

Eastgate Quarter Planning Brief

Eastgate Quarters, Leeds, LS2



Contents

Vision Statement.....	1
1. Introduction.....	2
2. The Site	4
3. Planning Policy Framework.....	9
4. Development Principles	11
5. Guidance	28
6. Appendices.....	29

Vision Statement

The Eastgate Quarter offers a unique opportunity to create a vibrant and distinctive mixed-use area at the heart of the city's cultural district, which enhances historic assets and public realm whilst improving connectivity and integration within the city centre and surrounding communities.

The regeneration of the area will contribute to the City Council's Vision for Leeds and Leeds Inclusive Growth Strategy objectives, which aim for Leeds to be a forward looking city, with a clear plan for the future and to be the 'Best City in the UK'. This means being fair, open and welcoming, investing in people, their health and wellbeing, developing and regenerating places, supporting neighbourhoods, communities and centres to respond to economic change and improving productivity, for the Leeds' economy to be prosperous and sustainable and for all of Leeds' communities to be successful. The spatial expression for this vision is the Core Strategy (as amended by the Core Strategy Selective Review 2019) Leeds Local Plan.

Amplifying policies of the Core Strategy our vision is for an Eastgate Quarter that;

- Has an emphasis on high quality public realm, permeability and accessibility which will form an inclusive environment for all;
- Maximises opportunities for regeneration and ensures that benefits are widely spread and are shared with both the City Centre and neighbouring communities;
- Creates significant new job opportunities across key sectors such as leisure, food and beverage, retail, creative and digital industries, education and new emerging sectors;
- Results in a vibrant and active place which contributes to the daytime, evening and night-time economies of Leeds city centre;
- Retains and enhances historic assets and makes them central to placemaking;
- Creates a sustainable and inclusive community through the delivery of high-quality homes across a range of tenures and that meets the city's needs for affordable housing, accessible housing, minimum space standards and housing mix in accordance with Plan policies;
- Is child and family friendly and includes activities and infrastructure for all ages;
- Responds to the Leeds City Council Climate Emergency declaration by being an exemplar of sustainable urban design which minimises the need to travel, limits energy use and waste production, provides new areas of open space, provides opportunities for biodiversity, incorporates sustainable urban drainage systems, makes best use of renewable energy technologies and meets the needs of the 21st century in terms of its economic, environmental and social benefits; and
- Results in development based on genuine collaboration between landowners, community interest groups, communities and other interested parties.

1. Introduction

Purpose of this document

- 1.1 This Planning Brief has been prepared to provide supplementary guidance to the adopted planning policies relevant to the redevelopment of the Eastgate Quarter, a major site in Leeds City Centre. It has been prepared jointly by Leeds City Council (LCC) as the Local Planning Authority (the LPA) and Hammerson as the majority landowner.

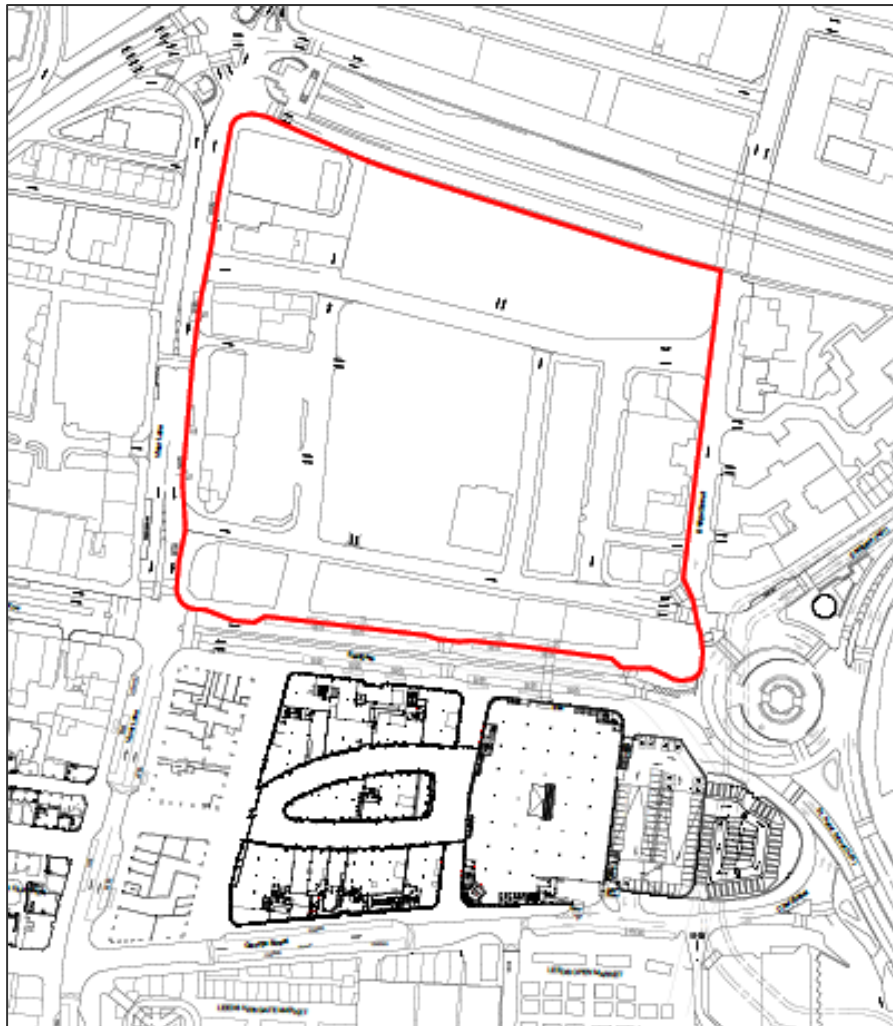


Fig 1: Site Plan

- 1.2 The Eastgate Quarter ('the site') comprises land to the south of the Inner Ring Road (A64M), the north of Eastgate, east of Vicar Lane and west of Bridge Street. It is a major development site in the City Centre and it provides the opportunity to better connect and revitalise the surrounding area. Its development will also continue the regeneration of the north eastern quadrant of the City Centre, complementing Victoria Gate, the new Leeds City College campus, the refurbishment of the Leeds Playhouse and the various residential schemes proposed on and surrounding Quarry Hill, SOYO and Mabgate.
- 1.3 The development of the Eastgate Quarter is seen as a priority for LCC, with the potential to stimulate further investment in the city. At present the site is dominated by surface car parks and many of the buildings on site

are vacant and under-utilised. The poor quality of many of its existing buildings, low level of pedestrian foot fall and lack of quality in the urban townscape combine to create a bleak environment in need of regeneration. Notwithstanding its location, the area significantly underperforms in terms of its contribution to the City Centre in economic, environmental and social terms.

1.4 This Brief will inform the future development of the Eastgate Quarter by providing a clear and comprehensive set of development objectives that will enable individual development opportunities to come forward in a coherent manner. In addition, it will assist the LPA to determine planning applications for development within the Eastgate Quarter.

1.5 The Brief includes:

- A short analysis of the site including its history and a description of its present-day character;
- A summary of the planning policies and guidance relevant to the development of the site;
- A set of principles that will guide the site's development; and
- A section on the implementation of the Planning Brief.

Status of the Planning Brief

1.6 This Planning Brief has been developed following a series of workshops between Leeds City Council (LCC) as the Local Planning Authority (the LPA), Hammerson (the majority landowner) and its consultant team (including Avison Young as Planning advisers and ACME as master planners/architects). This document was subject to public consultation over July/August 2020. It should be used as a guidance document by developers when preparing proposals for development and is a material consideration for use by the LPA when determining planning applications.

1.7 The Brief accords with the statutory development plan (the Local Plan for Leeds) and has been prepared with consideration to the various economic, social and environmental priorities for the city as informed by the following strategic plans:

- Leeds Transport Strategy
- The LCC Climate Change Emergency declaration
- The Culture Strategy 2017 to 2030
- Leeds Our Spaces Strategy
- Inclusive Growth Strategy
- Leeds Health and Well-Being Strategy 2016-2021
- Best Council Plan (2019/20 – 2020/21)

1.8 A summary of the strategies is provided at Appendix A.

2. The Site

History of the Site

- 2.1 Until the late 18th century, the site formed largely undeveloped land to the north-east of the growing settlement of Leeds. Rapid industrialisation in the early 19th century and the consequential expansion of the city meant the site became home to small businesses and landlords with back-to-back housing and small workshops developed in a dense fashion. By 1815 northern and western street patterns as seen today were defined.

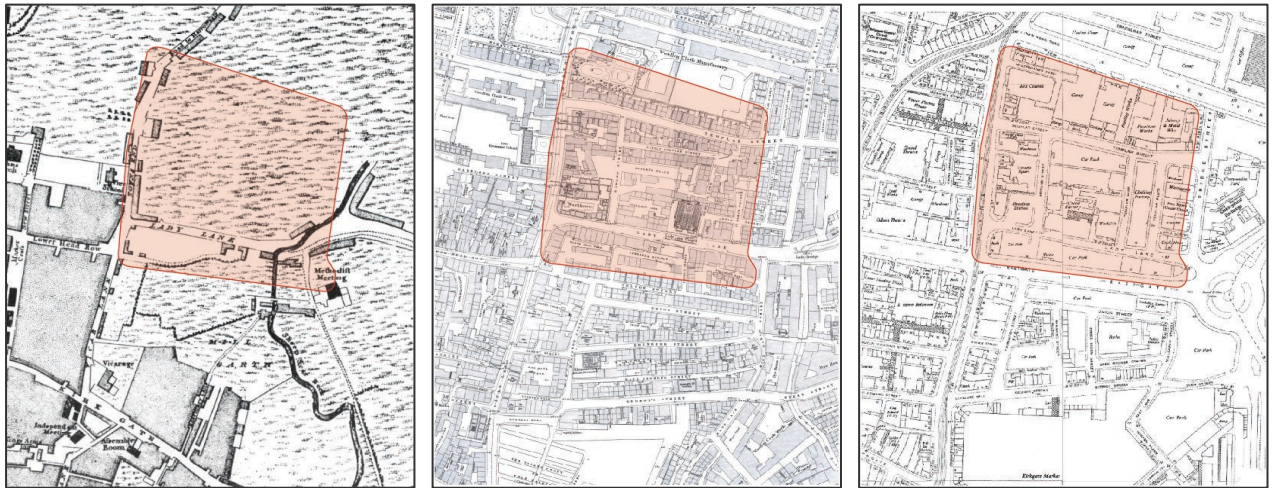


Fig 2: Historic maps of the site (L-R – 1770, 1847 and 1954)

- 2.2 Throughout the 19th century, the site and surrounding area continued to develop, with the Eastgate Quarter still mainly a residential and industrial area but this period also saw the construction of some buildings that remain today. This includes the Grade II listed Templar House, originally built as a Wesleyan Methodist Association Chapel but since used as offices for both Hoover and British Rail, the Grade II listed Templar Hotel Public House and the Lyon's Works building, one of the world's first factories for the mass production of non-tailored clothing and recognised as a non-designated heritage asset. During this period, a number of grand commercial and civic buildings were constructed, such as the Town Hall, Corn Exchange and Kirkgate Market as well as the development of Leeds' shopping arcades.
- 2.3 By the early 20th century, existing street patterns and the high density of the population had created unbearable conditions in many parts of the inner city. The Council sought to mitigate these poor living conditions with two major projects – the development of a boulevard from west to east through the City Centre (creating the Headrow and Eastgate), overseen by the architect, Sir Reginald Blomfield, and the construction of the Quarry Hill flats. Both developments dramatically changed the character and nature of the Eastgate Quarter as it sat in the shadow of the significantly taller terrace buildings on the northern side of Eastgate ('the Northern Terrace'), including the Grade II listed National Deposit House, and the residents moved to newer, healthier housing on Quarry Hill. As a consequence, the area saw a significant decline over the latter half of the 20th century.



