

South Bank Planning Statement

October 2011



Leeds
CITY COUNCIL

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(Bengali):-

যদি আপনি ইংরেজিতে কথা বলতে না পারেন এবং এই দলিলটি বুঝতে পারার জন্য সাহায্যের দরকার হয়, তাহলে দয়া করে 0113 247 8092 এই নম্বরে ফোন করে আপনার ভাষাটির নাম বলুন। আমরা তখন আপনাকে লাইনে থাকতে বলে কোন দোভাষীর (ইন্টারপ্রিটার) সাথে যোগাযোগ করব।

(Chinese):-

凡不懂英語又須協助解釋這份資料者，請致電 0113 247 8092 並說明本身所需語言的名稱。當我們聯絡傳譯員時，請勿掛斷電話。

(Hindi):-

यदि आप इंग्लिश नहीं बोलते हैं और इस दस्तावेज़ को समझने में आपको मदद की ज़रूरत है, तो कृपया 0113 247 8092 पर फ़ोन करें और अपनी भाषा का नाम बताएँ। तब हम आपको होल्ड पर रखेंगे (आपको फ़ोन पर कुछ देर के लिए इंतज़ार करना होगा) और उस दौरान हम किसी इंटरप्रिटर (दुभाषिए) से संपर्क करेंगे।

(Punjabi):-

ਅਗਰ ਤੁਸੀਂ ਅੰਗਰੇਜ਼ੀ ਨਹੀਂ ਬੋਲਦੇ ਅਤੇ ਇਹ ਲੇਖ ਪੱਤਰ ਸਮਝਣ ਲਈ ਤੁਹਾਨੂੰ ਸਹਾਇਤਾ ਦੀ ਲੋੜ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰ ਕੇ 0113 247 8092 'ਤੇ ਟੈਲੀਫ਼ੋਨ ਕਰੋ ਅਤੇ ਅਪਣੀ ਭਾਸ਼ਾ ਦਾ ਨਾਮ ਦੱਸੋ. ਅਸੀਂ ਤੁਹਾਨੂੰ ਟੈਲੀਫ਼ੋਨ 'ਤੇ ਹੀ ਰਹਿਣ ਲਈ ਕਹਾਂ ਗੇ, ਜਦ ਤਕ ਅਸੀਂ ਦੁਭਾਸ਼ੀਏ (Interpreter) ਨਾਲ ਸੰਪਰਕ ਬਣਾਵਾਂ ਗੇ.

(Urdu):-

اگر آپ انگریزی نہیں بولتے ہیں اور آپ کو یہ دستاویز سمجھنے کیلئے مدد کی ضرورت ہے تو براہ مہربانی اس نمبر 0113 247 8092 پر فون کریں اور ہمیں اپنی زبان کا نام بتائیں۔ اس کے بعد ہم آپ کو لائن پر ہی انتظار کرنے کیلئے کہیں گے اور خود ترجمان (انٹرپریٹر) سے رابطہ کریں گے۔

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South Bank Planning Statement

Executive Summary and Vision

The South Bank Planning Statement is site-specific informal planning guidance, prepared for development management purposes, and is supplementary to the adopted Development Plan (at the time of writing, the Regional Spatial Strategy for Yorkshire and the Humber 2008 and the Leeds Unitary Development Plan Review 2006 - this will eventually be replaced by the Local Development Framework incorporating the Leeds Core Strategy and the Aire Valley Area Action Plan).

The area covered by this Planning Statement consist of four key City Centre sites: the former Tetley Brewery, New Lane, Bridge End and Asda House. The area is a vital link between the traditional City Centre core and the Riverside to the north, Holbeck Urban Village to the west, the Aire Valley to the east, and residential communities of Beeston Hill and Holbeck to the south. Leeds South Bank is likely to change significantly in the next few years, particularly as a result of the recent closure of the Carlsberg Tetley Brewery.

The South Bank Planning Statement aims to provide clarity for developers in terms of development expectations, aspirations and scale of planning obligations and common infrastructure, and for the Council in achieving its aspirations for promoting the City Centre Park - both as a destination in its own right, and as a catalyst for the reconnection of the South Bank to the City Centre and surrounding neighbourhoods. The Statement proposes an overall vision for the area, with the aim:

To transform the South Bank of Leeds City Centre into a distinctive, vibrant, well connected, sustainable business and residential community which has at its heart a new City Centre Park. The new park will act as a catalyst for the regeneration and place-shaping of the South Bank of Leeds City Centre, by creating a vibrant and outward-facing public space that provides the context for the broader redevelopment of the area, and will help to improve connections to the surrounding communities in the Aire Valley, Hunslet, Richmond Hill, Beeston Hill and Holbeck.

The South Bank Planning Statement also sets out the Council's aspirations for change in the area in the shorter term, to promote activity, greenspace and new pedestrian routes through the temporary use of cleared sites awaiting development, with the aims of avoiding empty land and buildings and creating a place to visit now, and throughout its gradual transition towards achieving the above Vision.

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Foreword

Leeds City Centre is central to the economic, social and cultural prosperity of the City Region. We will have all witnessed the rapid development of the City Centre in recent years. In total some £2.8 billion worth of major development projects have been undertaken in the City Centre resulting in a transformational change in many areas.

However, we recognise that we cannot be complacent. Through the City Centre Conferences in 2008 and 2010, we have identified the issues to be tackled going forward. We want Leeds City Centre to be welcoming and to provide a quality environment. We also need our City Centre to be well connected, legible, walkable and liveable. Only by addressing these issues will we be able to continue to make Leeds City Centre sustainable and economically successful in a way that compares well against our European peers.

Integral to realising our ambition is the future development of the Leeds South Bank, which is part of our aspiration for a new Urban Eco-Settlement which will set new standards of sustainable development and influence people's lifestyles. We all recognise that this part of the City Centre is likely to change significantly in the next few years and, as the lead agency, the City Council wants to work with all stakeholders to help shape and plan the future.

At the heart of our proposal for the Leeds South Bank is the development of a new City Centre Park. We see the development of a Park as a pivotal piece in the future development of this part of our City Centre. We want the provision of high quality greenspace in the city centre to act as an enabler that redefines the Southern gateway into the main retail core; creating a new sense of place which enhances the waterfront, promotes high quality and sustainable mixed use developments and improves connectivity within the City Centre and beyond.

We recognise that our proposals are ambitious and far reaching in helping to reshape a key part of our City Centre. The City Centre Park will be an attraction for us all to enjoy, and will help us to achieve our vision of becoming the best city in the UK by 2030.



