

APPENDIX E REGENERATION CONTEXT

Policy History

The provision of a new green city centre park has been a longstanding priority for Leeds. The 2010 South Bank Planning Statement sets out the location of the park focussed principally on the former Carlsberg Tetley site. This statement, created prior to HS2, sets out the major issues of severance caused by the dominance of the carriageway. Within the statement, which was subject to comprehensive engagement, it was set out that

‘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’

The Aire Valley Leeds Area Action plan, a formal part of the adopted Local Plan for Leeds and subject to detailed consultation and a public inquiry, sets out more context for the future of roads and Crown Point Road and the delivery of the City Centre Park.

*Part of the [South Bank] area is dominated by major roads such as Great Wilson Street, Hunslet Lane, Black Bull Street and **Crown Point Road** which create severance resulting in a poor environment for pedestrians and cyclists. **The completion of the Inner Ring Road link to the M621 offers an opportunity to better manage the network by reducing through traffic and creating improved conditions and environment for pedestrians and cyclists.***

and

*Policy SB 1. AS shown on Map 4 and the area map, the following measures are proposed to improve pedestrian and cycle connections within the area, to the traditional core of the city centre, the waterfront, Holbeck, **and surrounding communities and to reduce the physical and visual impact of vehicular traffic infrastructure.** Where appropriate and directly related to the development, proposals on identified sites, allocations and other sites will be required to provide or contribute towards provision of these improvements:*

*1. **Provision of new pedestrian/cycle crossings and other measures to narrow the roads at Meadow Lane, Crown Point Road and Black Bull Street, where appropriate;***

This corresponds to the adopted Leeds Core Strategy which sets out the priority of regenerating the South Bank to achieve sustainable development. Following the adoption of the Core Strategy and AAP, the Council consulted comprehensively on the South Bank Regeneration Framework Supplementary Planning Document. This amplifies advice in the Core Strategy and AAP, and provides more granular guidance on the delivery of infrastructure across the area

Within this, Crown Point Road forms part of the ‘City Boulevard’ concept

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

Intended outcomes of the City Boulevard include

- *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.*

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.

Crown Point Road is also marked as part of a strategic green link as part of a green network

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.

The SPD does not prescribe road widths and acts as a strategic prompt. However, in the context of the policies above, it is not considered that the vision for the street – part of the boulevard and green network – can be achieved without redesigning Crown Point Road.

Regeneration Context

Comprehensive collaboration has seen bold and ambitious plans for Aire Park – the new name for the city centre park. Delivered on LCC and private land, the park is the largest new green space of any UK city centre, and is a major component of the city's declared climate emergency.

Crown Point Road splits the first and second phase of the park, and also forms a key link to the educational clustering where over 10,000 students study a day.

Improvements via Sovereign Square Footbridge, Meadow Lane Green Space and Crown Point Road form part of the Grey to Green package of works being co-funded by the Get Building Fund, with all works due to complete of spring of next year. In parallel, Vastint intend to start their first phase of park – delivering a new outdoor events space and destination – in 2021.

The business case for the Grey to Green projects was agreed on the basis of the following outcomes.

- I. To directly delivery 6,700 sqm of major new urban realm by March 2022 and in doing so achieve a carbon reduction of 3,500 kg per annum.
- II. To directly deliver new people focussed infrastructure deliver enhancements that shall enhance, maintain or improve 1.4km of pedestrian links across Leeds City Centre by March 2022
- III. To directly deliver part of a new biodiversity corridor in Leeds City Centre by March 22, enabling the delivery of a new 1.2km corridor across Leeds City Centre thereafter
- IV. To directly support 170 gross FTE construction job years for the 15 month construction phase equating to 123 net additional FTE construction job years for this period, supporting c.£10m of PV net additional construction related GVA.
- V. To indirectly unlock the delivery of 1150 new housing units by December 2024
- VI. To indirectly unlock the delivery of the first phase of Aire Park, the largest new city centre greenspace in the UK, delivered by the private sector, by December 2024 and help to achieve a saving of 200,000 kg tonnes of carbon per annum
- VII. To indirectly unlock the delivery of 33,944 sqm of commercial space/ development by December 2024

- VIII. To indirectly support the delivery of 2,455 new gross FTE jobs (1,734 net additional) by 2027 through the new commercial floorspace, generating a net additional GVA impact of £467m (discounted)

The delivery of Crown Point Road is critical to the delivery of these outcomes in a strategic priority area for the West Yorkshire Combined Authority as part of the city, and city region's economic recovery. Vastint will not commit to deliver the indirect benefits of Grey to Green, and the city/ city region cannot deliver the direct benefits set out, if the Crown Point Road scheme is not delivered as per the developed design.