Figs 3: Aerial View of Eastgate Quarter, 1941 / Fig 4: Machinists at Burtons Factory, 1941

- 2.4 The Northern Terrace is the only part of the site that forms part of the Sir Reginald Blomfield masterplan for Leeds. The delivery of the masterplan happened fragmentarily and over a broad period of time. While the Headrow and its associated buildings on its northern side were delivered faithfully to the design vision, the buildings that comprise Northern Terrace are considered to be of a medium quality and with clear departures from the original design.
- 2.5 Today, much of the Eastgate Quarter has been cleared whilst many buildings, particularly those located centrally within the site, remain vacant including Templar House and Lyons Works. The buildings at the edges of the site, along Eastgate and Vicar Lane, are generally occupied by retail and leisure uses (Use Class E) at ground floor level and a mix of residential (C3), office (B1a) and educational uses on the upper floors. The remainder of the site is largely used for surface car parking with 552 spaces spread across three distinct car parks as well as additional on-street car parking managed by LCC. The car parking is generally well-used across the week and weekend and provides an important role in supporting short stay visits to the wider City Centre.
- 2.6 While many of the buildings on the site have long since been demolished, the original street pattern largely survives in the form of Lady Lane, Templar Street, Templar Lane, Bridge Street, Edward Street and Lydia Street.

Existing Character

- 2.7 The site forms the north east quadrant of Leeds City Centre and extends to approximately 4 hectares in size. It is bound by the Inner Ring Road (A64M) to the north, Eastgate to the south, Vicar Lane to the west and Bridge Street to the east.
- 2.8 The site suffers from a high-degree of vacancy and contains minimal vegetation, landscaped areas or any public realm of note. As a result, it typically lacks any sense of place and contributes little to the vitality, vibrancy and the quality of environment of the City Centre, despite its prominent location and importance to connectivity within the city centre.

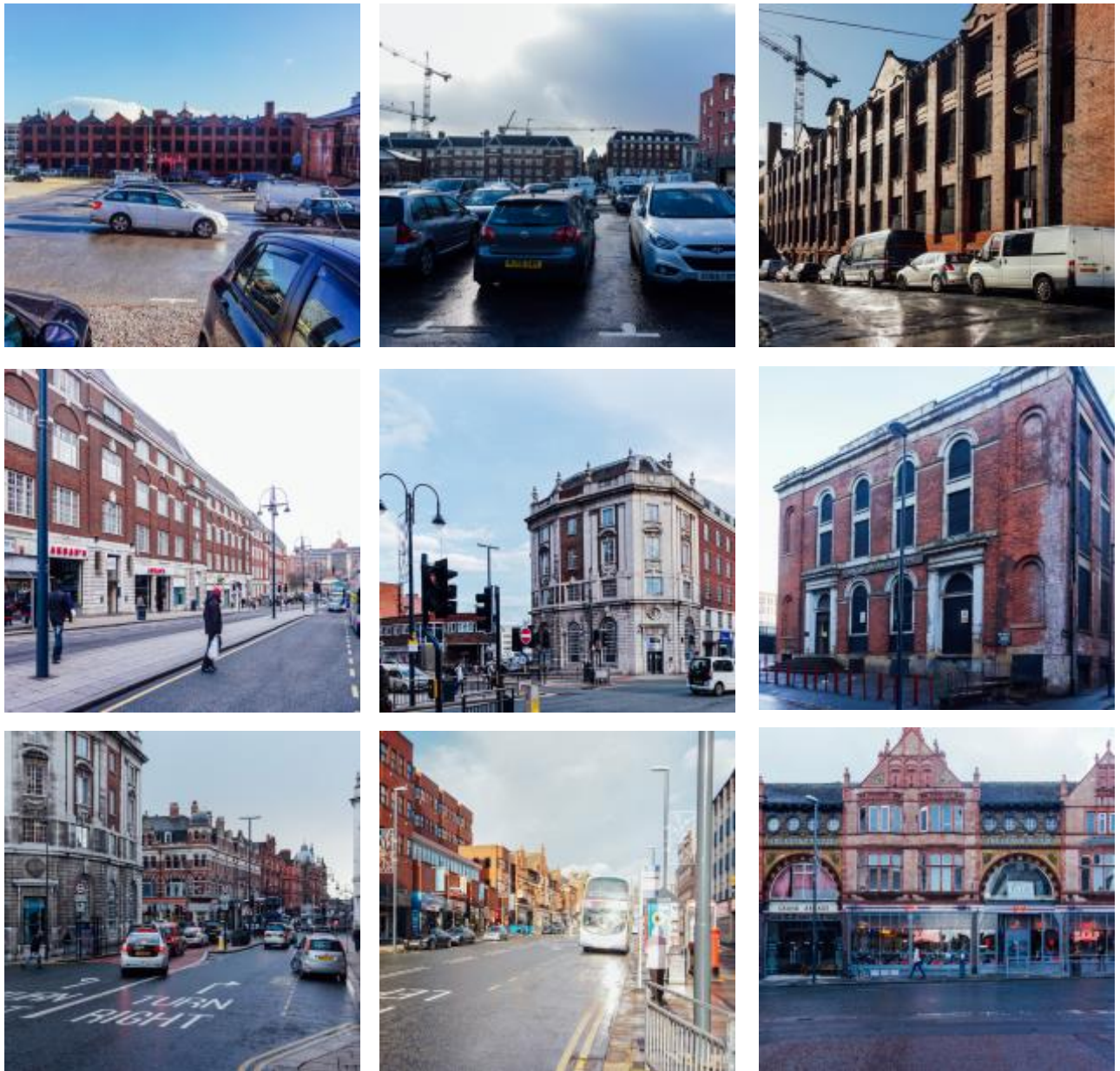


Fig 5: The existing site and its surroundings

2.9 Whilst the site includes a number of historic and listed buildings, the setting for these buildings is poor and has contributed to their continued lack of use. The redevelopment of the site is an opportunity to bring these historic buildings back into use and provide an appropriate setting suitable to their significance.

The Surrounding Area and Setting

Uses

2.10 As with much of the City Centre, the area surrounding the Eastgate Quarter is subject to significant change and regeneration as major developments come forward. Across Leeds, an increasing residential population living in and around the City Centre is contributing significantly to its night-time economy and ensuring its vibrancy and vitality stretches well into the evenings. The same is evident in the area surrounding the Eastgate Quarter, where a number of high-density residential developments are changing both the character of the area and the townscape.

2.11 Key setting considerations are as follows:

- **CULTURE:** The area lies at the heart of the city's cultural quarter surrounded by a variety of nationally-renowned cultural destinations such as Leeds Playhouse, Opera North and the Grand Theatre. This area has undergone significant transformation, with the development of the First Direct Leeds Arena and more recently, the delivery of a striking new frontage at Leeds Playhouse. A funding allocation has also been secured for New Briggate under the Heritage Action Zone programme to deliver high quality public spaces and heritage-led transformation within the area, complemented by Opera North's circa £18m redevelopment scheme which will recreate their active frontage to part of the street.
- **RESIDENTIAL:** The wider area surrounding the Eastgate Quarter is experiencing significant change in respect of nearby residential developments, including the SOYO development at Quarry Hill. The area is also seeing a considerable uplift in student footfall with circa 1,800 student apartments being delivered to the North East of the site along Merrion Way.
- **COMMUNITIES:** The Eastgate Quarter lies within close proximity to the Mabgate, Lincoln Green and Burmantofts (MLGB) Neighbourhood area which is in the initial stages of formulating a Neighbourhood Plan. The boundary of the Mabgate, Lincoln Green and Burmantofts Neighbourhood Area was designated by the Council on 16th January 2020. The Council's Culture Strategy recognises that this area has the potential to become a 'Culture-led Community' with a variety of independent arts organisations ranging from dance studios to live art agencies located within the boundary.
- **RETAIL:** The site is located within the primary shopping area, which is one of the largest shopping destinations in the UK and extends to cover the area to the south and west. Already popular following the redevelopment of the Victoria Quarter shopping arcades in the early 2000's, the retail offer has been boosted by the addition of the Victoria Gate and Trinity Leeds developments. The site also lies in close proximity to the Grade I listed Kirkgate Market, one of the largest covered markets in Europe, which has benefited from over £12 million of investment within the interior market halls over recent years. The area will also see a new Apart-hotel development on George Street starting on site in 2020.

Character

- 2.12 Surrounding the site is a varied and increasingly tall townscape. There are a number of taller developments that have been either recently developed, are under-construction or have been approved or proposed including towers of up to 37 storeys. This is significantly changing the skyline of the city and creating a cluster of tall buildings in the north and north-eastern quadrant.
- 2.13 The south and west of the site is characterised by medium-rise and more historic development, albeit no less dense, with buildings of circa 4 to 5 storeys more common.
- 2.14 Taller elements that extrude above the skyline include residential and commercial towers and historic buildings such as the Town Hall and Leeds Minster.
- 2.15 There are a number of designated heritage assets adjacent to the site boundary including, not exhaustively, Crispin Lofts (Grade II), the Leeds Chest Clinic (Grade II), and the buildings that form the junction of Vicar Lane and Eastgate and the Appleyard Filling Station (Grade II). The impact of new development within the Eastgate Quarter on the setting of these buildings will be an important consideration. Under the National Planning Policy

Framework (NPPF) conservation areas are designated heritage assets and their conservation is to be given great weight in planning permission decisions.

- 2.16 The Eastgate Quarter also sits adjacent to the City Centre Grand Quarter Conservation Area which was designated in November 2017 in recognition of its good historic survival and townscape completeness with a concentration of listed buildings, ornate commercial properties, strong urban form and important historic greenspace.
- 2.17 The remaining heritage assets are of notable value and must be protected and enhanced. . Important buildings and spaces such as the Corn Exchange, City Markets, St John's Church, First White Cloth Hall, Temple Works and City Square provide a focus and backdrop for significant investment and regeneration proposals from the public and private sector.

Public realm and Key Routes

- 2.18 As a result of extensive changes to the surrounding highway network in the 20th century, including the development of Eastgate and the Inner Ring Road, the site remains an important and well-connected part of the City Centre. There are also a number of connections to the west. However, the Northern Terrace is a major barrier to the south whilst the heavily-trafficked dual carriageway to the east, along Eastgate and St Peters Street, limits connectivity to Quarry Hill. Opportunities to improve permeability, particularly for pedestrians and cyclists should be explored as part the development of the Eastgate Quarter.
- 2.19 The Eastgate Quarter will also provide an important connection into the city centre from nearby priority neighbourhoods and in coming years will become a principal pedestrian route through to the future City Park located in Southbank. It also represents an important connector between the cultural uses to the east, at Quarry Hill and SOYO, and those to the west and north-west, including the Grand Theatre, Opera North and the First Direct Arena.
- 2.20 The site is reasonably well-served with regard to public realm and open space. To the north of the site lies Lovell Park, to the west is St John's Churchyard and to the east is the public realm of Quarry Hill and SOYO. Further opportunities for new areas of public open space, to serve the needs of the development, should be explored as part of the site's development. The opportunity to provide much needed green landscaping to the City Centre has been identified.
- 2.21 The City Centre has also seen the development of new and improved spaces such as Sovereign Square, the first new piece of green space within the City Centre for decades, alongside the recently improved Bond Court.