Keith Wakefield
Leader Leeds City Council



*Leeds in the context
of the UK and Ireland*



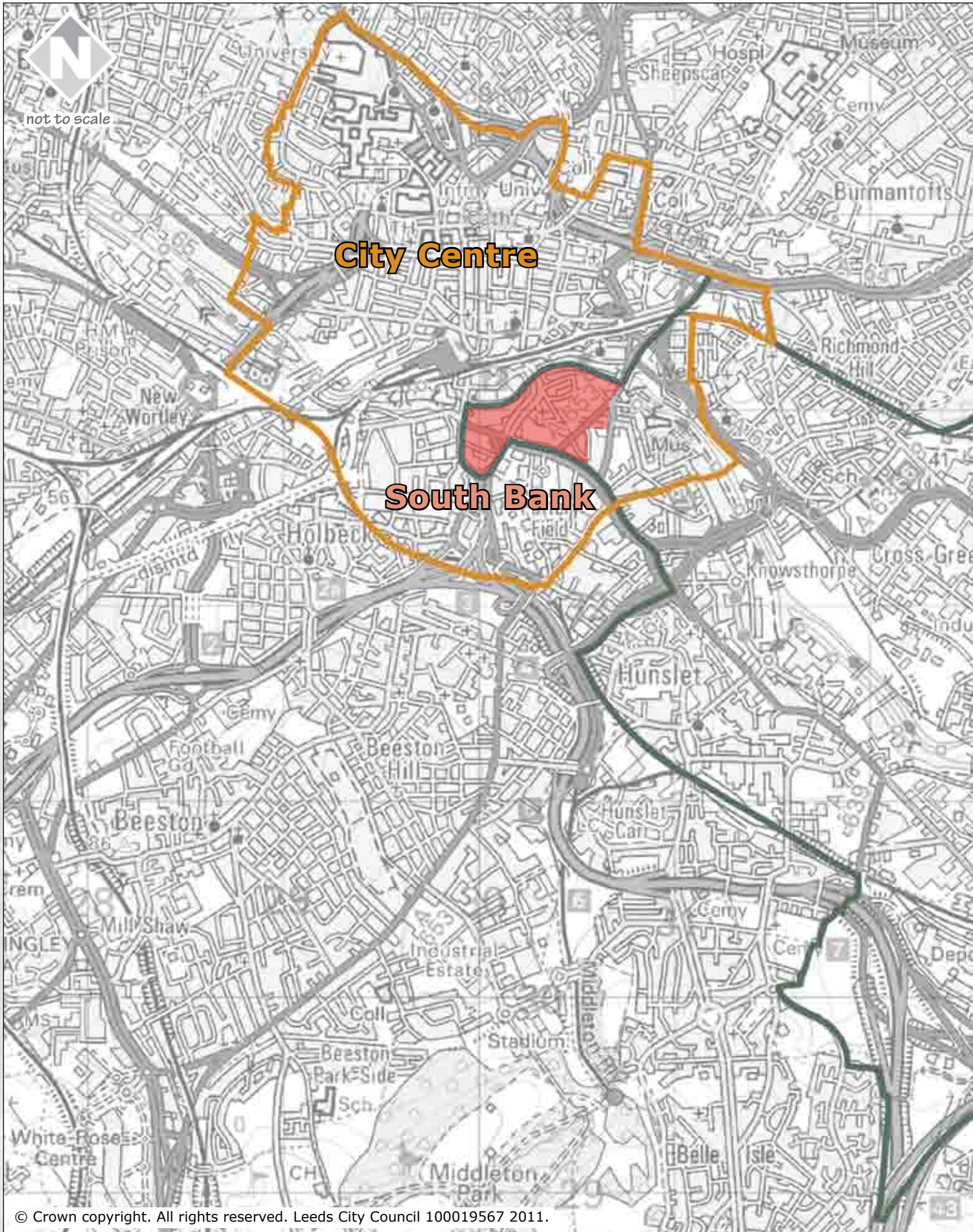
Leeds City Region



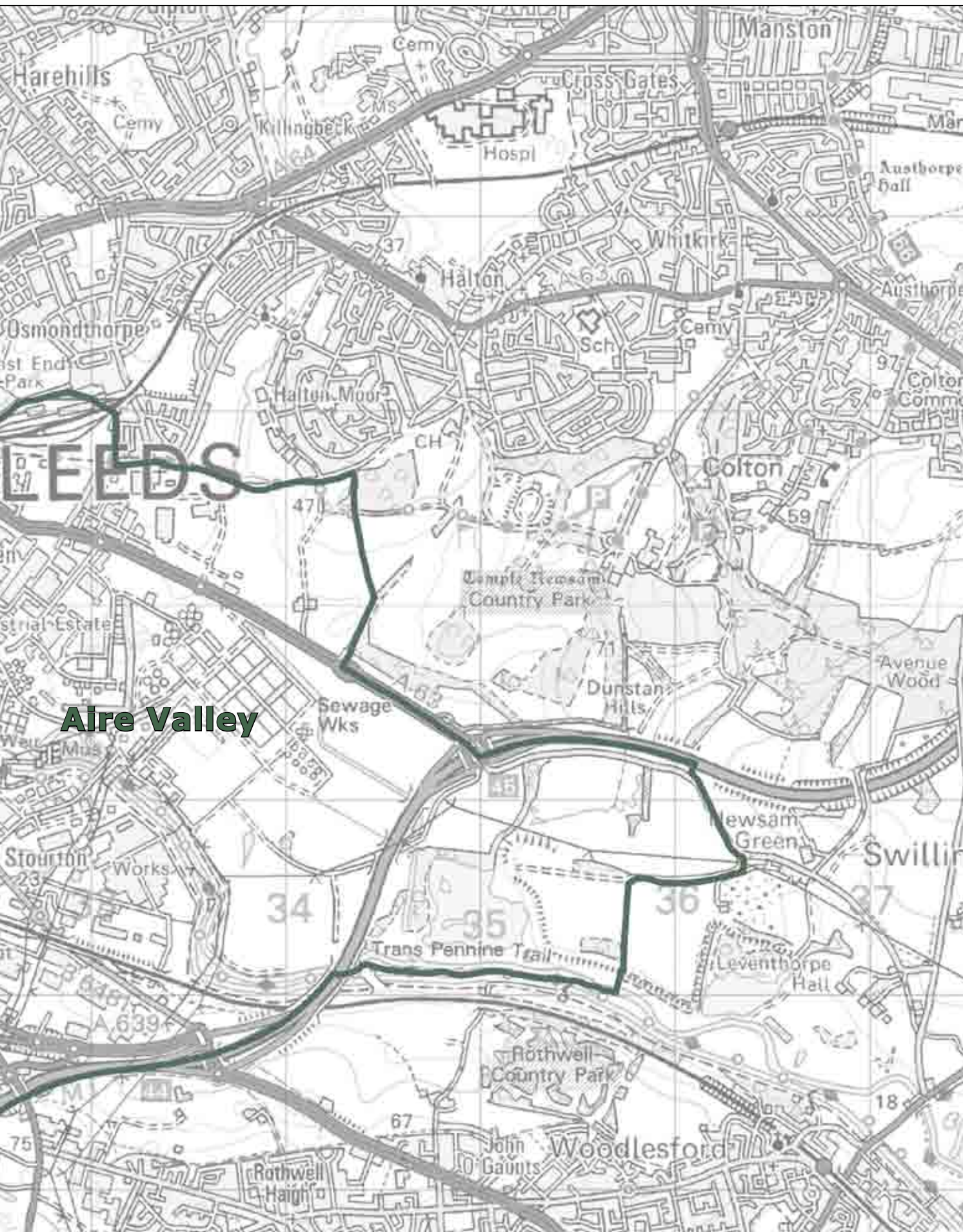
1. Introduction

- 1.1 Immediately to the south of River Aire in Leeds City Centre, known in this document as “Leeds South Bank” and identified on the plan below, is a vital link between the traditional core and the riverside to the north, Holbeck Urban Village to the west, the Aire Valley to the east, and Beeston Hill and Holbeck to the south.
- 1.2 The area forms part of the proposed Aire Valley Urban Eco-Settlement - a large scale regeneration proposal for national exemplar sustainable development. The South Bank sits at a transitional point linking the Aire Valley to the traditional core of the City Centre, so has the potential to make a significant contribution to the delivery of new greenspaces and the Urban Eco-Settlement.
- 1.3 The South Bank area consists of four key sites: Bridge End and Meadow Lane, Asda House, Hindle Valves and Central Park (known as New Lane in this document), and Tetley’s Brewery. These sites combined have a pivotal location capable of facilitating the delivery of a consolidated sustainable community within the City Centre itself by bringing north and south together - as well as improving connections further south to the existing communities of Beeston Hill and Holbeck, and eastwards to Hunslet and the Aire Valley. The other major opportunity is the delivery of a City Centre Park, which would be implemented by Leeds City Council in conjunction with other landowners and partners within the South Bank area.
- 1.4 The Leeds City Centre Vision Conferences took place in January 2008 and October 2010. These events brought together key players from business, local authority and community organisations to generate a collective 20 year vision for the development of Leeds City Centre.
- 1.5 The broad consensus from the Conferences was that a new Park would help to address the acknowledged deficit of quality greenspace in Leeds City Centre, and act as a catalyst for the promotion of sustainable employment and city living to the south of the City Centre. This would open up major new sites and development potential capable of competing with the best investment opportunities in other major UK and European cities.

Leeds City Centre, South Bank and Aire Valley



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Aire Valley

South Bank Planning Statement Boundary





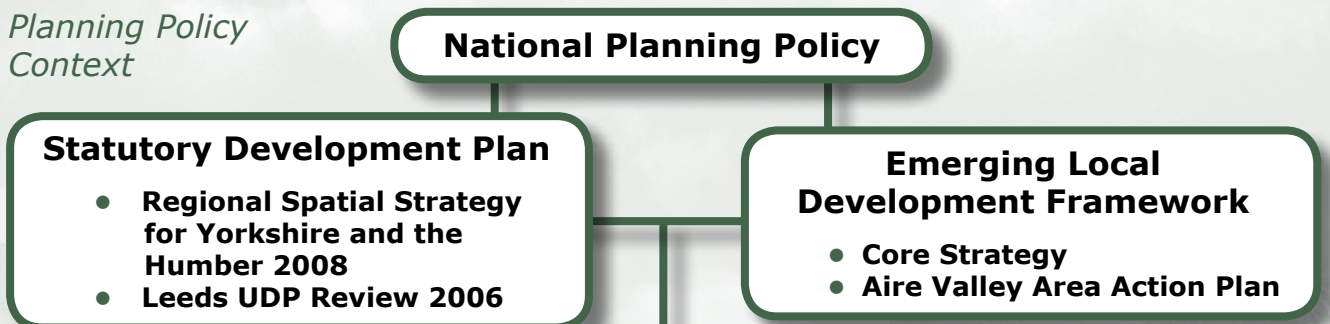
Tetley's Brewery

- 1.6 The Vision for Leeds 2011-2030 sets the long term ambition for Leeds to become be locally and internationally recognised as the best city in the UK, as a fair, open and welcoming City, with a prosperous and sustainable economy, and for all its communities to be successful. In delivering the Vision for Leeds, the following priorities drive this Planning Statement, within the context of managing new development in the South Bank area:
- a) be the best city for business - to provide opportunities for significant job creation, start-up businesses, sustainable travel and brownfield redevelopment
 - b) be the best city for health and well-being - with a focus on greenspace, transport, housing and work to encourage people to be more active
 - c) be the best city to live in - enable the sustainable growth of the city whilst protecting and enhancing the green character of the city
 - d) be the best city for children - where they are safe, have skills for life, choose healthy lifestyles, have fun growing up and are active citizens who feel they have a voice and influence
 - e) be the best city for communities - where people are safe and feel safe, the city is clean and welcoming, people are active and involved in their communities, and people get on together.
- 1.7 The potential for this to be achieved relies the following principles:
- a) working collaboratively with key stakeholders and the local community;
 - b) reinforcing and enhancing the strong identity, character and distinctiveness of parts of the area, and use new buildings and spaces, in particular a City Centre Park, to exploit this potential;
 - c) investing effectively in good sustainable design;
 - d) improving connections and promote confidence in the South Bank of the City Centre as a place at the heart of City Centre activity;
 - e) acting as a catalyst to close the gap between neighbouring areas within the City Centre, and also to those on its edge.
 - f) Providing new opportunities for investment and employment creation.
- 1.8 It is envisaged that this Statement will be adopted for Development Management purposes as non-statutory planning guidance, with a view to being incorporated into the Local Development Framework via the Aire Valley Area Action Plan. At the time of writing the statutory development plan is the Leeds Unitary Development Plan Review 2006.
- 1.9 This Statement will therefore provide:

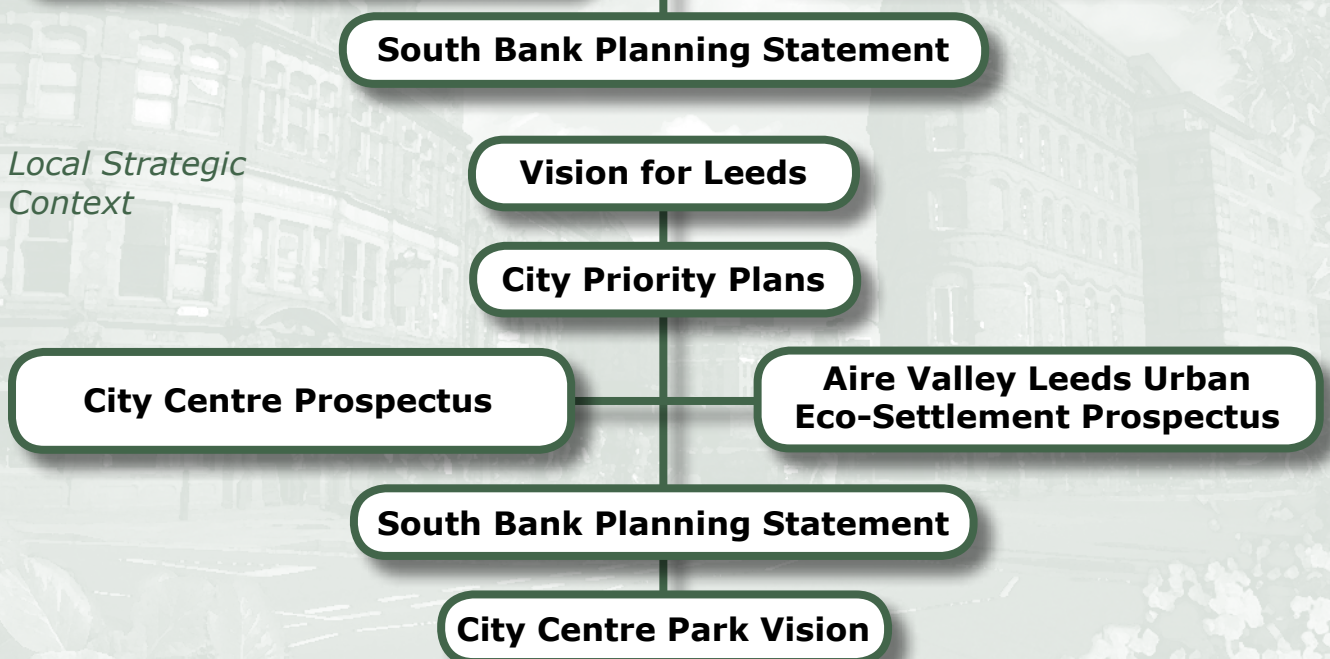
- a) a starting point for the preparation of new development proposals;
- b) the potential to deliver high quality green infrastructure in the South Bank area (in particular a City Centre Park);
- c) promotion of the delivery of sustainable employment;
- d) mixed-use places which respond to modern environmental building design, for the varied existing and future communities within the City Centre, and in a way that meets Leeds City Council and central government Urban Eco-Settlement ambitions;
- e) the next steps toward taking Leeds from a post-industrial success to a truly sustainable city.

