Mills and Rose Wharf than at Fearn's Island, however; defences need to be designed in sympathy with the historic location and provide continuity with the more prominent defences further up stream.

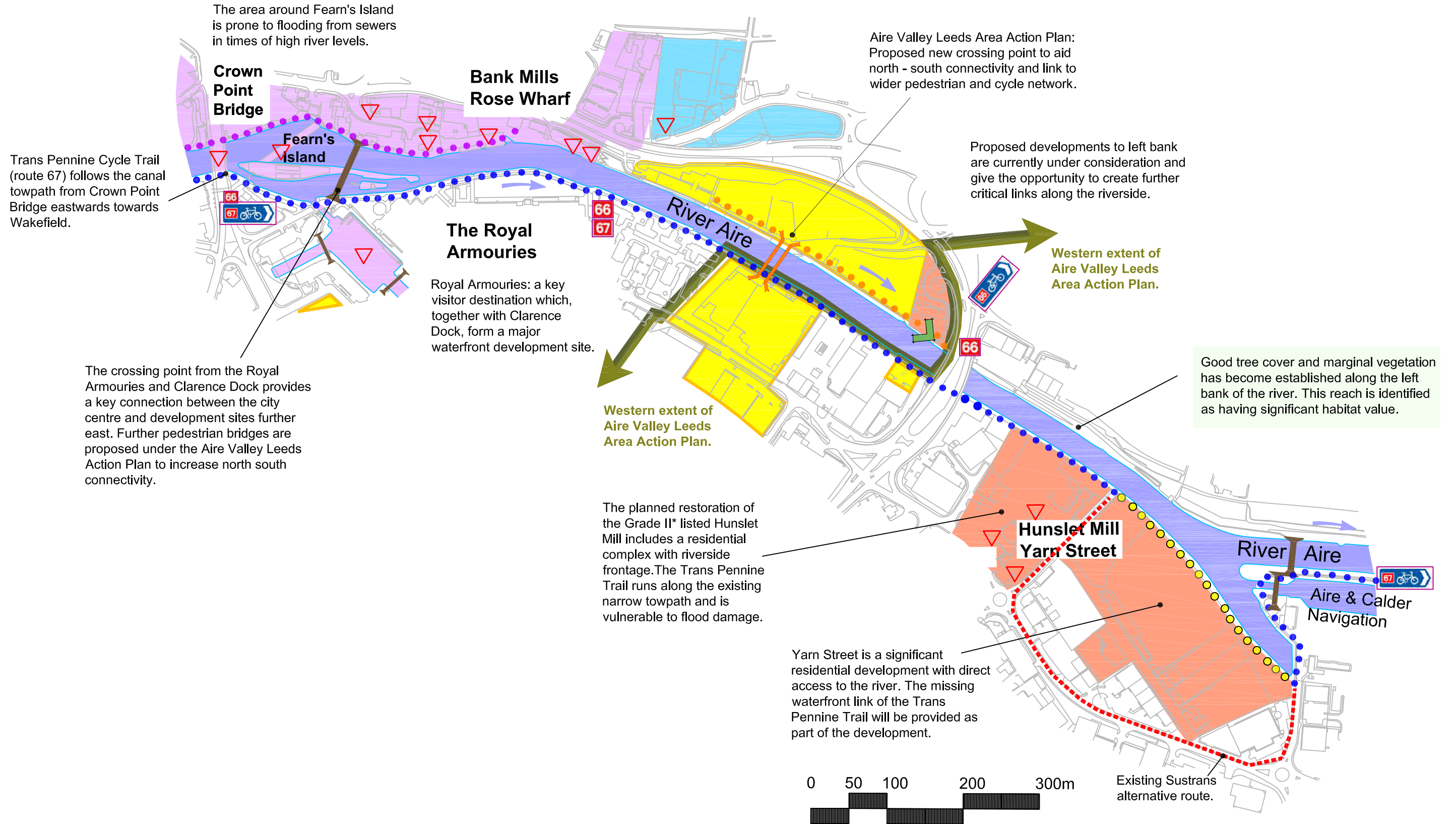
Hunslet Mill and Yarn Street

* The Grade II* listed Hunslet Mill dominates this section of the river and its restoration offers great potential to form the focus for the regeneration of the waterfront south of Richmond Bridge. Hunslet Mill and the adjacent Yarn Street site have current planning approval for residential development with proposals to open up the waterfront corridor.