3. Planning Policy Framework

- 3.1 This Planning Brief is a material consideration in the determination of planning applications. That means that it can inform planning decisions made by the LPA but that the LPA must first consider how the development accords with adopted planning policies and other material considerations.
- 3.2 This section summarises the planning policy context taking into account the legislative framework for planning, including national and local planning policy, planning guidance and other material considerations of relevance to the development of the site. It is intended to provide a summary of the principal planning matters and is not a comprehensive review of all relevant planning policies.

Planning Policy Framework

- 3.3 The Town and Country Planning Act 1990 and the Planning and Compulsory Purchase Act 2004 establish the legislative basis for town planning in England and Wales. Together the Acts establish a 'plan led' system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the Statutory Development Plan ('the adopted Local Plan') unless material considerations indicate otherwise.
- 3.4 At the time of publication, the adopted Local Plan for Leeds includes the Site Allocations Plan (2019), Core Strategy (as amended by the Core Strategy Selective Review 2019), Natural Resources and Waste Plan (2013) and saved policies of the Unitary Development Plan Review (2006) as well as a number of area specific policy documents. The Local Plan and its policies can all be viewed at the following Leeds City Council weblink www.leeds.gov.uk/planning/planning-policy.
- 3.5 Other material considerations when determining any planning applications include the Government's National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG), National Design Guide and Supplementary Planning Documents (SPDs).

Key Planning Policies and Guidance

- 3.6 The Eastgate Quarter is located within Leeds City Centre, as defined by the Core Strategy. The City Centre is the 'economic driver' of the city and will be the focus for major new retail, leisure, culture and office development with new areas of green and public open space, improved transport links and a broader housing offer (Spatial Policy 3 and Policy CC1).
- 3.7 It is also located within the Primary Shopping Area, which is the primary location for retail uses (Policies CC1 and RTC1). The southern elevation of the Eastgate properties is defined as secondary frontage, where the proportion of ground floor retail frontage (within Use Class A1) should be maintained above 50% (Policy CC1 and RTC2).
- 3.8 The Local Plan recognises the important role that the City Centre will play in delivering the housing required to meet demand in Leeds. The City Centre is expected to deliver circa 15% of all new housing in the city up to 2033 (Policy SP7) and in particular deliver a broader range of housing, including family housing (Policy CC1) at the highest densities in the city, meeting or exceeding 65 dwellings per hectare (Policy H3).

- 3.9 The Leeds Core Strategy (as amended by the CSSR 2019) outlines the need for 3,247 new homes to be built per annum. Targets are set for the provision of Affordable Housing across 4 zones. The City Centre (zone 4) currently has a target of 7% on-site provision. Alternative approaches to the delivery of affordable housing, including a greater proportion of low-cost rental products or a financial contribution towards off-site provision can also be considered (Policy H5).
- 3.10 The city centre remains a good location for purpose built student housing. Proposals should seek to avoid excessive concentration of student accommodation (in a single development or in combination with existing accommodation) and to avoid locations which are not easily accessible to the universities by foot or public transport (Policy H6).
- 3.11 The Local Plan includes a number of other policies that will guide the form and function of housing at the Eastgate Quarter including the mix (Policy H4), space standards (Policy H9) and accessibility (Policy H10).
- 3.12 All other town centre uses (as defined by the NPPF) will be supported within the City Centre boundary provided the use does not negatively impact on the amenity of neighbouring uses and that the proposals is in accordance with all other Core Strategy policies. The City Centre is expected to deliver a target of 655,000sqm of office uses (Use Class B1a) (Policy CC1 and EC2) and be the focus for new visitor and cultural attractions and hotels (Policy SP3, CC1 and LT3).
- 3.13 In the context of Leeds' Climate Change Emergency declaration policies on carbon dioxide reduction and sustainable design and construction are particularly important (Policies EN1, EN2 and EN4). Any development must take account of key targets for energy efficiency, carbon emissions reduction and sustainable design in new development as set out in the Local Plan.
- 3.14 The adopted Local Plan seeks to encourage sustainable forms of development through focusing development in sustainable locations and on brownfield land (Policy SP1), improving connectivity between the City Centre and its surrounding neighbourhoods (Policy CC3), public transport improvements and measures to reduce private car use (Policy SP11 and T1) and the provision of open space in new development (Policy G5).

Supporting Planning Guidance

- 3.15 In addition to the adopted planning policies in the Local Plan, there are a number of SPDs and other forms of planning guidance that together will be material considerations for any future planning applications for development of the Eastgate Quarter.
- 3.16 This includes the NPPF, National Design Guide; Council SPDs such as the Tall Buildings Design Guide, Parking Policies and Guidelines and Sustainable Design and Construction; emerging planning policy and guidance; and other documents such as Conservation Area appraisals and listed building descriptions. Applicants are encouraged to seek clarity from LCC on the adopted policies and material considerations relevant to the Eastgate Quarter and the specific nature of the proposals at the earliest opportunity.

4. Development Principles

- 4.1 The Eastgate Quarter provides a unique opportunity to deliver a vibrant and genuinely mixed-use City Centre quarter of strategic importance. Its development will bring a historically important part of the city back into beneficial use, delivering new homes, bringing new training and employment opportunities, enhancing the existing historic assets, creating new areas of public realm, delivering high-quality and well-designed buildings and better connecting the site with the rest of the City Centre, from all directions. The development will bring opportunities for more perforated edges to the site and a permeable street structure, commensurate with the public routes around such areas as Briggate.
- 4.2 The mix of uses at the Eastgate Quarter should contribute towards Leeds' position as a major regional capital and its aspiration to be the best city in the UK and one of the principal cities in Europe with a strong economy, a vibrant and liveable city centre and a diverse commercial, leisure and cultural offer.
- 4.3 As a highly visible landmark site in the centre of Leeds, the Eastgate Quarter provides an opportunity to deliver exemplary sustainable development. Buildings need to be designed to at least meet the current policy requirements for carbon reduction and sustainable design but also anticipate higher standards that Leeds' climate change emergency declaration will introduce in the quest to make Leeds carbon neutral by 2030.
- 4.4 It should comprise a genuine mix of uses that will contribute towards the ambition for a site that is vibrant and active and contributes towards the daytime, evening and night-time economies of Leeds. The mix of uses will be sufficiently complementary to reduce the demand for travel via private vehicle and limit the need for long commuting distances. This could include residential uses including purpose built rental accommodation and an element of student residential; retail and leisure uses including cinemas, gyms, cafes, bars and restaurants; commercial offices including co-working; cultural/tourism uses and hotels; and educational uses such as further and higher education facilities.

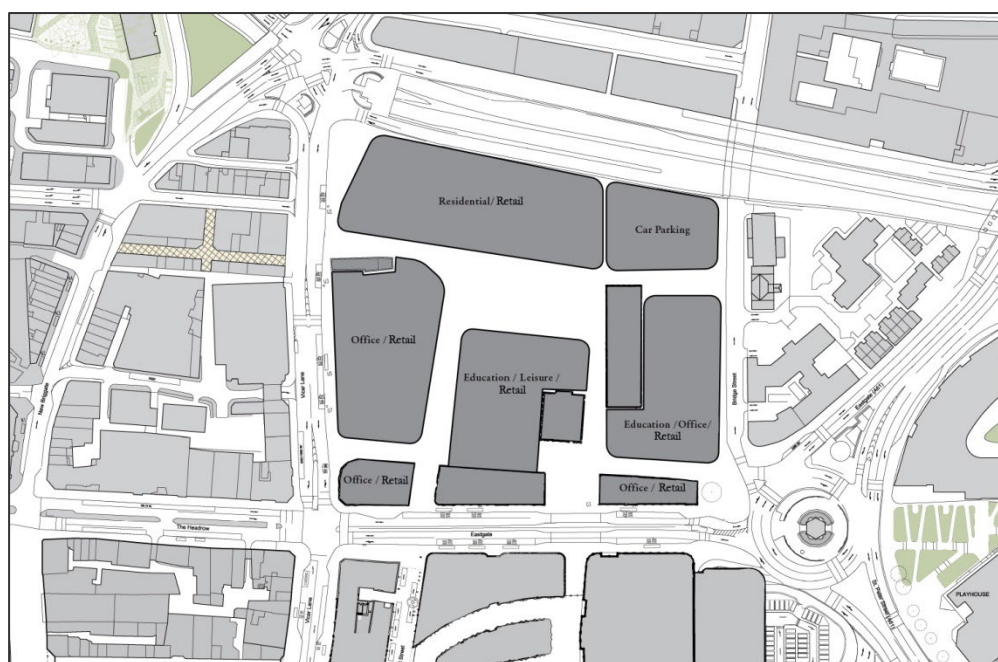


Fig 6: Illustrative spatial layout of the Eastgate Quarter

- 4.5 Initial design studies have indicated that the site is capable of delivering approximately 185,000 sq. metres of development which could include (but not be limited to) circa 1000 homes, 47,000sq metres of office space and 18,500 sq. metres of retail and leisure uses in addition to student accommodation, a hotel, an educational facility and public open space.
- 4.6 The residential development within the site should include a mix of tenure and type and provide affordable housing consistent with the adopted planning policies. It should also ensure that the housing provided accords with the accessible homes and space standards. Private amenity space should be provided for the enjoyment of residents.
- 4.7 New areas of public open space should be provided with green infrastructure incorporated. Landscaping should be suitable for and contribute towards the surrounding environment with appropriate tree and plant species chosen to create a warm and tranquil environment, absorb carbon emissions and be easily maintained. A well-considered and suitable management and maintenance regime should form part of any planning applications.



Fig 7: Illustrative aerial image of the Eastgate Quarter

Placemaking, Design and Heritage

Site permeability & urban connections

- 4.8 Development of the site should enhance existing connections and, where possible, create meaningful new connections to optimise permeability with the surrounding communities, whilst maintaining a sense of place.