1.10 This document has been produced by Leeds City Council following consultation with major landowners in the area in order to arrive at a common vision, which has formed the basis of this Planning Statement. This Statement aims to provide clarity for developers in terms of development expectations and scale of planning obligations, and for the Council in achieving its aspirations for promoting the City Centre Park both as a destination in its own right, and as a catalyst for the reconnection of the South Bank to the City Centre and surrounding neighbourhoods.

Planning Policy Context



Local Strategic Context



2. Context and analysis

- 2.1 The South Bank area of Leeds City Centre is mainly characterised by car-dominated, large and impermeable irregular shaped blocks in single use with poor and inactive frontages. This results in a harsh and unwelcoming pedestrian environment, causes severance and fragmentation, and perpetuates a negative image of this part of the City Centre. However, there are fragments of strong historic and architectural character which offer great potential.
- 2.2 The area has the potential to be a highly sustainable location. It is readily accessible on foot from the railway station and the traditional retail and office quarters. Future development such as new river crossings should aim to enhance the quality and quantity of connections across new pieces of sustainable city fabric, including a park.
- 2.3 Metro and Leeds City Council are developing a new public transport system called New Generation Transport (NGT). This is a modern public transport system using trolleybus vehicles, being proposed to improve travel, help tackle congestion and reduce pollution in Leeds. NGT will provide vital links between the city's businesses, universities, main hospitals and the city centre. NGT is planned to run through the South Bank area from Leeds Bridge, Bowman Lane (Brewery site) and onto Clarence Dock on the way from the city centre to a large park and ride site off the M621 at Stourton.
- 2.4 The southern access to the railway station linked by footpaths and pedestrian and cycle crossings will make new developments in the South Bank even more sustainable, accessible and attractive. Connectivity would also be enhanced by the provision of a new pedestrian and cycle bridge from the South Bank to a new greenspace on the Sovereign Street site (thus linking to the City Centre retail core). See the Sovereign Street Planning Statement on the Council's website www.leeds.gov.uk or contact the Development Enquiry Centre 0113 222 4409 for more details.
- 2.5 The completion of Inner Ring Road Stage 7 has had a positive impact on the South Bank by providing an alternative route from nearby motorways around and to the City Centre. This has resulted in a reduction in traffic in the South Bank area. This may give rise to opportunities to rationalise highways and seek to reduce the current level of severance of some sites by the road network.
- 2.6 In terms of connections to surrounding areas, there is potential to bring the Kidacre Street area closer in perception to the City Centre and take advantage of its potential in the future.
- 2.7 To the north east in Richmond Hill, particularly at Mount St. Mary's, improvements to local facilities as part of wider regeneration proposals are taking place. Further south and west in Holbeck Urban Village, and Beeston Hill and Holbeck, established regeneration projects are underway. The South Bank should have a mutually beneficial relationship with these neighbouring areas, which will be positive for the City as a whole.

2.8 The four main sites within the South Bank are:

- New Lane
- Tetley's Brewery
- Asda House
- Bridge End/Meadow Lane

a) New Lane



The New Lane site forms the southern gateway to the City Centre from the M621 motorway. To the north lies Great Wilson Street and the Asda House offices and car park, to the west lies the c1980s Victoria House offices, mixed use Bridgewater Place, the five storey City Walk office and residential development, and beyond that Holbeck Urban Village. To the east lies the three storey Leeds City Office Park, and to the south lies the Apex office park. The site forms an island separated by at least four lanes of one-way traffic on all sides. New Lane bisects the island site diagonally from north west to south east. The northern half of the site consists of the part one/part three storey brick built Hindle Valves building, currently in industrial use. To the south lies the four c1980s two/three storey red brick pavilion style buildings making up the Central Park office park, with its associated

car parking. The site area is some 3.1 hectares and edged by trees and landscaping.

b) Tetley's Brewery



Tetley's Brewery dates back to 1822, and is one of Leeds' most famous names. The site occupies some 8.5 hectares to the south of the River Aire, between Meadow Lane, Great Wilson Street, Crown Point Road, Bowman Lane, and Black Bull Street. Following the closure of Tetley's Brewery, the majority of the site now lies vacant. Amongst the remaining buildings on the site are a number of historically and architecturally significant listed and non-listed buildings, in particular the Hunslet

Road/Sheaf Street Brewery cottages (Grade II listed and designated Buildings At Risk), and the unlisted 1930s Central Brewery building, Crown Hotel on Crown Point Road, and malshouses on Crown Point Road and Cudbear Street.

c) Asda House



Asda House is the UK corporate headquarters for Asda stores, an important employment generator in the Leeds City Centre. This consists of a 1980s large rectangular footprint three storey office building with a large surface car park and additional multi-storey car park, with landscaping and hard-surfaced inactive riverside walk. The site area is some 2.85 hectares.

d) Bridge End and Meadow Lane



The Bridge End/Meadow Lane area is the historic gateway into the traditional City Centre core from the south, leading to Briggate and the Prime Shopping Quarter. It includes a number of buildings of historical and architectural interest, namely Salem Church (Grade II* listed), Adelphi Public House (Grade II listed), Leeds Bridge House (Grade II listed), Old Red Lion Public House (Grade II listed). Leeds Bridge itself is also a listed structure. Currently this area is in need of significant enhancement in order to fulfil its potential.



2.9 Local Development Context

The recent local development context also includes the following sites:

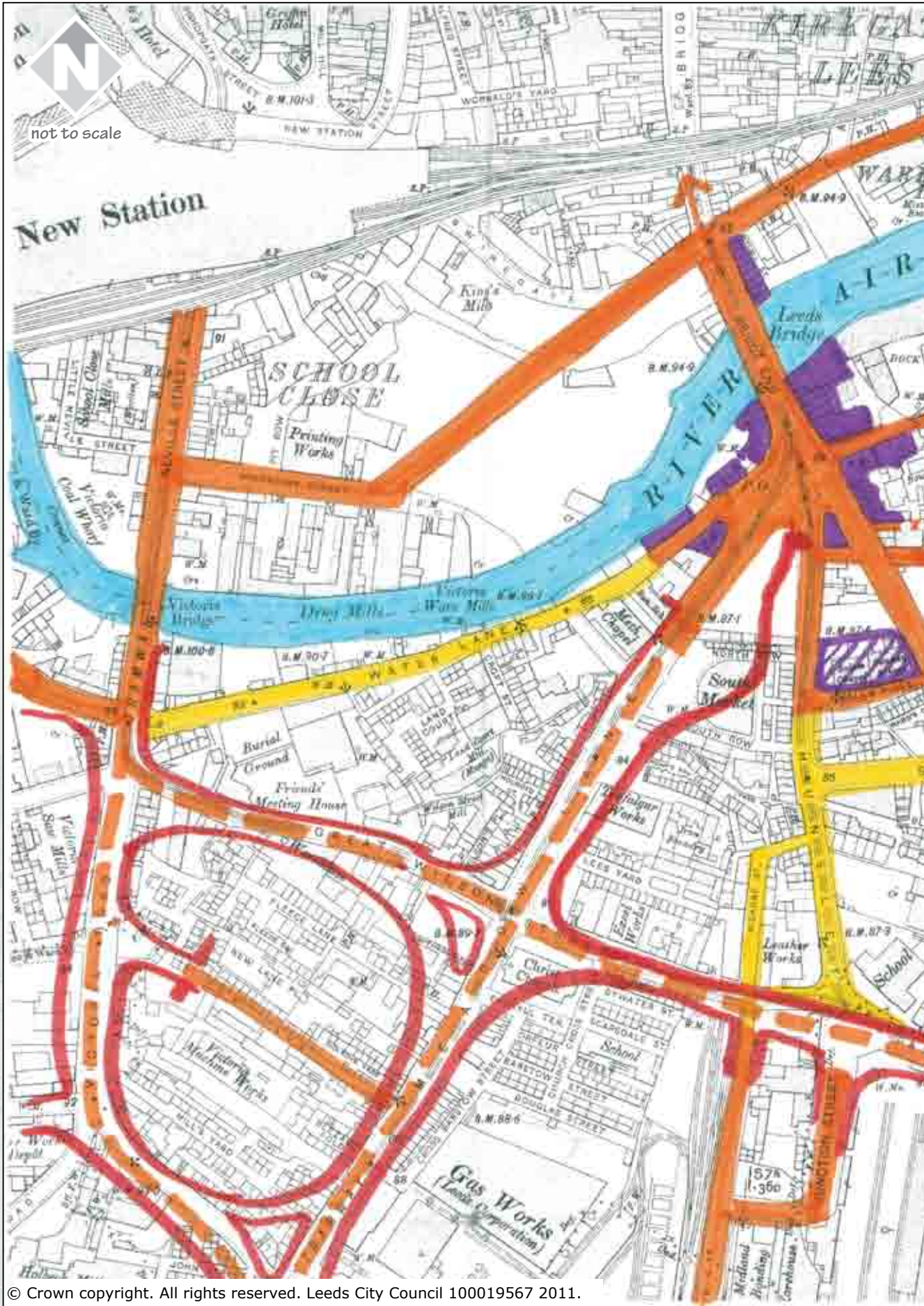
- a) The Former Yorkshire Chemicals site, Black Bull Street, benefits from outline planning permission to develop a predominantly residential mixed use scheme. The site is cleared and located on land to the east and west of Black Bull Street with a total site area of some 3.45 hectares. In taking this development forward, opportunities to integrate this scheme into the objectives of this Planning Statement may arise.
- b) Clarence Dock is a mixed use scheme consisting of a number of office and residential blocks with ground floor retail/restaurant/café/bar/leisure uses, historic waterspace and the Royal Armouries Museum.
- c) Brewery Wharf is a mixed use residential, office, retail and entertainment scheme to the north of Tetley's Brewery, completed in the early 2000s.
- d) Indigo Blu, Crown Point Road is a residential block comprising 46 flats with ground and first floor offices.
- e) Alf Cooke's Printworks, Hunslet Road is a Grade II listed building with a distinctive clock tower, a local landmark. Approval has been granted for the conversion of the main print halls to offices, the demolition of the more recent warehouses, and replacement with new additional office accommodation and public realm.