Flood defences are proposed along the entire river bank from Richmond Bridge to Atkinson Hill where they tie in with defences in Zone 6. The defences should be designed to provide a transition from the hard urban landscape of the city centre to the softer more natural landscape of the lower Aire valley. The defences around Hunslet Mill should be designed in sympathy with its historic character. Due to the limited space, incorporating the flood wall against or within the building fabric is to be preferred to ensure continued visual and physical connection with the river and to prevent the towpath becoming a corridor enclosed by walls. There is the opportunity to change the character of the defences at the end of Goodman Street to provide a more natural solution, possibly an earth embankment, and to incorporate the defences, along with the Trans Pennine Trail, into the potential riverside open space frontage to the Yarn Street development. There is the added opportunity to provide a 'Gateway' space and access to the Trans Pennine Trail and the waterfront at Hunslet Mill as part of the flood defences.

As the flood defences move away from the city centre, softer solutions should be considered as more visually and environmentally appropriate along with the opportunity to provide biodiversity enhancements as part of the scheme.

Zone 5 covers the area immediately east of Leeds City Centre. The Royal Armouries and adjacent waterfront developments have transformed the river environment into a vibrant leisure and entertainment area. Further east the river corridor character becomes greener although large tracts of land on both the north and south banks are designated development sites. The Aire Valley Leeds (AVL) Area Action Plan covers approximately 1000 hectares of development land stretching from the Royal Armouries Museum to the M1 Motorway (zone 6).



References

Design Guides: Strategies: Supplementary Planning Documents: Supplementary Planning Guidance: Publications

Leeds Waterfront Strategy.

Leeds Waterfront Strategy partial Review. July 2006

Leeds City Centre Urban Design Strategy. September 2000

Biodiversity and Waterfront Development

Biodiversity and Waterfront Development, Sustainability Appraisal of the SPD

Renaissance Leeds Delivery Plan 2007 - 2009

Countryside Strategy Management Areas:

- West of Leeds
- Lower Aire Valley

Aire Valley Towpath Route information leaflet LCC, Parks and Countryside

Creating the Place, A Design Guide for Aire Valley Leeds

Sustainable Development in Leeds

Sustainable Drainage in Leeds

Wetland Vision Partnership (RSPB, Wildlife Trusts, Natural England, English Heritage and the Environment Agency)

Leeds Local Development Framework: Development Plan Documents:

The Local Development Framework (LDF) is the name given to the new system of Development Plans introduced by the Planning and Compulsory Purchase Act 2004. The Local Development Framework is gradually replacing the Unitary Development Plan.

Leeds City Council Core Strategy –:Issues and Alternative Options, Shaping the Future

Leeds Strategic Flood Risk Assessment

West Leeds Gateway Area Action Plan

Kirkstall Road Renaissance Area

Kirkstall Valley Park, feasibility study and design proposals (unpublished)

Kirkstall Valley Park Plan and West Leeds Country Park

Kirkstall Valley Planning Framework












Holbeck Urban Village, revised planning framework

Aire Valley Leeds Area Action Plan



Leeds Biodiversity Action Plan

Leeds Unitary Development Plan





EXISTING (including planned development)

	Public Right of Way		Key Sites
	Non Definitive Right of Way		Key Access Point
	Footpath/Cycleway Built as part of development		Listed Building/Structure
	Walkway/Cycleway committed within new development		Conservation Area
	Canal Tow Path Route		Local Nature Area
	National Cycle Route new link committed		Site of Special Scientific Interest
	Development Site Pre Application		Scheduled Ancient Monument
	Development Site under Construction		Areas protected by Tree Preservation Order
	Development Site Permission Granted		National Cycle Route
	Development Site Current Application		National Cycle Route number
	Aire Valley Leeds Development Site		Sustrans alternative Cycle Route
	Aire Valley Leeds Development Site Pre Application		Potential Pedestrian/Cycle bridge planned under new development
	Aire Valley Leeds Greenspace/Amenity area		Proposed Road Bridge - Aire Valley Leeds
	Aire Valley Leeds potential route connection - Vehicle		Existing Pedestrian/Cycle Bridge
	Aire Valley Leeds potential route connection - Pedestrian/Cycle		

ENVIRONMENT AGENCY

	Predicted 200 year flood extent
	Proposed Flood Defence

DESIGN VISION

	Potential Habitat link
	Potential Pedestrian/Cycle bridge
	Potential route connection Pedestrian/Cycle
	Potential Urban Park/Space

'Left Bank': refers to the left bank of the river looking downstream

'Right Bank': refers to the right bank of the river looking downstream