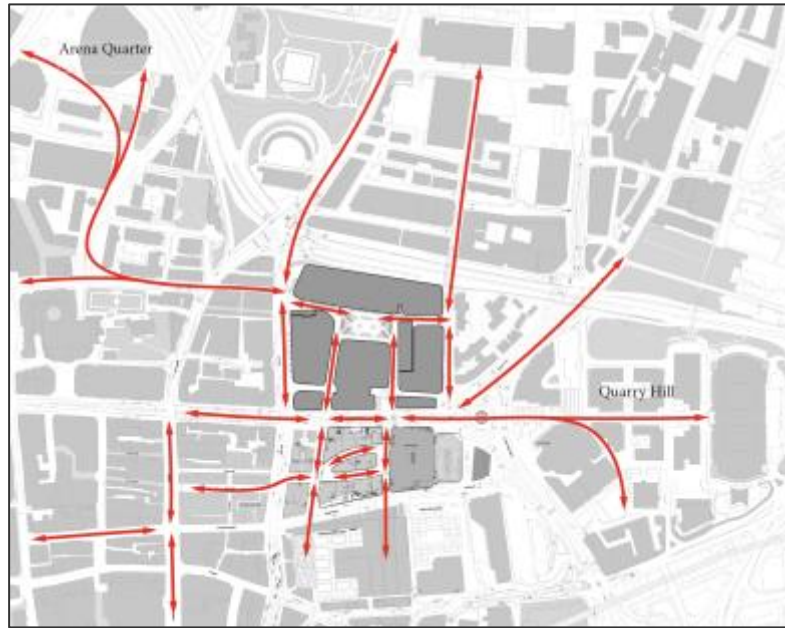


Fig 8: Key connections to the surrounding areas

- 4.9 In particular, opportunities to support and promote the regeneration of adjacent areas through the enhancement and creation of high-quality routes and public spaces will be maximised. This includes, not exhaustively, connecting the city's Cultural Quarter to the east with the Arena Quarter and the Grand Quarter to the west as well as the residential communities of Mabgate, Regent Street and Burmantofts to the north and north-west with the core shopping and office areas to the south and west.
- 4.10 The development will seek to use and enhance existing streets and connections, retaining where appropriate the historic streets and street patterns, and creating varied and interesting urban forms where appropriate. Connections and routes should form a clear hierarchy of primary, secondary and tertiary options appropriate for different users.

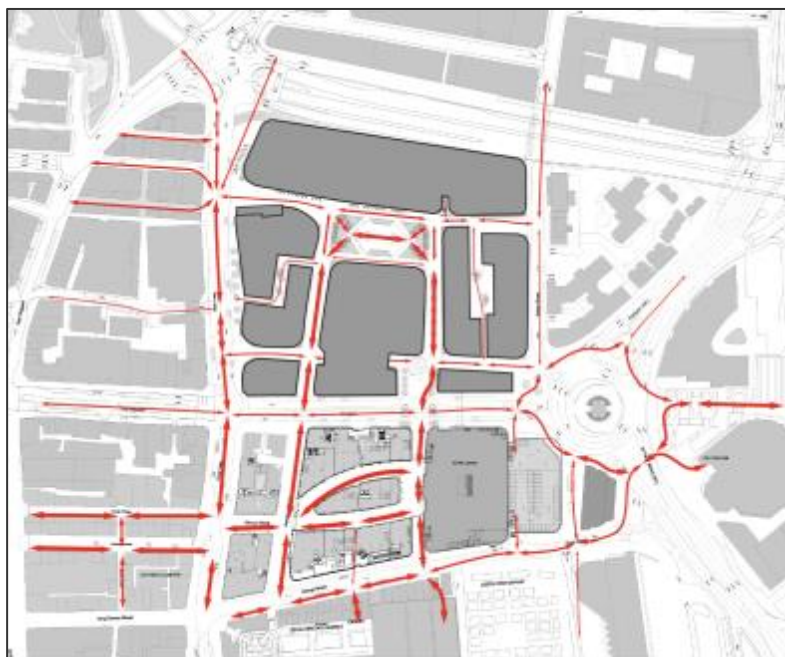


Fig 9: Key connections within the site and the immediate surroundings

- 4.11 The inclusion of ginnels, alleys, squares, courtyards and permeable buildings will be encouraged to reflect the sense of place and ensure Eastgate Quarter remains authentically 'Leeds'. Where appropriate, the closure of streets to vehicular traffic will be used to assist in the creation of high-quality and safe streets and spaces for pedestrians and cyclists.
- 4.12 Opportunities to improve inclusive accessibility across the site, in accordance with British Standard 8300, by reshaping the ground levels and removing steps and challenging gradients will be sought. The needs of all users will be a key consideration in the design of routes and spaces. Where the existing gradients are steeper than what is to be considered accessible (eg levels should not exceed 1:12) the public realm design shall provide alternative accessible routes. Alternative level routes shall be integrated in the landscaping design seamlessly.
- 4.13 Specifically, to the south of the site, the poor connectivity between the site and Eastgate as a result of the uninterrupted length of the Northern Terrace and the level change between Eastgate and Lady Lane will be addressed. To the north of the site, the Inner Ring Road creates a well-defined boundary so opportunities to enhance connectivity must be focused on North Street and Bridge Street to the north-western and north-eastern extents of the site respectively. To the east of the site connectivity to Regent St and Mabgate will be addressed.
- 4.14 Active frontage at ground floor shall be promoted to enliven the site and to create safe routes and spaces utilising the principles of Secure by Design. Similarly, transparency and activation at upper levels shall be sought in a way that is compatible with the use types. Architectural treatment shall recognise opportunities for transparency and conceal less slightly functions through high-quality design.

Heritage & Building Retention

- 4.15 The demolition of buildings and the development of major highway arteries, including the Inner Ring Road and Eastgate and the Headrow, has resulted in a significant loss of historic interest in the site. However, historic elements remain including 3 listed buildings, a historic street pattern and other non-designated heritage assets.

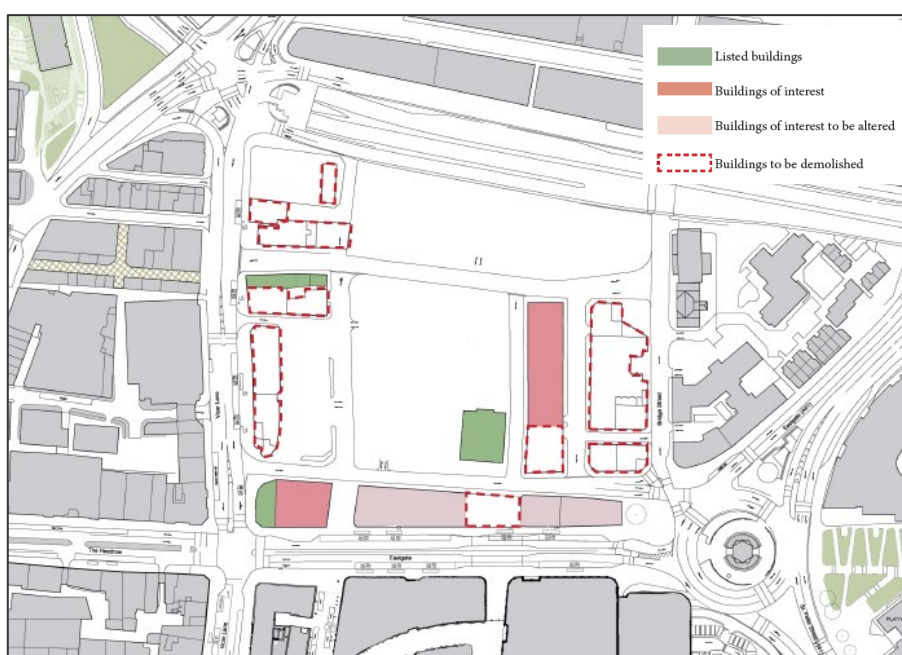


Fig 10: Potential zone of partial demolishing and illustrations.

- 4.16 The remaining heritage assets of notable value must be protected and enhanced. This includes retaining the remaining heritage assets as part of any redevelopment; ensuring new development creates an appropriate setting for the heritage assets and retaining important and historic streets and routes.
- 4.17 In addition, development proposals must be informed by detailed assessments of the site's heritage ensuring that future development is informed by the significance of the heritage assets and that those assets are sufficiently protected and given sustainable new uses. Consideration must be given to the setting of any heritage assets and proposals designed sensitively to ensure those settings are protected and enhanced,
- 4.18 The remaining heritage assets of notable value include the Templar Hotel Public House and its attached brewery (Grade II listed), National Deposit House (Grade II listed) and the attached building, Templar House (Grade II listed), Lyon's Works (considered to be a non-designated heritage asset) and the Northern Terrace facing onto Eastgate. A plan showing key heritage buildings is provided at Appendix B.
- 4.19 The majority of the Northern Terrace is expected to be retained, albeit opportunities to enhance connectivity between Eastgate and the site through partial demolition will be explored. Any partial demolition must be considered in the context of the level of harm caused and the wider benefits, including enhancing the setting of Templar House, and be justified in a subsequent planning application. The architectural rhythm of the Northern Terrace and the merits of improved accessibility. More substantial demolition of the Northern Terrace must be justified by very significant benefits arising from the redevelopment of that part of the site and clear explanation that the existing buildings cannot be suitably reused for the proposed purpose.

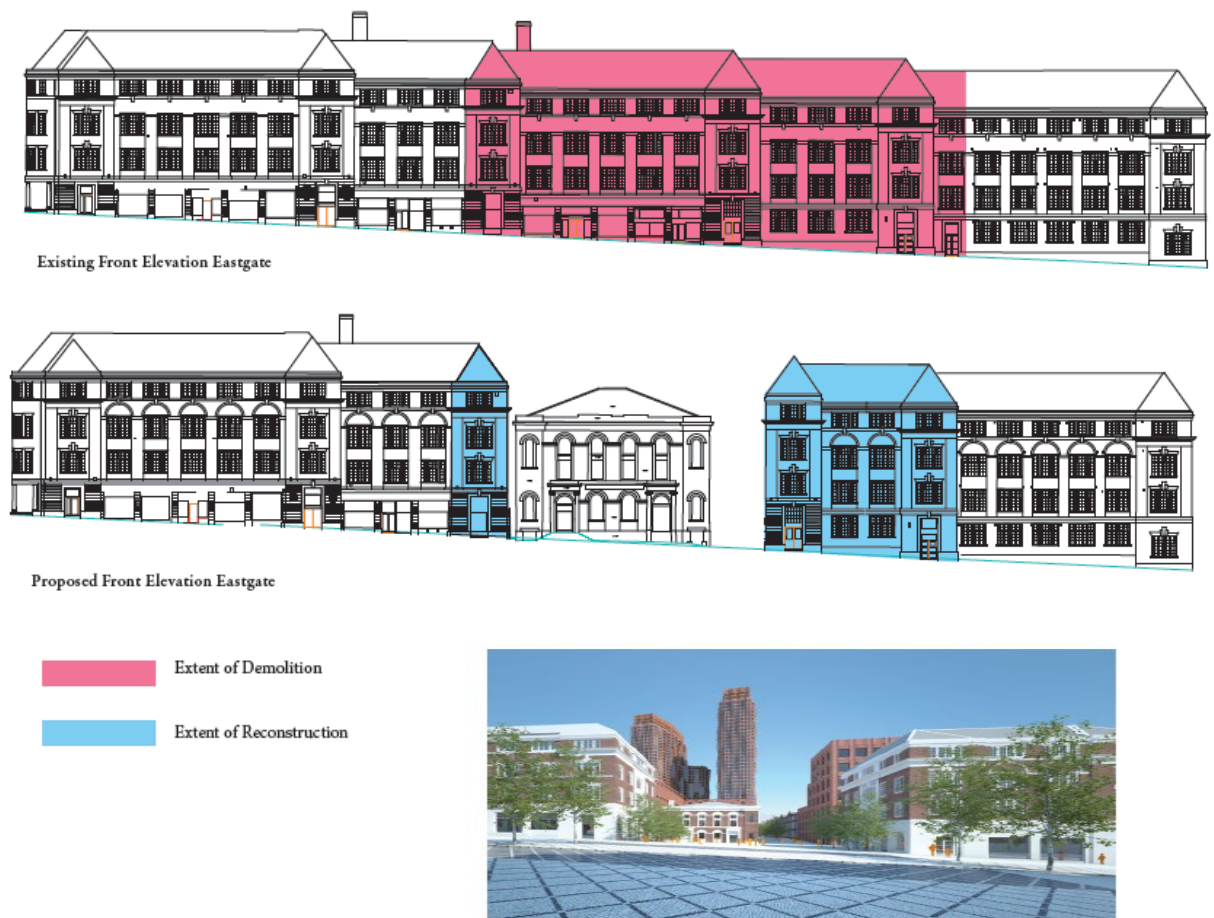


Fig 11: Illustrative approach to enhancing connectivity through the Northern terrace