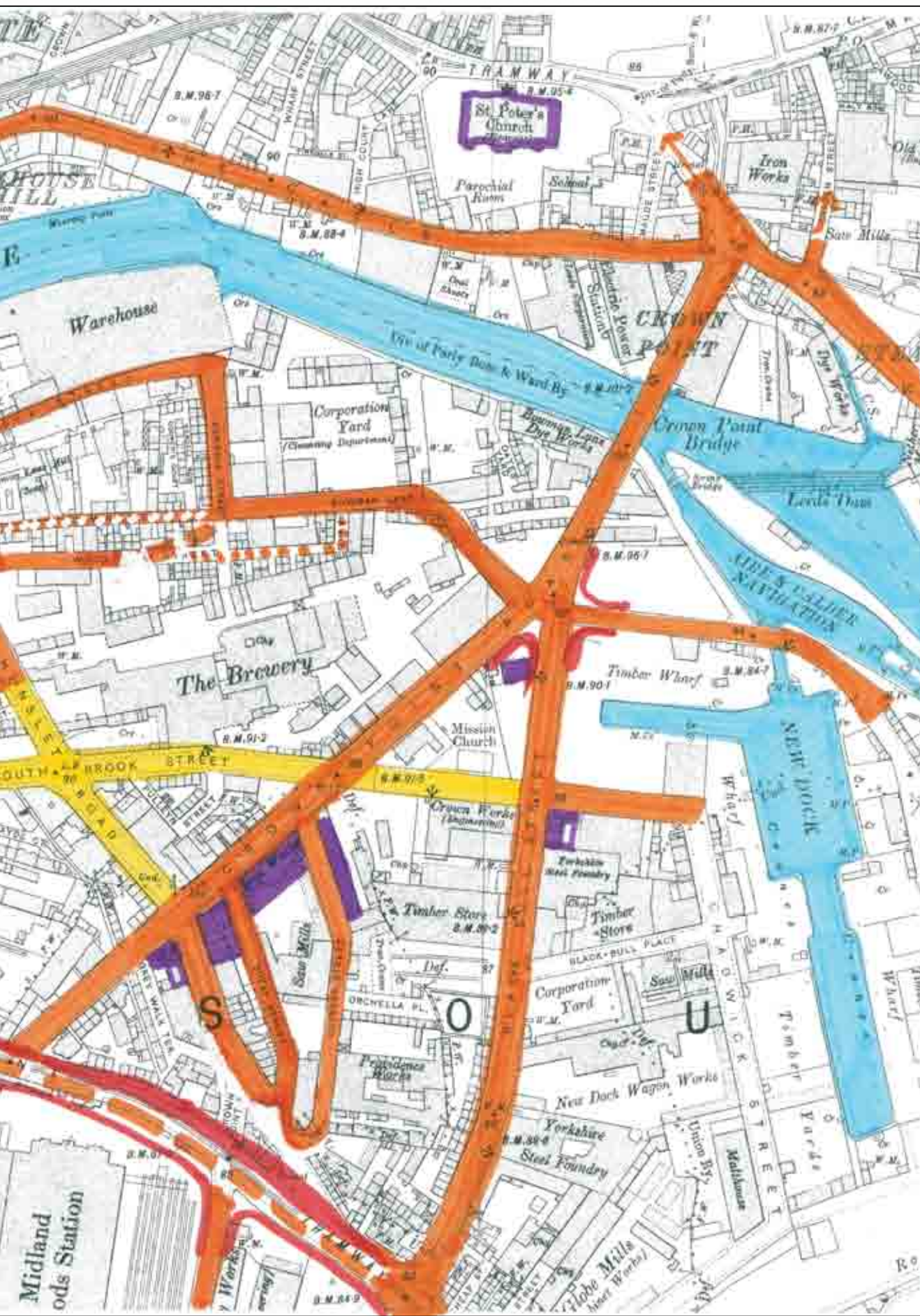
- f) Braimes Pressings is a Grade II listed building, and a locally significant landmark. Mixed use schemes for this site (which included the retention of the building) have been promoted in recent years, however no planning permissions or listed building consents for change of use or alterations exist.

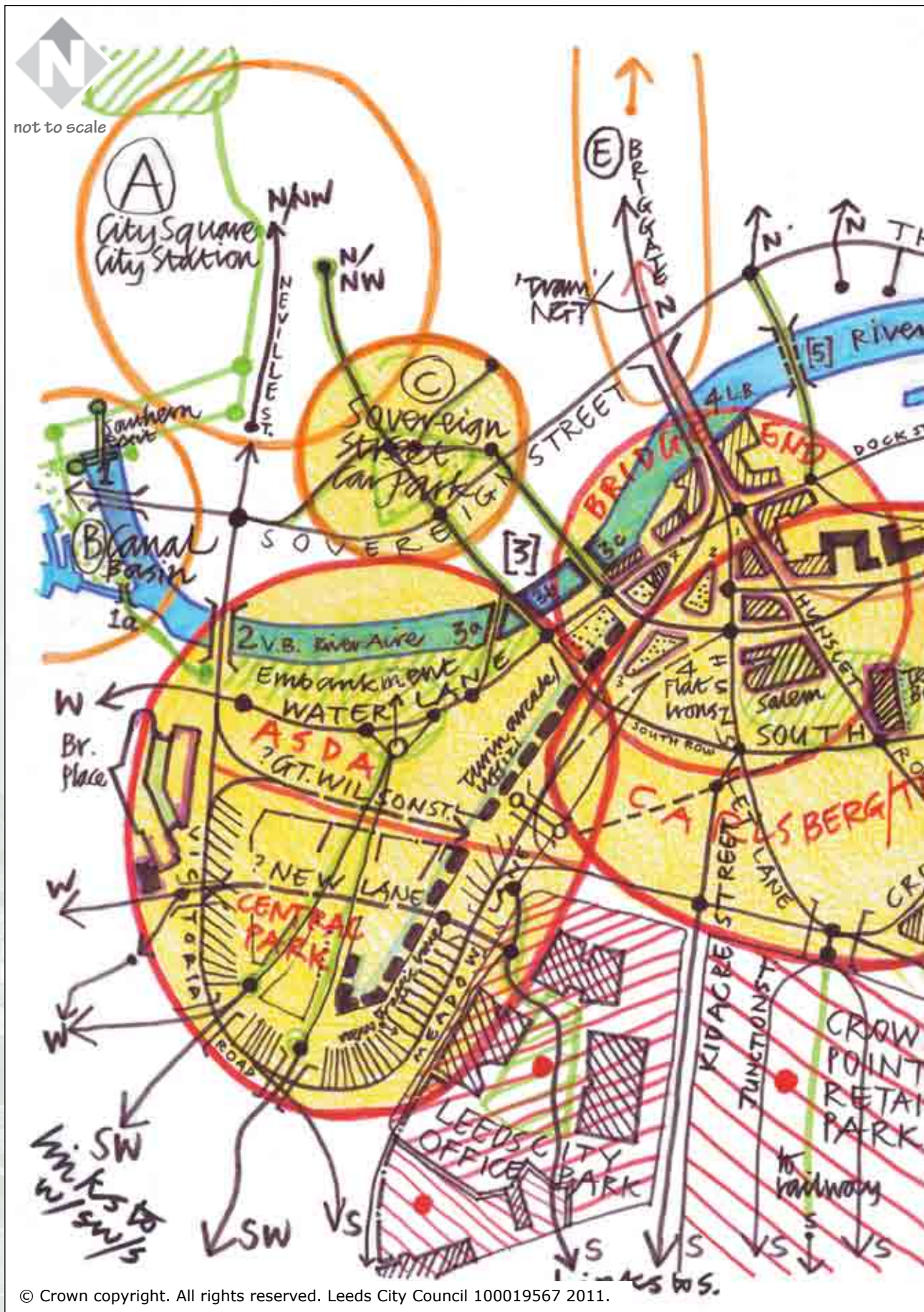


1908 Historic Map



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4
KEY
DEVELOPMENT
FRAMEWORKS

5
KEY
POINTS OF
FOCUS

KEY:

- RIVER AIRE
- BECK
- STREET/ROAD PATTERNS
- URBAN EDGE/BUILDING PLANES
- KEY BUILDINGS, EXISTING
- SUGGESTED KEY BLDGS.
- KEY GREEN SPACES/LINKS
- BRIDGES OR CROSSINGS
- GALERIA/ARCADE
- TRAM NGT ROUTE
- KEY SITES
- Landmarks
- KEY BLDGS. (SUGGESTED)
- Meadow (near Victoria Road, now lawn)



7 JULY 2009
 SOUTH-EAST
 CENTRE
 DEVELOP-
 MENT
 FRAME-
 WORK - DF2
 • Analytical
 Sketch N.T.S
 • John Culp
 Civil
 Architect
 tram building



2.9 Local Development Context (continued)

- g) Chadwick Lodge is a Grade II* listed former house dating from the late 18th Century, now converted to offices. It lies outside the ownership of the Brewery, and appears cut off from its surroundings, set at a lower level than the current road infrastructure on Black Bull Street and Crown Point Road.

2.10 Environmental constraints

- a) The South Bank lies within flood risk zones 2, 3a(i) and 3a(ii) as identified by the Strategic Flood Risk

Assessment. The Leeds Flood Alleviation Scheme may affect the waterfront at the Asda House site, however this will not lessen the area's high flood risk designation. All planning applications will have to take account of their own flood risk and mitigation by reducing surface water run-off, ensuring no increase in flood risk on-site or elsewhere - including allowances for climate change. Each application submitted will have to provide an appropriate flood risk assessment including direct and indirect mitigation measures, take opportunities for biodiversity enhancement, and pass the PPS25 Sequential Test and Exceptions Test where applicable. Detailed pre-application discussions between future developers, the Council, and the Environment Agency will need to take place to establish an approach to the location and design of each development site.

- b) Land contamination is an important planning consideration for new development. If a development site has had any previous industrial uses or has been used for the disposal or treatment of wastes, there is a potential for the site to be contaminated. Where there is reason to suspect that a site may be contaminated and there is the possibility that the contamination may affect the proposed development or ground water, the applicant will be required to submit reports in support of their planning application. Further guidance can be found on the Leeds City Council website www.leeds.gov.uk on the following link:

http://www.leeds.gov.uk/Business/Pollution/Pollution_control_contaminated_land/Contaminated_Land_Planning_Applications.aspx

- c) New buildings, particularly tall buildings, can change a site's microclimate. The types of environment created should be considered in detail at the earliest possible stage, and proposals should be supported by information gathered during scientific modelling trials.

3. Vision and aspirations

Vision

To transform the South Bank of Leeds City Centre into a distinctive, vibrant, well connected, sustainable business and residential community which has at its heart a new City Centre Park. The new park will act as a catalyst for the regeneration and place-shaping of the South Bank of Leeds City Centre, by creating a vibrant and outward-facing public space that provides the context for the broader redevelopment of the area, and will help to improve connections to the surrounding communities in the Aire Valley, Hunslet, Richmond Hill, Beeston Hill and Holbeck.

This vision is translated into a series of interrelated objectives set out below. These set out the challenges of creating an opportunity to locate a City Centre Park on the South Bank, surrounded and enabled by new developments for people to live, work and relax. As it forms part of a proposed urban eco-settlement, the South Bank will feature exemplar sustainable design, construction and energy use standards, and mitigate against environmental constraints such as flood risk. The area has huge potential in its existing heritage assets, which new development will complement by bringing high quality new buildings and landscaped spaces together in order to deliver a vibrant and distinctive place. The South Bank will be better connected by new pedestrian, cycle and public transport links and the current dominance of vehicular traffic within the area minimised by road closures and downgrading. Finally this section will set out how provision of common infrastructure for the area would be prioritised along with other planning obligations.



3.1 City Centre Park

- a) The South Bank Planning Statement aims to set the context for the forthcoming vision of a 21st Century City Centre Park, and the new development which will enable its realisation. The detailed design criteria for the park itself will be addressed as part of a later phase of the development process.
- b) Leeds City Region has developed a Green Infrastructure Strategy <http://www.leedscityregion.gov.uk/gi.htm> which aims to shape the future economic, social and environmental success of the Leeds City Region by harnessing the potential of environmental resources to promote sustainable economic growth and to tackle climate change. The Strategy's key principles of urban green adaptation (to mitigate against 'urban heat islands', provide opportunities for biodiversity, and reduce flood risk) and greening our economic potential (through greater investment in green infrastructure to lead to more inward investment, uplift on land values, stimulate greener commuting and act as a mechanism for motivating and inspiring developers) are embedded within the aims of this Planning Statement.



- c) The provision of green infrastructure in the South Bank area will enhance the City Centre's commercial offer, enhance its credentials as a liveable place, and support local employment, health and well-being, community development, environmental resilience and social gain. There will be significant economic, environmental and social advantages for the City Centre as a whole in ensuring the delivery of a City Centre Park, and it will act as a catalyst for attracting and sustaining these benefits.



- d) A City Centre Park will be realised by working with others to coordinate the inclusion of land from adjoining development sites as they are developed over time, utilising the Council's own land resources, and through the acquisition of third party land.

- e) Principally the aim to deliver a new public park for the City Centre will:
- (i) Reach a size of approximately 3.5 hectares when phased over time in order to be a meaningful green public space of a type not currently provided in Leeds City Centre or its fringes. Under Unitary Development Plan Review Policy CC10, each new development site will contribute at least 20% of its site area towards the delivery of a City Centre Park. Where development proposals do not contribute this proportion of site area to the park due to their location, e.g. New Lane, a financial contribution would be made in lieu of the required on-site provision. Leeds City Council and other landholdings will also contribute land to the park (see paragraph 3.6 on page 34);
 - (ii) Be an accessible, safe and secure space with improved connectivity within the City Centre for pedestrians and cyclists;
 - (iii) Give a high quality environment which balances the passive and active recreational needs of day visitors, office workers and City Centre residents;
 - (iv) Integrate the functionality of the space for recreation, of a park landscape with substantial large canopy trees and extensive grassy spaces as major green infrastructure, possibly with a civic “people” event space, with positive interfaces with surrounding ground floor building uses;
 - (v) Attract and facilitate the delivery of new commercial and residential developments with a design character that helps to frame the new greenspace, and also support its financial viability;
 - (vi) Enhance the reputation of Leeds and the City Centre as a liveable environment with high quality design standards, commissioned from internationally reputable landscape architects;
 - (vii) Add to the critical mass of the City Centre’s attractions as destination in its own right;
 - (viii) Create opportunities for public art and cultural attractions;
 - (ix) Create opportunities for biodiversity enhancement;
 - (x) Be designed with sustainability, climate change and flood alleviation in mind, e.g. incorporating surface run-off in greenspace design;
 - (xi) Connect with potential new development and greenspace at Sovereign Street, via the provision of new linear greenspaces which thread a green corridor through the City Centre, thus improving connectivity, particularly between the north and south banks of the River Aire;
 - (xii) Spur regeneration and enhance employment opportunities in the southern part of the City Centre, and beyond.



f) A proposed City Centre Park would be at the heart of the South Bank community, and would form part of a hierarchy of public realm linking northwards to the rest of the City Centre, along the River Aire to Kirkstall Valley Park to the west, and the Ings to the East. It is envisaged that the delivery of public realm, including the provision of the City Centre Park would take place on a phased basis as part of the ongoing re-development of the area. This would be provided through a combination of Section 106 on-site contributions as publicly accessible space, Section 106 off-site commuted sums, the allocation of the Council's own resources, and grant aid from other bodies, to enhance the delivery of a comprehensive scheme.

g) The delivery of the park will be dependent upon commercial interest in the types and mix of land uses proposed at each of the four sites, namely the timing of planning application submission, approval, construction and occupation; the phasing of on-site or commuted sum provision via planning obligations; and the implementation of public sector initiatives (at this stage, Leeds City Council, but there is an aspiration to attract other public sector partners).

h) The parameters within the area of search for park delivery would therefore be dependent on development phasing and take-up of sites. This would allow an expansion of greenspace in the vicinity of Bridge End, Meadow Lane and the edge of the Brewery site. Additional provision on the Embankment, and potential for a pocket park at the end of a new bridge could be delivered as opportunities come forward in the future. The overall concept will reflect a series of linked spaces connecting to adjoining areas (such as Holbeck, Beeston Hill, Richmond Hill and City Centre Core) utilising tree-lined routes, enhanced road crossings and common landscape themes. The Sovereign Street site will also contribute to this concept through its delivery of new buildings and greenspace, with potential to contribute to a new bridge across the River Aire.

3.2 Exemplar Sustainability Performance



- a) A holistic approach to environmental, economic and social sustainability will be taken. The South Bank area lies between the traditional core of the City Centre, Holbeck Urban Village and the Aire Valley. It is therefore an ideal opportunity to promote exemplar sustainable urban living and low carbon employment opportunities, in line with Planning Policy Statement: Eco-towns (supplement to PPS1), Aire Valley Urban Eco Settlement objectives, and the Council's Supplementary Planning Document (SPD) Building for Tomorrow Today - Sustainable Design and Construction, which provides detailed guidance on the sustainability standards for major developments.
- b) All developments are to be accompanied by a sustainability statement setting out exemplar sustainable design, construction and operational measures to be adopted to the highest accredited standards, for example BREEAM/Code for Sustainable Homes.
- c) All residential development will meet the following standards as set out in the Code for Sustainable Homes:
- (i) Level 4 on adoption of this Planning Statement;
 - (ii) A target of Level 5 by 2012;
 - (iii) A target of Level 6 by 2016 - i.e. carbon neutral by 2016.
- d) Non-residential development will meet BREEAM Excellent standards from the adoption of the Planning Statement.
- e) Any proposals for developments that do not meet these standards and targets will need to be accompanied by a robust justification.
- f) As sustainable development is central to this Planning Statement, each proposal will implement a range of wider sustainability requirements, for example:
- (i) low and zero carbon energy sources, for example, those harnessed from the sun, the wind and the earth;
 - (ii) water and sustainable urban drainage;
 - (iii) sustainable transport options;
 - (iv) biodiversity enhancements;
 - (v) waste management and recycling;
 - (vi) and community infrastructure.

3.3 Uses

The overall vision for the South Bank is for the creation of a sustainable low carbon place to work, to do business, for leisure, and to live for life - and provide some of the appropriate social facilities in order to achieve that. The area covered by this Statement lies within the designated City Centre. Therefore, the town centre uses as identified by Planning Policy Statement 4 would be supported.

The following uses would be encouraged within the South Bank area:

- a) Offices
- b) Hotel/conference accommodation
- c) Educational uses
- d) Small scale convenience retail
- e) Cafés, restaurants, bars, leisure and entertainment. The achievement of mixed use riverside activity is key to the regeneration and vitality of the City Centre waterfront as a vibrant twenty-four hour place.
- f) A broad mix of residential units should be provided. The City Centre residential offer should become more diverse. Larger flats and townhouse accommodation for family living with private amenity space are suitable for sites towards the eastern edge of the South Bank, as a transition between the apartment-led City Centre closer to the railway station, and the more family-oriented City Rim. A range of sizes of City Centre apartments at the western end of the South Bank area nearest to the railway station would be encouraged, with larger flats and townhouses in the eastern parts of the area moving towards a new family-based community in the City Rim area. This would add much needed variety to the City Centre residential offer and enable the South Bank to contribute to the Aire Valley Urban Eco-Settlement. The South Bank has close links to existing and new community facilities in the City Rim, such as schools, sports, and healthcare, which benefit from continuing public and private investment. The objectives of the Aire Valley Urban Eco-Settlement will ensure further provision supports this wider area. Therefore, the South Bank is more likely to be a place to live for life. Attention should therefore be given to achieving the highest (i.e. Silver or Gold) Commission for Architecture and the Built Environment (CABE) Building for Life standards, or other design best practice which may supersede this in the future, and Lifetime Homes standards.
- g) Cultural and community uses. These may include uses such as small scale healthcare, childcare or other community facilities. Cultural uses may include galleries, museums or visitor centres.



3.4 Character, Form and Spaces

The following objectives will help to secure the demonstration of sound urban design principles within each new development:



- a) The form of new buildings, the setting of retained buildings, and the spaces between them have great importance in raising the aspirations for the area. City Centre uses and high quality locally distinctive architecture should extend southwards in a character appropriate to the best exemplars of modern European City Centres. This is vital to help promote the longer term transformation of Leeds South Bank, and contribute to urban eco-settlement objectives.
- b) A hierarchy of new green routes and spaces will be promoted. The emphasis will be on providing 'green' spaces and tree-lined routes where pedestrians and cycles have dominance over vehicles, except on major roads around the sites.
- c) Vacant or cleared sites will require interim landscape treatment, or the formation of a component part of the major park, whilst awaiting phased re-development.

d) Indicative development heights (number of storeys) are identified on the Urban Design Principles on pages 26-29 and should be appropriate to views of the existing skyline, and the character and scale of the surrounding area. Attention to street ratios (building height in metres : street width in metres) is a critical factor in good place-making. Micro-climate and sunlight/daylight studies will be expected to support major planning applications in this area. Relationships between height of building and street width should aim to be as generous as possible.

e) There is an opportunity for the re-use of historic street patterns and names. The variety of the traditional street pattern should be re-instated where appropriate, and enhanced to provide a finer urban grain than at present, and allow improved pedestrian and cycle connectivity. The plan at pages 14-15 shows the historic street pattern of the area in 1908.