- 4.20 In addition, the relatively low quality of the rear and side facades of Templar House, which historically were hidden by surrounding development, when compared with the high quality of its frontage and the historic importance of the building as a Wesleyan Methodist Church means that some obscuration of these elevations is acceptable where it forms part of a coherent design rationale for the site. Opportunities to provide glimpsed views of these facades should be incorporated where possible alongside the restoration of those exposed elevations of the Grade II listed building.
- 4.21 Any new extension to the Lyon's Works Building shall respond to the form and rhythm of the roofscape of Lyons Works.
- 4.22 Any surviving internal features (eg: plasterwork) within listed buildings should be retained, unless there is significant justification for its removal. In addition the interiors of retained buildings shall be sensitively re-ordered to ensure enhancement of these existing/original assets and their character.
- 4.23 Where retained designated and non-designated heritage buildings are to be integrated in to large development blocks, to ensure that the visual identity of the heritage can still be read, historic walls should be retained, where feasible, with new openings created within them that connect the historic building to the larger development block.
- 4.24 Those buildings which are not considered to have sufficient significance to be considered to be non-designated heritage assets as identified by a heritage assessment may be redeveloped in accordance with the masterplan to facilitate a greater density of use and to enhance the character and quality of the built environment. Proposals for the redevelopment of those buildings which are considered to be non-designated heritage assets should be assessed in accordance with paragraph 197 of the NPPF.
- 4.25 In addition, development proposals shall ensure that existing heritage buildings' settings (both within and outside the site) are improved by:
- Retaining or increasing their visibility;
 - Considering their original setting in the development's urban design and, where possible, seeking to provide the same or similar setting through new development;
 - Considering the scale of heritage buildings when they are incorporated in new and larger buildings through horizontal and vertical setbacks;
 - The use of architecture and materials to reflect the history of the site and the wider city of Leeds, notwithstanding the need to enable and allow for new forms of high-quality design and architecture.

Building Form & Height

- 4.26 The development shall create a framework which promotes a varied urban form, rich in architectural style and character, whilst seeking to recreate the atmosphere of the historic street grain lost in the 20th century.

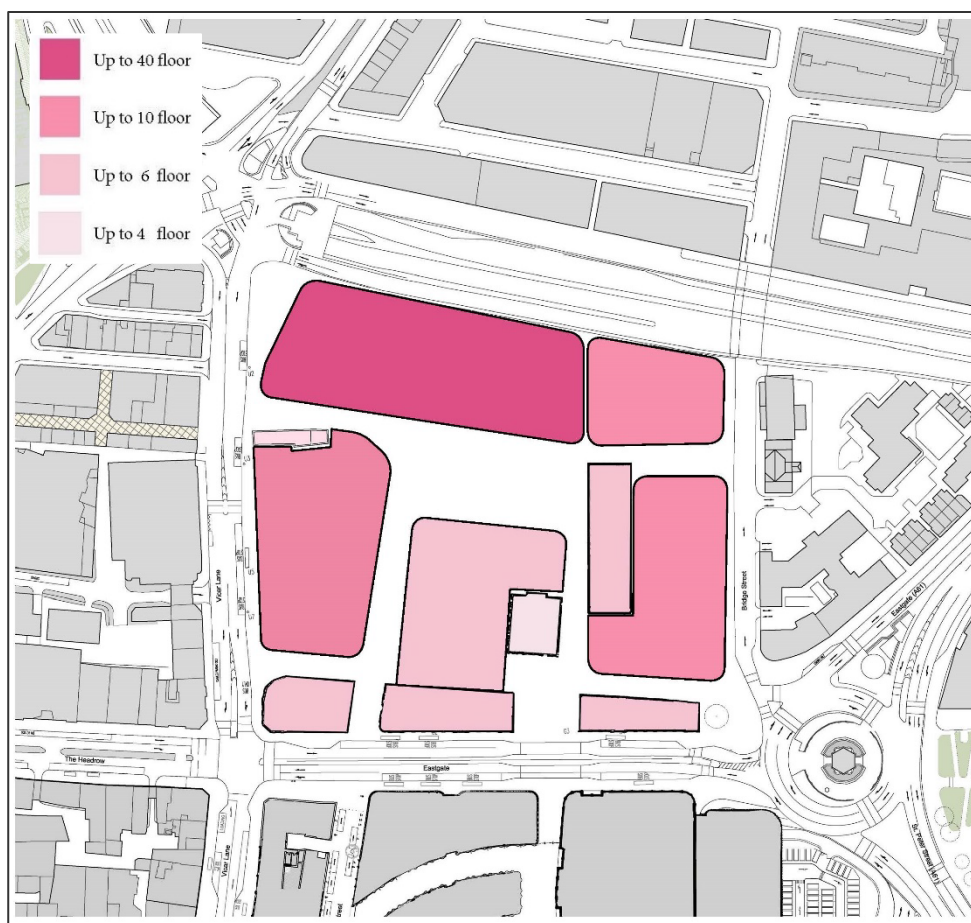


Fig 12: Illustrative potential distribution of building height

- 4.27 Proposals that include tall buildings should acknowledge the guidance contained within both the existing and the draft Leeds Tall Building SPD and the supporting document, Draft Wind & Micro-climate Toolkit for Leeds, which provides guidelines for wind microclimate studies that will be required as part of the planning applications for new development of tall buildings. The draft SPD defines the Eastgate Quarter as part of the Tall Buildings Preferred Area which are locations where tall buildings are considered acceptable in principle.
- 4.28 In addition the draft SPD defines a series of constraints that will be the starting point for determining the acceptability of proposals for tall buildings. This includes architectural approach, the use of materials, heritage impact, townscape and visual impact and environmental effects such as wind and access to daylight and sunlight. Planning applications should be supported by assessments setting out the impact of any proposals on these matter.
- 4.29 In line with the emerging revisions in the draft Tall Building Design Guide Supplementary Planning Document (July 2019), tall buildings should be accommodated to the northern part of the site, with exact heights to be agreed. Tall buildings may be acceptable elsewhere within the site subject to wider masterplanning considerations and meeting the requirements set out in the draft Tall Building Design Guide Supplementary Planning Document.

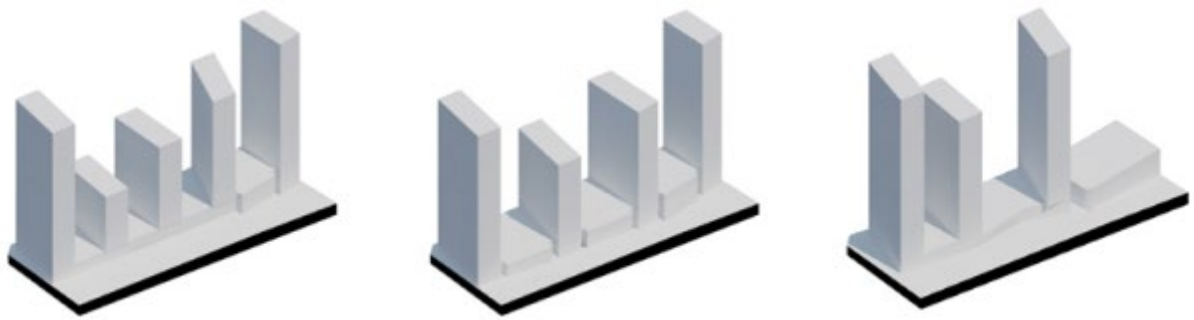


Fig 13: Indicative options for tall building approach on the northern part of the Eastgate Quarter

4.30 Key considerations for the design and form of tall buildings within the Eastgate Quarter include:

- The buildings must be of a high-quality design that enhances the townscape of Leeds and be supported by robust environmental assessments to demonstrate that unacceptable harm will not occur as a result of the development;
- They shall be considered as an ensemble and illustrate a clear overarching design rationale;
- The design shall consider articulation of volumes to achieve proportions that emphasise verticality, control the perceived scale and are harmonious; and
- They shall be designed to respond positively within key views both from a distance and at close street level.

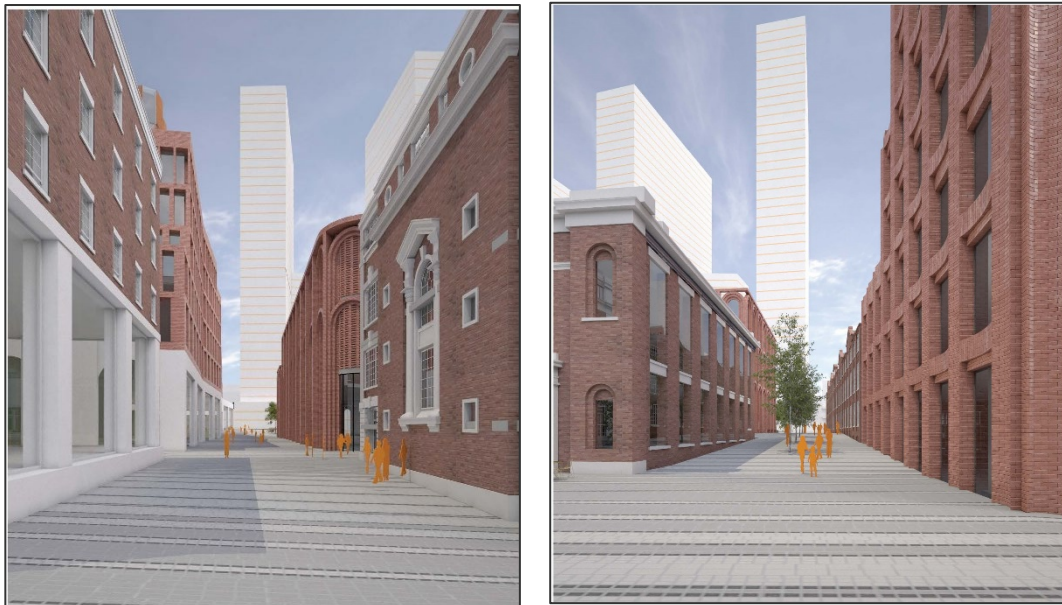


Fig 14: Illustrative views of the tall buildings within the site

4.31 All buildings shall be of appropriate scale and consider ways to articulate the volumes by:

- Articulating the building outline around the perimeter through kinks or steps where appropriate;
- Introducing setbacks appropriately to the immediate context and adjacent streetscape;
- Articulating roofs in a way that is sympathetic with existing buildings, creates a coherent roofscape;
- Using roofscape as an integral sculptural element (e.g. plant screens);

- Building roofs shall be used to maximise biodiversity, vegetation and rainwater attenuation in the development;
- A combination of 'green' and/or 'brown' roofs shall be delivered in the development;
- The visibility of roofs shall be considered when seen from high-rise buildings within the development and adjacent sites with careful attention paid to highly visible roofs;
- Active and usable roofs should be sought where possible and supported by the building use type; and
- Building roofs shall be partially used to house plant facilities. Where this is the case, appropriate screening shall be incorporated into the design and treated as a design opportunity to articulate the top of a building.