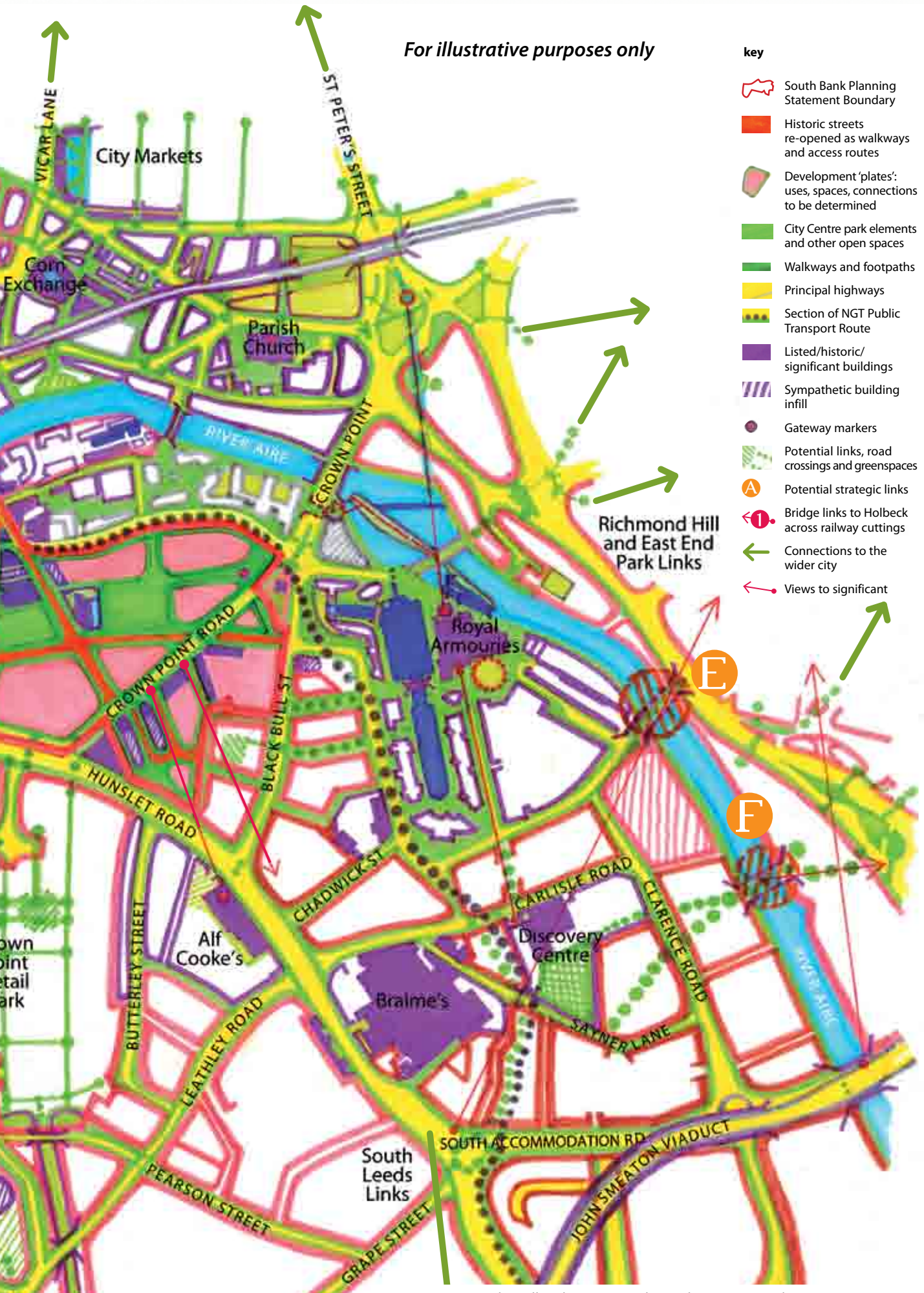
South Bank: Urban Design Principles 1



not to scale

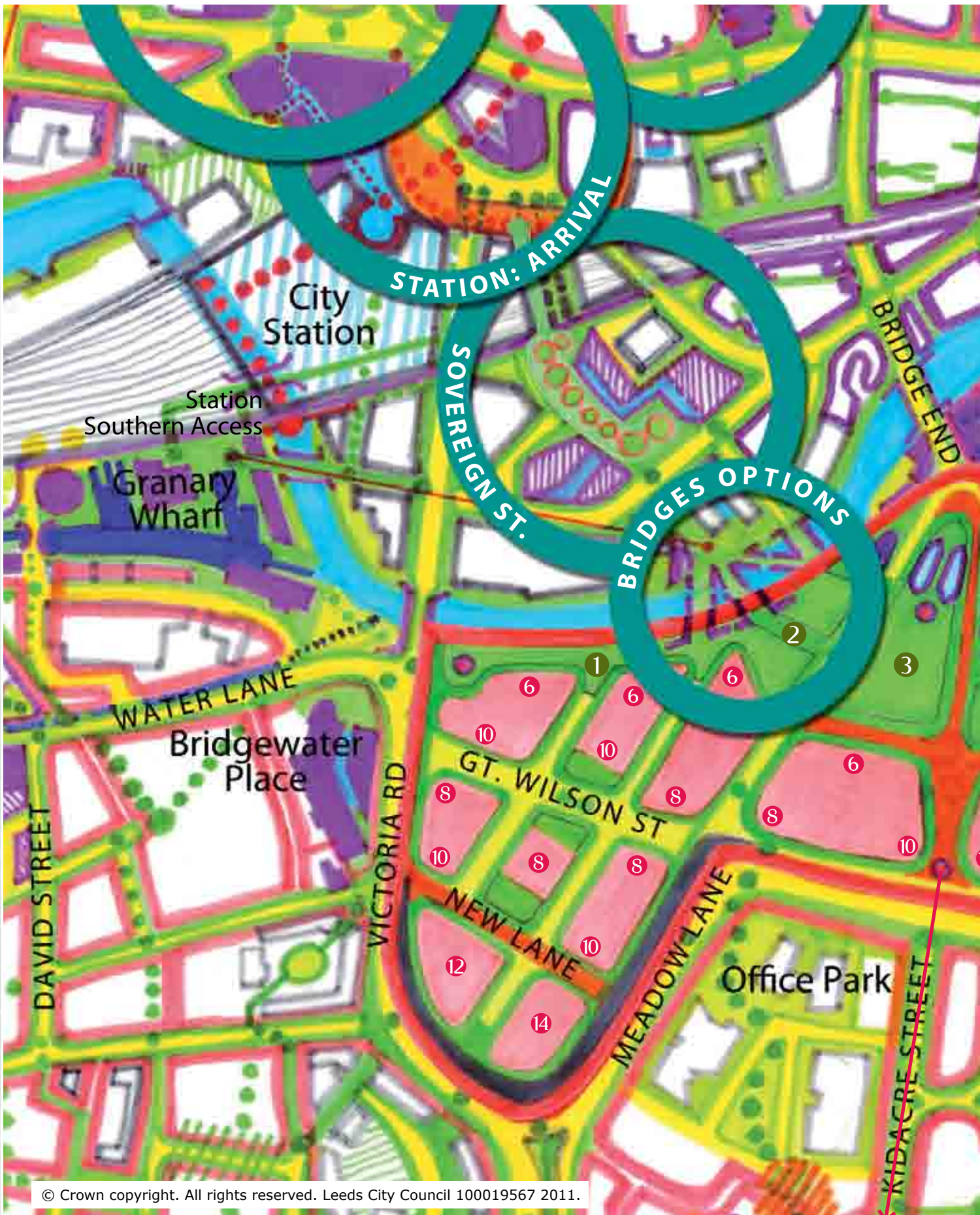


For illustrative purposes only



key

-  South Bank Planning Statement Boundary
-  Historic streets re-opened as walkways and access routes
-  Development 'plates': uses, spaces, connections to be determined
-  City Centre park elements and other open spaces
-  Walkways and footpaths
-  Principal highways
-  Section of NGT Public Transport Route
-  Listed/historic/significant buildings
-  Sympathetic building infill
-  Gateway markers
-  Potential links, road crossings and greenspaces
-  Potential strategic links
-  Bridge links to Holbeck across railway cuttings
-  Connections to the wider city
-  Views to significant



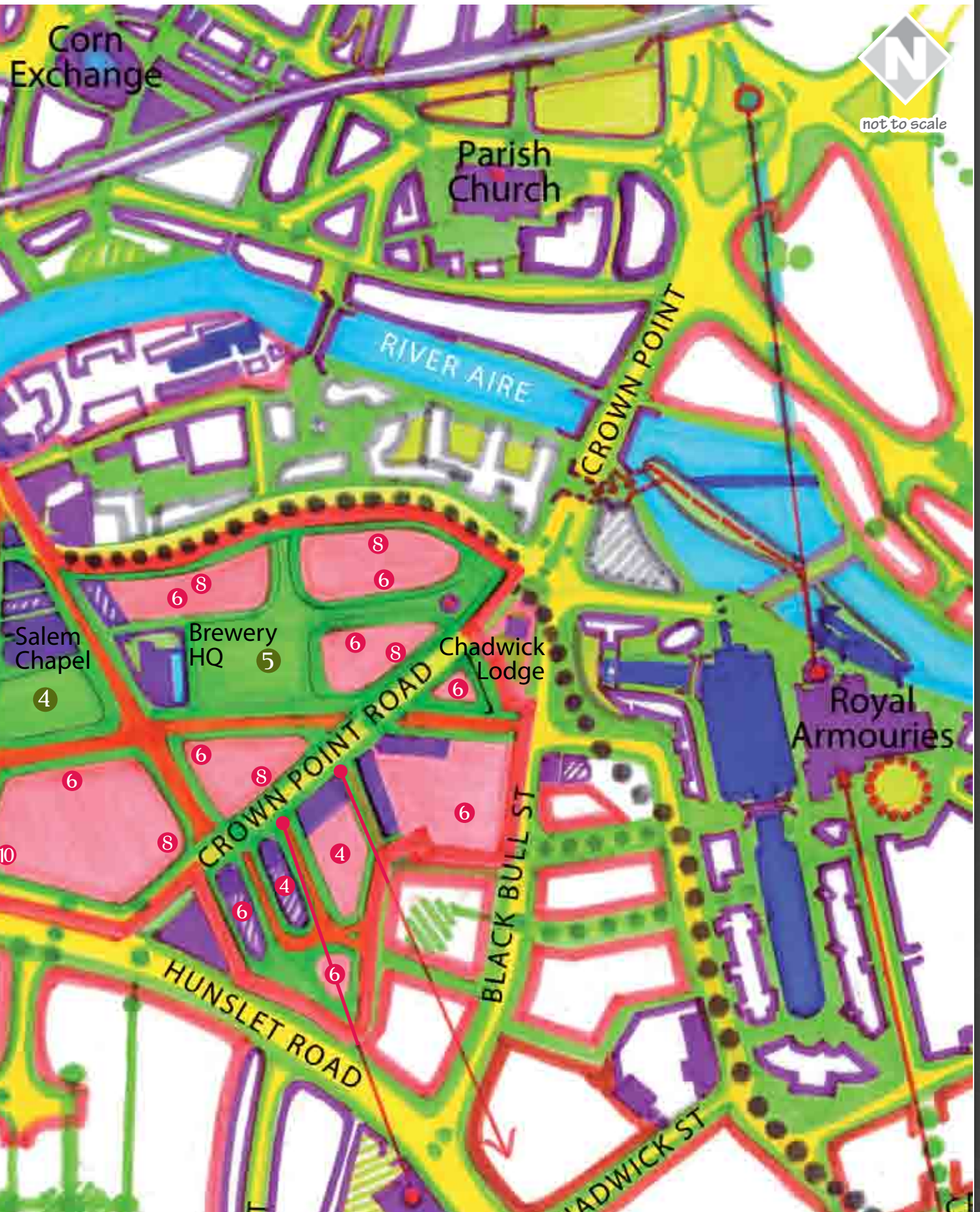
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For illustrative purposes only

key
Rest of key as on Urban
Design Principles Plan 1

6 Indicative storey heights

3 Elements of the park





f) There are a number of listed and unlisted buildings of positive character in the area – these are identified on the Development Framework Plan. New development should enhance the setting of these distinct buildings. Traditional paving materials will be required in the vicinity of listed and unlisted buildings of positive character.



g) There is an opportunity to enhance the distinct character of some parts of Leeds South Bank. It is generally a traffic dominated area, however there are parts of the area with unrealised potential - for example, at Bridge End; and the Brewery building fragments of positive character in the Cudbear Street, Sheaf Street and Hunslet Road area.

h) Present active frontages to roads, and use of tree planting to soften highway dominance.

i) A much more discreet approach to car parking is required than at present. Where car parking is at ground floor level (for flood risk reasons) it should be 'wrapped' with appropriate commercial active uses.

j) Require the planting of new semi-mature street trees along pedestrian and cycle routes and major road frontages, across the whole area.

k) Detailed design codes will be expected as part of any future major outline planning applications in order to ensure continuity of design quality throughout each phase of development.

l) Encourage community involvement in provision of public art as a way of promoting local distinctiveness and inclusion within new developments.

m) The Urban Design Principles show a series of development plates. Each plate shows indicative maximum building storey heights and how the form of any new development should take shape in relation to primary routes, spaces, the River Aire, and listed and non-listed buildings of special character or interest. Each plate would also be criss-crossed with 'greened' walking and cycling routes to achieve an appropriate urban grain and massing.

3.5 Connectivity and Movement

The South Bank's location is pivotal in connecting to the rest of the City Centre, Holbeck Urban Village, the Aire Valley, and Beeston Hill and Holbeck. In order to achieve good connections and more sustainable patterns of travel, the following principles will need to be taken into account:

a) Walking and Cycling Connections



- (i) Better walking and cycling connections within the City Centre, and between the City Centre and adjoining neighbourhoods;
- (ii) Walking and cycling links, including a bridge linking the Asda site embankment to Sovereign Street or Concordia Street, are vital for the physical connection of the whole area – and adjoining neighbourhoods – to the City Centre including the prime retail and office quarters, and in the achievement of a green network of spaces linking City Centre north to south;
- (iii) The proposed railway station southern access brings public transport links even closer to this area;
- (iv) Provision of enhanced walking and cycling crossing facilities to link to surrounding communities;
- (v) Accommodation of the Leeds Core Cycle Network through the City Centre;
- (vi) Travel Plans for each site will be expected at planning application stage. These will set out the sustainable travel options available, promote reductions in reliance on the private car, and lead to increased use of more sustainable patterns of travel such as walking, cycles, motorcycles and car clubs. Monitoring and procedures for their enforcement will be set out in Section 106 agreements in accordance with the Travel Plans SPD.

b) Vehicular Management

- (i) The principal aim will be to reduce the physical and visual impact of vehicular traffic infrastructure in the area;
- (ii) There will be changes to road layouts, their priorities, and purpose, in order to meet the wide ranging objectives of the South Bank and City Centre Park. This will require detailed modelling and the early involvement of the Highways Agency in any proposals for the South Bank area;

(iii) Traffic modelling work so far has looked at three options to rationalise Meadow Lane (north of Great Wilson Street) to facilitate the incorporation of Leeds City Council land in the Park, and reduce barriers to pedestrian connectivity between the Waterfront and the east. Options which have been examined include:

- a reduction of Meadow Lane to a simple two-way road (one lane in each direction), maintaining its existing alignment;
- a realignment of Meadow Lane past Salem Church and through the Brewery site to a new junction on Great Wilson Street;
- a third option comprising the provision of a one way northbound road along the existing alignment, with a one way southbound route past Salem Chapel to a new junction as per the second option.



(iv) It is considered that a preferred option of simply narrowing and downgrading the existing Meadow Lane carriageway has the advantages of creating useable space for inclusion in the park when added to other potential parcels of land, is deliverable within the existing highway network, and limits the impact of traffic on the potential park area. High-quality pedestrian crossing points could be created through good design and sequencing of traffic signals.



(v) Several options have also been examined to reduce the severance effect of Great Wilson Street between the New Lane site and the Waterfront to enhance pedestrian connectivity. These include:

- the complete closure of Great Wilson Street and the relocation of all traffic to the south of the New Lane site. This would require both Victoria Road and Meadow Lane to become two way roads;
- the conversion of Victoria Road to two way operation to provide a direct route to the M621 from the City Centre and the retention of Great Wilson Street for eastbound movements only;



- the conversion of Great Wilson Street to westbound movement only and again the use of both Victoria Road and Meadow Lane two way routes. All these options would have varying impacts on the New Lane site in order to accommodate the revised highway alignments, and junctions.

- (vi) It is considered that the best option for achieving the walking and cycling connectivity objectives of this document would be to investigate further the implications of restricting Great Wilson Street to 'access only' for new developments, and re-routing the through traffic around the south of the New Lane site.
- (vii) Changes to Great Wilson Street and Meadow Lane will need detailed investigation alongside the issues of traffic generation and site access. This will need to consider the development time scales and interim solutions as sites are brought forward over a number of years. The reduction in the scale of Meadow Lane and the reduction in car dominance along Great Wilson Street are both highly desirable outcomes, but further investigations will be required in order to ensure their feasibility and retain highway capacity. Any solution will consider the provision of a South Leeds Bus Gateway to provide bus priority measures from Dewsbury Road through to north of the river.
- (viii) In accordance with the emerging Local Development Framework, 'City Centre Core' car parking standards (as currently applied in Holbeck Urban Village and north of the River) will be expected across the South Bank area. This is in order to reduce congestion, maintain network capacity, and in the interests of sustainable development.
- (ix) Ensure that any highway proposals do not adversely affect public transport accessibility through the area. The provision of suitable public transport priority measures and stop infrastructure together with pedestrian facilities should be implemented where appropriate.
- (x) In order to improve connectivity eastwards from the Brewery site, to the Royal Armouries/Clarence Dock and beyond, means of reducing car dominance along Crown Point Road will need to be investigated.



- (xi) Contributions towards strategic public transport infrastructure (as required by SPD5 Public Transport Improvements and Developer Contributions) and local bus stop improvements as requested by Metro are likely to be expected as part of the provision of common infrastructure in the area.

3.6 Provision of Common Infrastructure

In order to achieve the objectives of this Planning Statement, Leeds City Council and future developers will need to contribute in a number of ways.

Trigger points, phasing of contributions, and indexation of commuted sums from grant of planning permission will all need to be negotiated and set out in draft Section 106 agreements at pre-application stage. The exact package of planning obligations for each site will need further discussion, as each proposal comes forward in the planning process. It is acknowledged that market conditions are subject to change, and that these impact on the viability of development. If it can be demonstrated by an independently assessed open book appraisal at the submission of a planning application that a scheme is unviable with the full package of Section 106 obligations and infrastructure works, including on-site provision or financial contribution to City Centre Park infrastructure, the Local Planning Authority may enter into negotiations with applicants to determine the priorities to enable the scheme and the provision of common infrastructure (for example, the park) to proceed. Mechanisms to enable the scale of obligations to increase in later phases may be incorporated as market conditions should improve.

Consideration needs to be given the provision of the following infrastructure by planning obligation, in order of priority, following any highways works necessary to deliver a safe and practical scheme :

- a) Public realm infrastructure tariff for park and pedestrian/cycle bridge delivery:
 - (i) Feasibility studies
 - (ii) Highways alterations/downgrades/closures/landscaping in order to enable the park
 - (iii) Park design, delivery and maintenance
 - (iv) Pedestrian and cycle bridge linking South Bank to Sovereign Street
 - (v) Flood alleviation works
- b) Sustainable transport measures, including:
 - (i) Public Transport Infrastructure contributions (covering both local and strategic improvements such as NGT)
 - (ii) Travel Plan Monitoring
 - (iii) Car club spaces and trial car club provision for new development
- c) Affordable Housing
- d) Education (where family housing is proposed)
- e) Jobs and skills training – construction phase
- f) Exploration of the potential for sustainable energy delivery such as district energy systems

4. Site specific guidance

4.1 New Lane

- a) The New Lane Site could be developed for a range of uses appropriate to a major City Centre, including:
- (i) Offices including potential for company headquarters
 - (ii) Leisure, small scale convenience retail, café, restaurant, bar and cultural facilities
 - (iii) Ancillary conference facilities
 - (iv) Community facilities
 - (v) Educational uses
 - (vi) Hotels and
 - (vii) Residential uses consisting of a mix of size and type of apartments – it is acknowledged that family housing may not be appropriate on this particular site.



- b) Given the compact, tight urban grain and intensity of development within the heart of the City Centre, existing development plan policies recognise that the New Lane Site is suitable for redevelopment to provide office accommodation with larger floor plates, of a type that cannot be easily accommodated elsewhere within the established core. Spaces between buildings should be appropriate to their scale and character.
- c) The currently fragmented nature of the site provides the opportunity for masterplanning to take place which will redefine the role and purposes of the site as a strong gateway to the City Centre. The location of the site at a principal road junction also provides the scope to deliver a focal building to the south of the site that, by virtue of its height and design excellence, will act as a landmark to the development and City Centre, subject to daylight/sunlight and wind analysis.
- d) The limited historic character and current fragmented and indistinct urban form within the New Lane Site provides the opportunity for a comprehensive redesign of this site.
- e) The layout of new buildings should allow for appropriate movement and connectivity through the site and with the traditional City Centre core to the North and the creation of new areas of public realm. Possible changes to Great Wilson Street would help to address the site's current isolation, which resulted from a growth in the road network in this part of Leeds during the post-war era. These potential alterations could act to link the site to the river and back in to the City Centre core.
- f) The site lies within Flood Risk Zone 2.