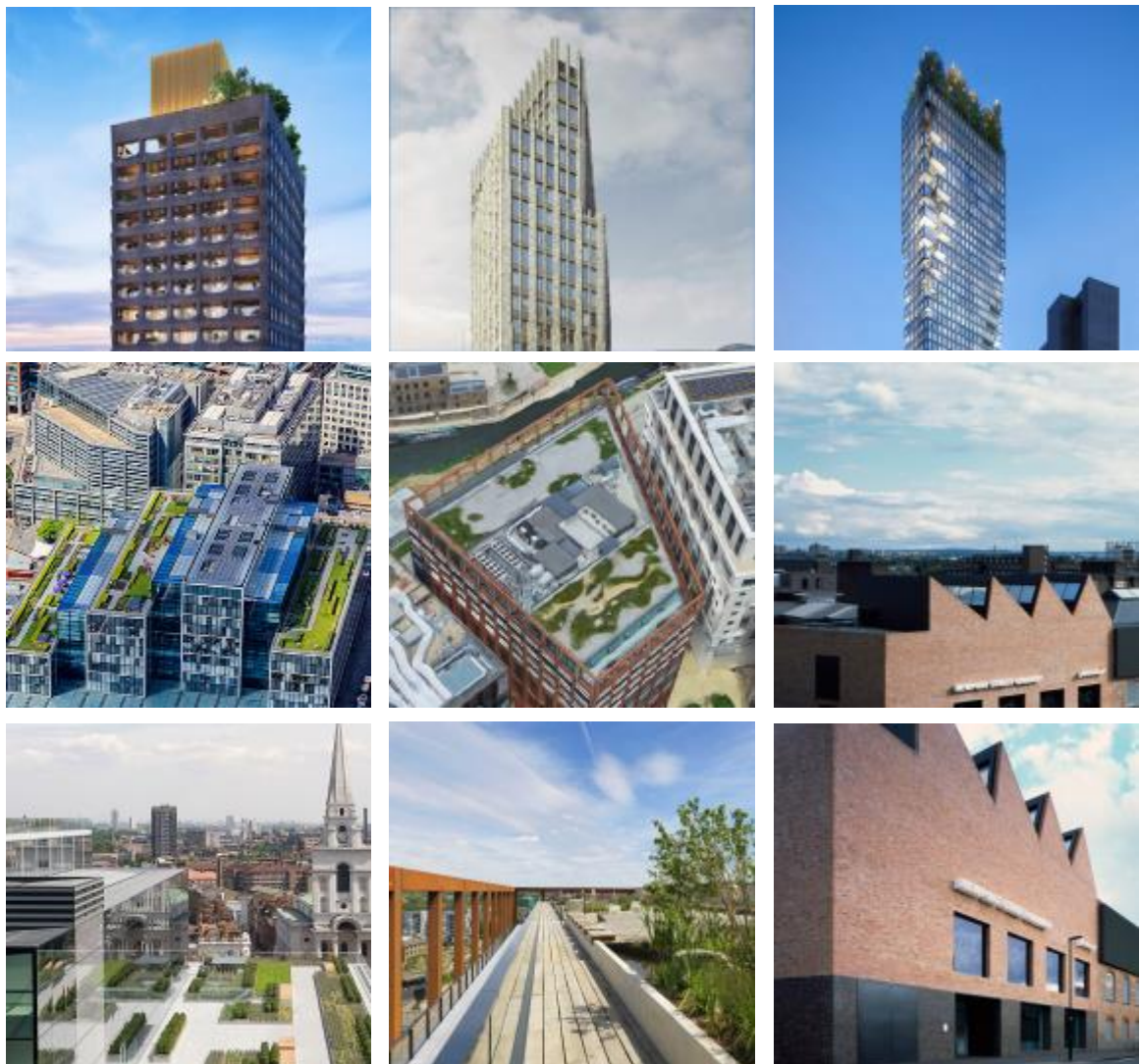


Fig 15: Precedents of good roof design

Identity & Materiality

4.32 The development shall create the opportunity for landmark high quality new and regenerated buildings as well as memorable places.

4.33 Facade articulation shall acknowledge the character and history of the area with references to:

- Leeds' industrial building heritage such as the Lyon's Works building; and
- Heritage materiality and forms such as three-dimensional brick and terracotta.

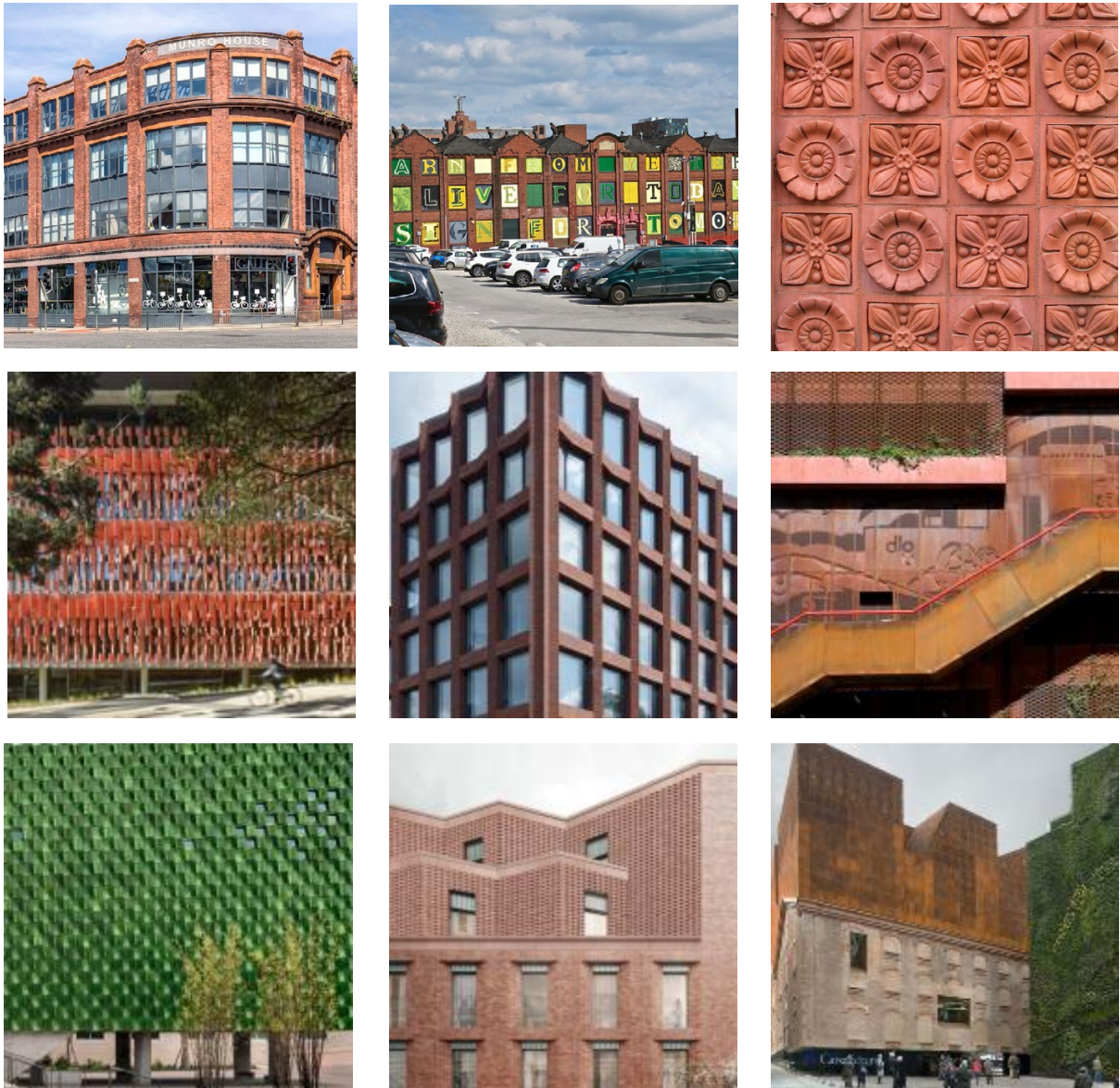


Fig 16: Use of brick in Leeds and elsewhere

- 4.34 Where brick is used, the colour and hue selected shall be similar and complementary to the surrounding brick facades, in particular the Northern Terrace, Victoria Gate and the Headrow buildings.
- 4.35 The integration of vegetation within the building fabric shall be considered through vertical green walls and planters where technically feasible, thriving naturally and easily maintainable.
- 4.36 The longevity and durability of building materials should be a key consideration in the design of new buildings.

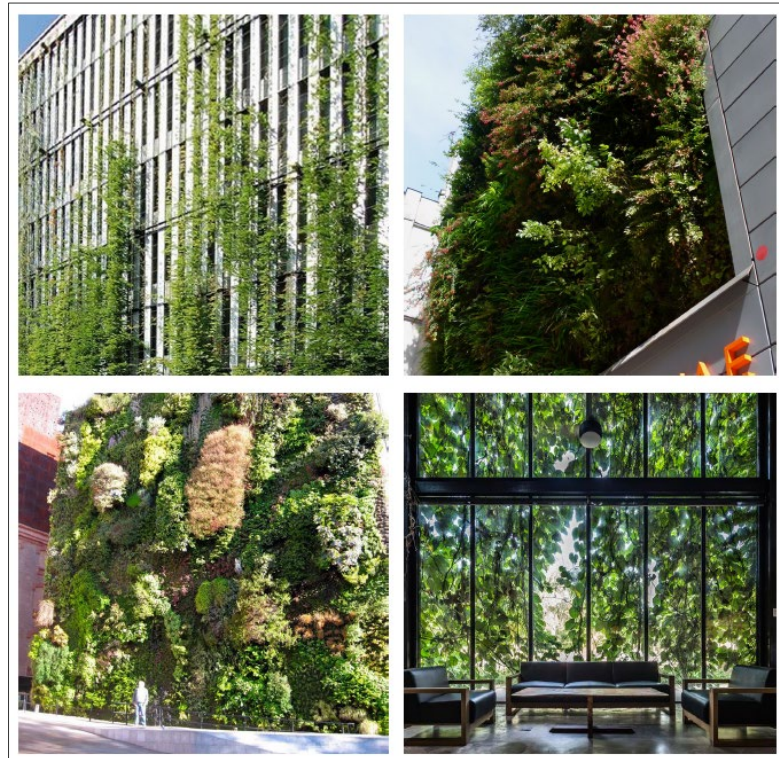


Fig 17: Examples of green walls

Landscape Strategy

4.37 The development shall make provision for public open spaces of different scales, character and purpose. These should provide an integrated network of accessible public open spaces, semi-public and private landscaped areas, which collectively form the focal point of outdoor activities.



Fig 18: Examples of use of soft and hard landscaping in open space in urban areas

- 4.38 The public open spaces and routes between them should create a distinctive and welcoming 'sense of place', be well-integrated with the buildings around them and be flexible and adaptable, maximising their attractiveness and usability throughout the changing seasons.
- 4.39 The spaces and streets should comprise a mix of hard and soft landscaping with meaningful provision of planting, including larger growing trees where they can be integrated from the outset within a responsive scheme, in locations where they will thrive. Opportunities to enhance biodiversity and wildlife habitat through plant species, design and areas of refuge will be encouraged, enriching the quality of the site for both end users and wildlife. Similarly, the approach to landscaping design should reflect the Leeds City Council commitment to addressing the Council's declared climate change emergency
- 4.40 The inclusion of water features can add interest as well as functioning as positive elements of wider site drainage provision. Well-designed and attractive street furniture can be supplemented by art work, to add interest and individual character to site developments whilst creative use of external lighting adds quality and distinctiveness, as well as encouraging secure use of the site beyond the hours of daylight. Design proposals should show how this has been considered and is to be addressed.



Fig 19: Examples of water features and furniture in open spaces

- 4.41 The protection and enhancement of site landscapes over time needs to be addressed positively, through well-considered and responsive long-term management and maintenance strategies.
- 4.42 Where feasible roofs shall be activated by public, semi-private/communal or private activities. This could include bars and restaurants, private gardens or playgrounds.
- 4.43 With specific regard to the site, it is anticipated that a large square could be located centrally within the site. This space should:

- Offer a breakout space for local workplace & residential population;
 - Offer facilities to attract people from the surrounding communities and the rest of the city (e.g. a water feature, soft landscaping, seating areas);
 - Shall provide space for special events (e.g. markets, concerts/performance spaces);
 - Shall provide a mixture of soft and hardscaping;
 - May provide the setting for a key cultural building and south facing outdoor seating for restaurants;
 - Shall be open to traffic limited to deliveries and emergency vehicles.
- 4.44 The square shall be defined by the existing Lyon's Works building and new buildings to the north, south and west. Built form and massing shall consider sun exposure and shall seek to minimise shadows cast onto the square, in particular at sunset.
- 4.45 In addition, the opportunity for a smaller public square could be created by the opening up of the Eastgate Northern Terrace. This square shall:
- Offer south facing outdoor seating for restaurants;
 - Be a transition space linking North and South and celebrating the crossing of Eastgate;
 - Host space for smaller events to supporting Victoria Gate footfall;
 - Include public art to become a counterpart to Victoria Gardens along the Headrow.
- 4.46 The smaller square shall be defined by Templar House, the Northern Terrace and Eastgate. Trees shall be used to create enclosure and definition where Eastgate carriageways cross the square.
- 4.47 Other areas of incidental spaces, such as the streets and courtyards, shall provide for a variety of functions which may include:
- Provide a pedestrian friendly environment;
 - Be open to traffic limited to deliveries and emergency vehicles;
 - Include soft landscaping and vegetation where possible and compatible with traffic requirements;
 - Encourage pedestrian movement with a pedestrian friendly environment and maximised active frontage;
 - Include shortcuts for transiting pedestrians;
 - Allow for breakout spaces for building users;
 - Provide spill out space for ground floor activities.

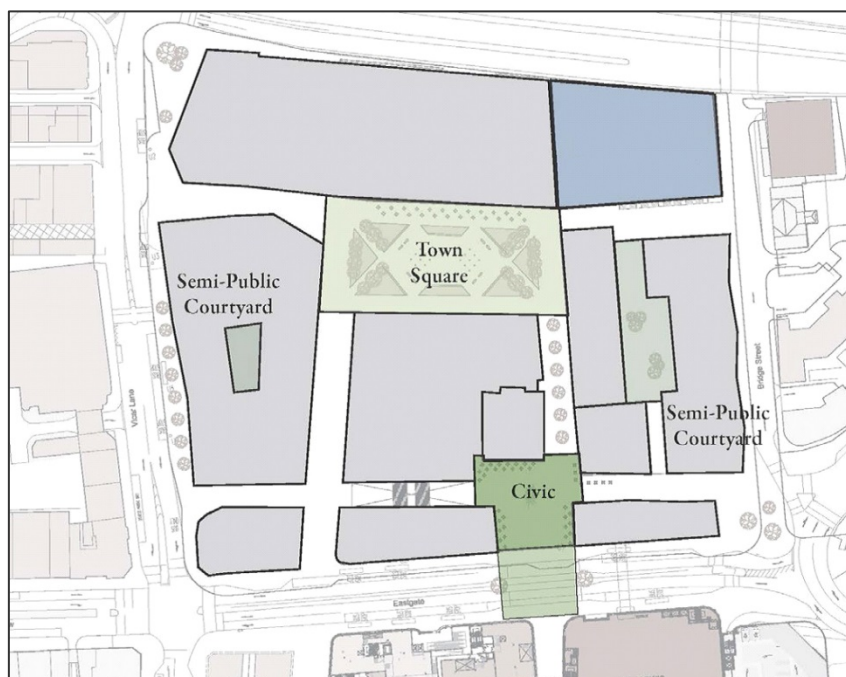


Fig 20: Distribution of open space on the Eastgate Quarter

Transport Strategy

- 4.48 The development will require a site-specific transport strategy which promotes sustainable transport options and addresses public transport, pedestrian and cycle movements, the public highway, access to the site and neighbouring areas, car parking and servicing.
- 4.49 The site-specific transport strategy will be developed in partnership with the City Council, Highways England, West Yorkshire Combined Authority and other key transport bodies and stakeholders. The objectives of the site-specific transport strategy should be:

- To support the Council's Transport Strategy of increasing travel by sustainable travel modes and creating safer streets. Proposals should be sympathetic to the Council's ambitions to reduce travel to the City Centre by private car and providing streets within the City Centre that prioritises public transport, walking, cycling and local access.

Within the Development

- To promote a sustainable development that minimises the need for travel;
- Provide safe and convenient pedestrian and cycle routes for all users within the development through the creation of new streets (and the closure of some existing streets) and new public spaces;
- Provide an appropriate level of servicing that is off-street and accessible from the primary road network to each element of the development. The servicing strategy will need to ensure that the local operational needs are accommodated;
- To develop a scheme that provides the appropriate level of high quality car parking as part of a balanced Transport Strategy for the site and the surrounding area. The level of car parking should be assessed at the time of the development, based upon the need generated by new floorspace and taking into account the re-provision of current short stay parking currently provided on site. Car parking should include

appropriate provision for disabled parking, be designed to minimise the risk of car crime, support the use of alternative vehicle technologies including electric vehicles, enable the land to be used efficiently and be directly accessible from the primary road network;

- To avoid the inefficient use of land, surface parking should be avoided. Instead car parking should be provided within a multi-storey block with good access to the road network and in a location to avoid conflict with public transport uses. The north-east corner of the site accessed via Bridge Street is considered in principle to be an acceptable location for this provision;
- To provide an appropriate level of cycle parking and facilities for occupants and visitors to the development;
- To provide safe and secure motorcycle parking for occupants and visitors to the development.

Surrounding the Development

- To improve pedestrian and cycle integration and accessibility to the development from the surrounding area and to create convenient, safe and desirable routes and linkages from the site to the rest of the City Centre and the surrounding communities;
- To develop and formulate proposals for a highway network that can accommodate the requirements the proposed development (e.g. access, parking, servicing, etc.), whilst ensuring continued network capacity and improving access for public transport;
- To reinforce the urban route along the Headrow and Eastgate to Quarry Hill and thus assisting to integrate Quarry Hill into the City Centre;
- To recognise Vicar Lane as an important public transport corridor and seek opportunities to improve the pedestrian environment, provide appropriate linkages for pedestrian and cycle movement to the west and integrate servicing requirements so that public transport is unaffected;
- To contribute to an integrated public transport system and optimise opportunities for public transport provision;
- To limit the accessibility of vehicles within the site.

4.50 A comprehensive and site-wide servicing strategy should be prepared early to support the development of the site. The strategy should seek to limit the movement of large service vehicles through the site, particularly at times which would conflict with the use of pedestrians and cyclists. Buildings should have dedicated service areas where possible. It should also recognise and allow for the servicing needs of the various uses allowed for under this Planning Brief, including the increasing use of personal deliveries for residents and employees.

Environment and Sustainability

4.51 Eastgate Quarter is considered to be inherently sustainable as it is a previously developed site and is well-located in the city centre close to public transport links as well as various shops, services and areas of public open space. The proposal to redevelop the site to provide for a mixed use scheme, which limits the need to travel is also considered to be a sustainable solution. However, in light of the LCC Climate Emergency declaration, the development must incorporate measures that protect the environment and be ambitious in terms of carbon emission reduction.

4.52 This should be achieved through the following objectives:

- The design should allow the evolution of the development over time enabling individual buildings to be adapted for re-use where possible;
- Development should maximise the efficient use of the site providing a mix of complementary uses offering the opportunity to reduce the need to travel;
- Development should, where possible, optimise opportunities for public transport provision;
- Development should ensure that the local community benefits from the opportunities created by the development;
- The types of community facilities provided should consider the existing provision on site and the ability of existing educational, training, health and community facilities to manage the increased demand that may result from the proposed development;
- Design should help to reduce crime and utilise Secure by Design principles;
- Design should incorporate and promote the highest standards of resource management, addressing areas such as minimising energy use, water consumption and waste and methods of minimising waste production and facilitating recycling should be implemented;
- Development should aspire to be net zero carbon in embodied carbon, construction and operation, utilising sustainable materials and construction techniques, high levels of energy efficiency and the exploration of on-site renewable energy generation;
- Flood resilience should be incorporated in to the design through Sustainable Urban Drainage Systems and rainwater harvesting, incorporating open water and planting where possible;
- Planning applications within this area would need to be supported by a site-specific flood risk assessment (FRA), which can demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
- Carbon dioxide emissions from the proposed development should be minimised and measures to reduce such emissions should accord with relevant local planning policies, and the potential opportunity to connect to the Council's District Heating System should be investigated;
- The impact of air pollution, odour, noise and vibration on new and existing residents should be minimised;
- The repair and re-use of historic buildings is an intrinsically sustainable form of development, minimising the use and waste of scarce resources associated with demolition and redevelopment and helping to achieve sustainable growth;
- Listed buildings must be preserved and enhanced, and opportunities to reuse other existing buildings should be fully explored to save carbon embodied in the building fabric and retain the historic character of the area;
- New street trees and other biodiverse planting such as green roofs must be a key component of development to improve local air quality, cool the air, absorb rainfall, sequester carbon and provide habitats and amenity value.

Implementation and Phasing

- 4.53 The scale and form of the site means that its development is likely to be brought forward in a phased manner. This Planning Brief has been prepared to facilitate a coherent approach to the site's development and to ensure that there is a consistent and high-quality design approach secured in each phase.
- 4.54 Each phase should be designed so that the proposed uses, buildings and spaces within that phase can function effectively. For example, it should:
- Have clear and legible access for all modes of transport;
 - Be well-served either by on-site community services and open space or by existing facilities surrounding the site where capacity exists;
 - Be consistent with the principles of Secure by Design;
 - Demonstrate compatibility with the existing uses on parts of the site that are yet to be developed;
 - Not fetter the development of future phases.
- 4.55 Separate planning applications for individual phases will be supported where they clearly demonstrate that the above criteria have been met.