4.2 Tetley's Brewery

- a) The Brewery site covers a significant area south of the River Aire extending eastwards from Meadow Lane and crossing Crown Point Road to Black Bull Street. It is bounded to the north by Waterloo Street and Bowman Lane, and to the south by Great Wilson Street and Hunslet Lane.
- b) Given its close proximity to the railway station, bus station and the existing Prime Shopping Quarter, appropriate uses for this site include:



- (i) offices, including potential for company headquarters
- (ii) hotels
- (iii) ancillary conference facilities
- (iv) residential uses, which should connect and complement neighbouring residential areas at Brewery Wharf and the proposed townhouses on the former Yorkshire Chemicals site
- (v) ancillary restaurants, bars; convenience retail, and leisure uses at ground floor level to animate building frontages and promote street-life.
- (vi) supporting small scale community facilities such as healthcare and childcare
- (vii) cultural uses such as galleries, museum/visitor centre, which might take advantage of the site's historic use and buildings

- c) The development should be arranged so that some of the site area dedicated to public realm can contribute to creating a larger City Centre Park. Other squares and green spaces should also be created, with the potential for each of the spaces to accommodate different activities or events.
- d) The proposed street network for the site should help to reconnect the city by making new connections between the Brewery Wharf, Holbeck Urban Village, Clarence Dock and communities to the south. Hunslet Lane should be re-opened as an important axis between Leeds Bridge and the landmark clock on the Alf Cooke Printworks. Pedestrian and cycle linkages to the riverside, and across the river using existing bridges and a potential new pedestrian and cycle bridge to Sovereign Street, should also be strengthened. The possibility for a new cycle route passing through the site, linking Leeds Bridge to Kidacre Street and onwards to Holbeck and Beeston, should also be considered.



e) The proposed New Generation Transport (NGT) route passes to the north of the Brewery and includes a new stop on Bowman Lane. This will need to be sensitively integrated into the development proposals. Development proposals should have good connectivity with the NGT stop, with active frontages in the vicinity of the stop to help make the stop safe, secure, easy to use and visible.



f) The development should facilitate the repair and revitalisation of the listed terraced houses on Hunslet Road, the Crown Public House, and the former malt sheds adjacent to Crown Point Road and Cudbear Street. The Tetley's headquarters building should also be retained as a physical link to the brewing heritage of the site. Retention of this headquarters building could incorporate cultural uses such as a gallery, museum or other visitor attraction, and/or integrate a micro-brewery and public house, as it is a valuable heritage asset to the area. In developing proposals for the site, developers are encouraged to consider options which retain the brewery gatehouse building on Hunslet Road.



g) New development along Crown Point Road and Black Bull Street should respect the setting of the Grade II* listed Chadwick Lodge. The view from the north over Crown Point Bridge is particularly important and new buildings should frame the Lodge, avoid visual overdominance, and enhance its setting.



h) The site lies within Flood Risk Zone 2, 3a(i) and 3a(ii).



4.3 Bridge End and Meadow Lane

- a) There is huge potential to exploit the special architectural character and historic interest of this sub-area.
- b) An opportunity to provide appropriate civic scale gateway building at Bridge End - potential for a new distinctive building to complement existing landmark building of Leeds Bridge House.
- c) Major provision of green infrastructure to contribute to the wider City Centre Park.
- d) The site lies within Flood Risk Zones 3a(i) and 3a(ii).



4.4 Asda House

It is not envisaged that the Asda House site would come forward for redevelopment in the near future, and Asda have no plans for relocation at present. Should the site come forward for development as a long term possibility, its contribution would be as follows.

- a) The ASDA House site, makes a significant contribution to the local economy, and opportunities to support or intensify the existing use and promote employment growth would be encouraged. Acceptable uses could be similar to those set out above for the New Lane and Tetley Brewery sites:
 - (i) Offices including potential for company headquarters
 - (ii) Leisure, small scale convenience retail, café, restaurant, bar and cultural facilities
 - (iii) Ancillary conference facilities



- (iv) Community facilities
- (v) Educational uses
- (vi) Hotels and
- (vii) Residential uses consisting of a mix of size and type of apartments

b) There is a significant opportunity for increased riverside activity at the Asda House site with scope for the introduction of mixed uses at ground floor – part of making the City Centre more liveable in the Prospectus vision is to create more activity to waterfront, active frontages with spill out space, traditional high quality paving materials, seating, and landscaping including tree planting and biodiversity improvements. Building forms should also take account for the need to provide a broader embankment to the River Aire. There is huge potential for this site to be the centrepiece of the City's waterfront.



c) There is a need to provide an urban edge with visual containment and activity on the western side of Meadow Lane.

d) Building heights should respect the character of the existing skyline and surrounding area. Spaces between buildings should be appropriate to the scale of new and retained buildings.

e) It is also considered that an opportunity exists to improve connectivity, which could be informed by a pedestrian accessibility study, particularly in relation to access to Leeds Railway Station.

f) Negotiations will need to take place regarding the exact landing point of a pedestrian and cycle bridge linking the South Bank to Sovereign Street.

g) The site lies within Flood Risk Zone 3a(i) and 3a(ii).



5. Next Steps

5.1 Interim Uses

- a) The City Centre Vision Conference 2010 identified the opportunity to promote active interim uses on sites awaiting development. Where the previous use of the land has ceased or is being reconfigured, and areas of land are left vacant and under utilised as a result of demolition works, the Council will seek temporary 'greening' or the early laying out of the phases of the City Centre Park where appropriate. This will incorporate the walking and cycling connections identified in the Planning Statement. People will then become familiar with these connections, with temporary land uses taking place on the future development plates where practical. This will prevent the kind of visual blight experienced on vacant sites elsewhere around the city centre fringe, and help to promote the South Bank as a place to visit now.
- b) Temporary greening measures such as amenity areas of grass and planting, boundary planting, wild flower meadows, trees in containers to mark walking and cycling routes, and community allotments would be strongly encouraged.
- c) Cultural uses including art workspace and installations (possibly making use of existing buildings), and temporary sport/recreation uses would be strongly encouraged.
- d) A temporary or permanent bridge connection to north embankment in advance of later development phases would be encouraged by the Council, subject to funding, detailed design, and relevant statutory agency and landowner support.



5.2 Planning Pre-application Processes

- a) A new protocol has been introduced to provide a framework for the management of major regeneration and development proposals. This protocol provides a collaborative development team approach and promotes early consultation and discussions between developers, the Council, local councillors and their communities prior to the submission of complex major applications.
- b) It is anticipated that a Planning Performance Agreement is entered into at pre-application stage by a prospective developer for any major scheme. More details of the process can be downloaded from the Leeds City Council website via the following link:

http://www.leeds.gov.uk/Environment_and_planning/Planning/Planning_service_and_performance.aspx

- c) Leeds City Council offers an integrated approach to dialogue with developers and will coordinate all planning and related inputs, including advice on Building Regulations issues. This will extend through the pre-application period to the formal planning application stage.

- d) For further information please contact:
Leeds City Council
Planning Services (Central Area Team)
Leonardo Building
2 Rossington Street
Leeds
LS2 8HD

Tel. 0113 222 4409
Email dec@leeds.gov.uk



Appendix

Applications for development will need to address relevant planning policy and other documents including:

National Planning Policy:

PPS1 Delivering Sustainable Development, Climate Change Supplement and Eco-towns Supplement
PPS4 Planning for Sustainable Economic Growth
PPS5 Planning for the Historic Environment
PPS9 Biodiversity
PPS10 Planning for Sustainable Waste Management
PPG13 Transport
PPG17 Planning for Open Space, Sport and Recreation
PPS22 Renewable Energy
PPS23 Planning and Pollution Control
PPS25 Development and Flood Risk

Development Plan Documents:

Regional Spatial Strategy Yorkshire and the Humber 2008
Leeds Unitary Development Plan Review 2006 (UDP)

Emerging Local Development Framework (LDF):

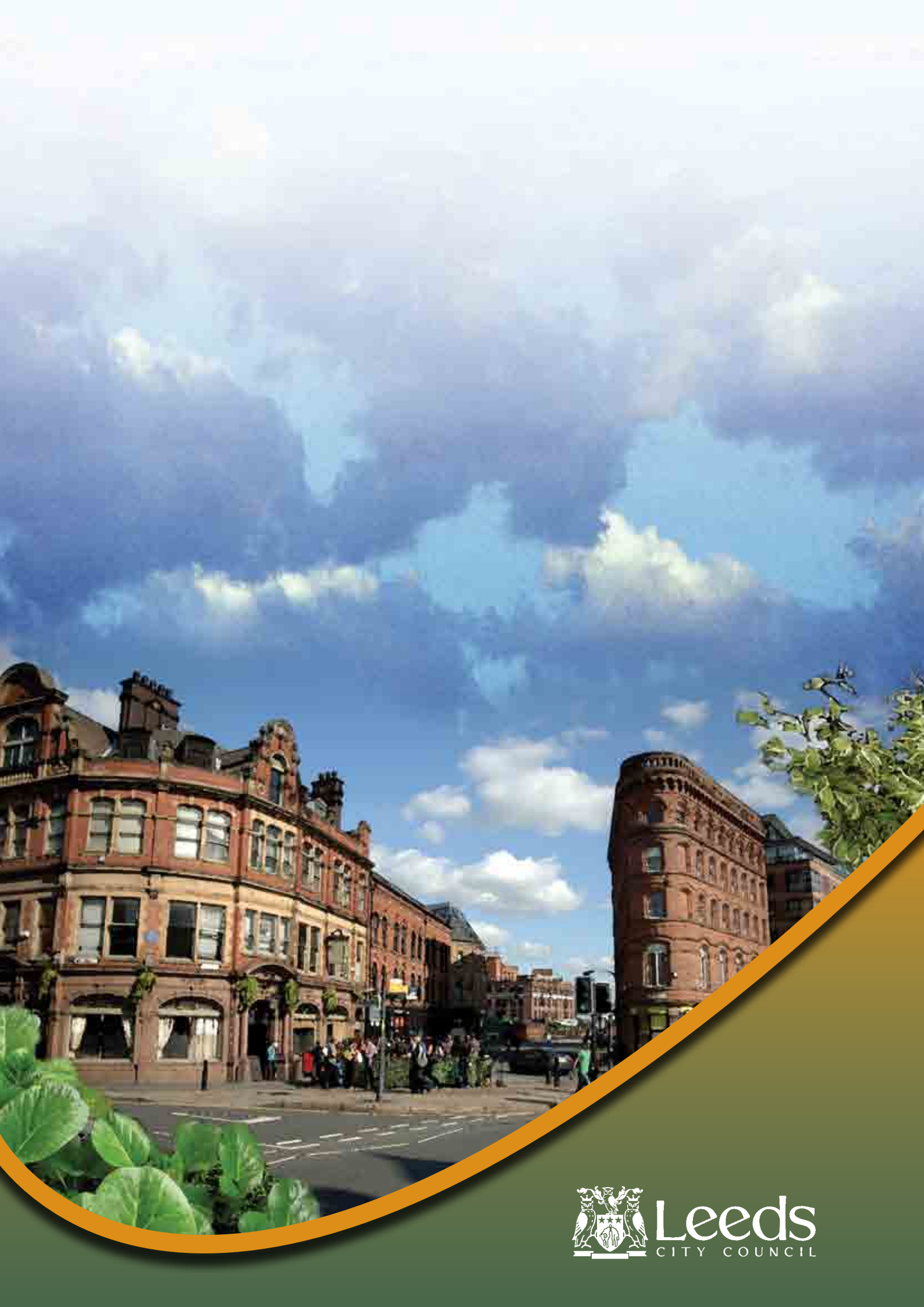
Draft Core Strategy
Draft Aire Valley Area Action Plan

Supplementary Planning Documents and Guidance (SPD/SPG) include:

Leeds Waterfront Strategy
Leeds Strategic Flood Risk Assessment
Public Transport Improvements and Developer Contributions
Travel Plans
Biodiversity and Waterfront Development
Sustainable Drainage
Affordable Housing
City Centre Urban Design Strategy
Neighbourhoods for Living
Statement of Community Involvement
Street Design Guide
Tall Buildings Design Guide
Building for Tomorrow Today - Sustainable Design and Construction
Sovereign Street Planning Statement

Background documents include:

Vision for Leeds
City Priority Plans
Leeds City Centre 2020: A Prospectus for Our Future
Aire Valley Urban Eco-Settlement Prospectus
Leeds City Region Green Infrastructure Strategy



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