5. Guidance

Pre-Application Advice

- 5.1 Leeds City Council offers an advice service on proposals before submission of a planning application. This is not compulsory but it will make submitting a proposal easier. The advice provided can provide a useful steer on proposals, leading to better quality developments and an increased chance of a quicker decision on the application.
- 5.2 The pre-application service is to advise single option proposals only, however due to the scale of the site and the potential for its future development it is recommended that a Planning Performance agreement be entered into. All enquiries should be submitted on a planning pre-application advice enquiry form with the appropriate fee. If you require advice on multiple options for the site/development, separate enquiry forms and fees will be required.
- 5.3 Officers will provide advice on whether it is likely that your proposal, as submitted, would be granted planning permission or not and will highlight main issues as appropriate. More information and the relevant forms can be found at the following website link. <https://www.leeds.gov.uk/planning/planning-permission/pre-application-enquiry-service>

Developer Contributions

- 5.4 The Community Infrastructure Levy (CIL) and Section 106 (S106) Agreements are separate funding regimes which are paid by the applicant/landowner.
- 5.5 Section 106 Agreements are used to secure site specific measures (obligations) that mitigate the direct impact of the proposed developments, where that mitigation is a) needed to make a development acceptable in planning terms, b) directly related to the development and c) fairly and reasonably related in scale and kind to the development.
- 5.6 Guidance on S106 obligations can be found at the Leeds City Council CIL webpage <https://www.leeds.gov.uk/docs/PLN%20S106%20guidance%20for%20applicants%20final%20version%2006.12.11.pdf>
- 5.7 CIL will address the broader impacts of development across the district. As such, CIL will not fully replace planning obligations. The CIL Regulations restrict the use of planning obligations to ensure that developments are not charged twice for the same infrastructure type or project, through both a planning obligation and a CIL charge.
- 5.8 The Leeds City Council Community Infrastructure Levy was adopted on 12th November 2014 with charges operable from 6th April 2015 The CIL Charging Schedule sets the charges by use per square meter of floorspace. Please refer to the Leeds City Council CIL page on webpage at <https://www.leeds.gov.uk/planning/community-infrastructure-levy>

Appendices

Appendix A - Strategic Plan Summary

Appendix B - Plan showing key Heritage Buildings

Appendix A- Strategic Plan Summary

<u>PRIORITIES</u>	
<u>LEEDS TRANSPORT STRATEGY</u>	<p>The Leeds Transport Strategy (<i>Interim December 2016</i>) outlines a number of priorities for transport within the city that were supported during the ‘Leeds transport Conversation’. Some of which include:</p> <ul style="list-style-type: none"> • Making the city centre a better, more people focussed place, with city streets that are more conducive to walking and cycling for a Liveable and Healthy Leeds; • Creating a transport system that has a positive effect on people’s health and wellbeing and raises environmental standards across the city through the promotion of walking and cycling and the reduction of air pollution, noise and carbon emissions; • Transport provision which links areas of social deprivation to jobs and opportunities of a prosperous city centre; • Enhanced existing public realm and the creation of new quality public spaces. <p>To deliver the Council’s ambitions relating to ‘<i>quality public spaces</i>’ and the ‘<i>promotion of sustainable travel</i>’, a £174m Leeds Public Transport Improvement Programme (<i>LPTIP</i>) has been committed. LPTIP will improve access to transport hubs, particularly within the city centre which large numbers of people are using on daily basis, and improve the environment for cyclists and pedestrians where we are improving priority for buses.</p> <p>LPTIP is investing c£2m on highway improvements along New Briggate which will deliver changes to the layout and alignment of the highway which has been previously been very problematic. An overview of the improvements are as follows:</p> <ul style="list-style-type: none"> • <i>Bus stops will be removed and relocated to more suitable adjacent streets, in agreement with bus operators in the city;</i> • <i>A pedestrianised section will be created ;</i> • <i>Pavements will be widened enabling space for businesses to spill out ;</i> • <i>Existing pedestrian will be upgraded;</i> • <i>Introduction of a dedicated cycle lane;</i> <p>The council is also committed through the West Yorkshire Transport Plan to a series of initiatives which are designed to cut carbon emissions by a quarter over the next decade. It is the council’s aim to be city where you don’t need to use a car. In particular, the city is focussing on the role and place for a new mass transit system to complement the present bus and rail networks. The council will also consider a workplace levy on car parking alongside other measures which may encourage a shift from the private car and generate investment in alternatives.</p> <p>In line with the above, the Eastgate Quarter will require a Transport Strategy which promotes sustainable transport options and addresses public transport, pedestrian movements, the public highway, access to the site and neighbouring areas, car parking and servicing. Proposals should be sympathetic to the Council’s ambitions to reduce travel to the city centre by private car and providing streets within the city centre that prioritises public transport, walking, cycling and local access.</p>

CLIMATE CHANGE & SUSTAINABILITY

In March 2019 Leeds City Council declared a climate emergency with the ambition of working to become a net zero city by 2030. The Council and the Leeds Climate Commission launched a major consultation on how the city should respond to the Climate Emergency and a report was taken to Executive Board on 7th January 2020. The report outlines the Council's aspirations to be a 'zero-carbon Council' and a 'zero-carbon City'. A summary of the report is provided below:

Transport:

- The city is making a £270m low carbon intervention through the Leeds Public Transport Investment Programme, delivering bus priority corridors, segregated cycle facilities, city centre gateways, expansion of existing bus and rail park & ride sites, alongside complementary investment in bus services and low emission vehicles from the bus operators.
- The introduction of a Clean Air Zone from the summer of 2020, will help to accelerate the reduction in carbon emissions as well as reduce air pollution.
- The council is committed through the West Yorkshire Transport Plan to a series of initiatives which are designed to cut carbon emissions by a quarter over the next decade. It is the council's aim to be city where you don't need to use a car. The measures include: *Doubling bus patronage, a 75% increase in rail, a 10% increase in walking, a 300% increase in cycling and a 15% decrease in car usage.*
- The city is focussing on the role and place for a new mass transit system to complement the present bus and rail networks and will also consider a workplace levy on car parking alongside other measures which may encourage a shift from the private car and generate investment in alternatives.

Housing:

- The council is committed to investment in its own housing stock, Council housing is currently rated at C for energy efficiency, compared to D for housing as a whole following extensive investment over the last fifteen years.
- The council's main area of housing growth is the city centre. The council is committed to bringing forward 20,000 new homes within an expanded city centre which minimise heating requirements and car usage, creating an exemplar urban community.
- The National Planning Policy Framework stresses that the planning system should support the transition to a low carbon future in a changing climate, and all development plans produced in Leeds as part of the Local Plan have sought to future-proof the city from the consequences of climate change and reduce carbon emissions.

Development:

- The council is working closely with developers in order to understand barriers, showcase best practice, facilitate innovation and communicate the city's ambitions for sustainable development and climate change action to the market.
- The council's Climate Emergency Advisory Committee (CEAC) has established a dedicated cross-party Elected Member working group to focus on planning, buildings and energy in support of this agenda.

Landscape & Biodiversity:

- Addressing the issues of landscape and biodiversity presents the opportunity to offset some of the remaining carbon in production but also to enhance wildlife and improve the public experience. A combination of developing woodland on our own holdings, together with work with other land owners are set to bring forward millions of trees in the next thirty years.
- The council also has a specific programme to develop green spaces in the city centre as it becomes a major residential centre, shifting its emphasis towards encouraging biodiversity.
- The council will also seek to ensure through Planning that all new housing developments support biodiversity.

CULTURE
STRATEGY 2017-30

The Culture Strategy for Leeds 2017-2030 aims to: *“Change perceptions and attitudes towards culture and the arts, moving the focus from what they cost to what they create and ensure that culture is celebrated, runs through our DNA and is inextricably linked to who we are and what we do.”*

The expansion of the city centre creates space for a bold proposition for the city’s cultural portfolio, reimagining and redeveloping the unique assets already in place. The city has a responsibility to develop and grow but it must also have an obligation to do so sustainably and with respect, compassion, and consideration for what already exists.

Objectives of this strategy are:

- For the city to value and prioritise cultural activity, utilising it as a means of improving the quality of life experienced by every person and every community in Leeds.
- For culture to build respect, cohesion and coexistence between and within communities and individuals.
- For people, whatever their background, to be supported to be creative through school, informal learning, training, volunteering and employment, ensuring that culture can be created and experienced by anyone.
- For Leeds to be nationally and internationally recognised as a liveable city, and a thriving, internationally connected cultural hub open to collaboration.
- For Leeds to be at the forefront of cultural innovation, making the most of new and emerging technologies.
- For the culture sector to grow and increase its contribution to Leeds’ economy, by placing culture at the heart of the city’s narrative.
- For established cultural organisations to be resilient, and to create an environment where new cultural organisations can flourish.

Leeds will:

- Plan for the public realm of Leeds to be its greatest cultural asset by 2030.
- Build on the legacy of our parks and waterways to create a new international standard which embeds culture in our streets, shopping centres, parks and urban spaces.
- Protect the creative spaces that already exist as well as creating new spaces and venues.
- Connect from the city centre towards the communities that immediately surround the more affluent and thriving centre, placing greater emphasis on their identities and cultures.
-

LEEDS OUR SPACES STRATEGY

The ‘Leeds Our Spaces Strategy’ is the Council’s first draft strategy detailing the ambitions of for public realm in the city.

The draft strategy focuses on the city centre identifying a number of key projects such as City Square and The Headrow and outlining the big changes and also challenges that the city faces over the next eight to ten years in regards to public realm.

Based on seven key principles, and with the ambition for a ‘strong economy’ and ‘compassionate city’, the strategy sets out a ‘*people first*’ approach, where the benefits and outcomes of the public space schemes can directly improve the health and wellbeing of Leeds citizens.

- Our Spaces Strategy will embody our vision for the creation of vibrant, inclusive, world class city centre public realm.
- Our ambition is that through Our Spaces Strategy our public realm becomes the city’s greatest cultural asset.

Design Principles

Our Spaces Principles	People First	This is Leeds	Everyone Welcome	Better Connected	Greener Future	Bring it to Life	Economic Sense
	<i>Our spaces will be designed for people. They will be comfortable, stimulating, relaxing and safe</i>	<i>Our spaces will celebrate Leeds’ built and natural assets, from the edges of the River Aire to the magnificent architecture of the city centre</i>	<i>Our spaces will be inclusive, designed for all ages, abilities and reflect Leeds’ diverse communities</i>	<i>Our spaces will be highly connected considering pedestrians first, clearly legible and easy to navigate</i>	<i>Our spaces will be resilient to climate change, with green environments cooling the air, sustainably managing surface water and absorbing carbon</i>	<i>Our spaces will be places for cultural activity, from small interactions to major events</i>	<i>Our spaces will be valuable economic infrastructure that supports businesses and provides a canvas for new investment</i>
Design Priorities	People are safe and feel safe	Celebrate Leeds culture, heritage and diversity	Child and age friendly and accessible and welcoming to all	Greater pedestrian and cyclist priority, encouraging active travel	Public realm used to achieve climate emergency objectives	Increase in people participating in public life	Enhance the surrounding buildings and streets, contributing to inclusive, economic growth

**INCLUSIVE
GROWTH
STRATEGY**

The Leeds Inclusive Growth Strategy sets out the Council’s overarching ambitions for Leeds. It is a route map of how best to deliver growth that is inclusive, draws on the talents of, and benefits all our citizens and communities.

The strategy sets out how everyone can contribute to the city’s growth. It provides a framework for how all parts of the council will work with businesses, universities, colleges, schools, the community sector, and with partners in the city region, Yorkshire, the North and national government to grow our economy. The strategy commits to “Supporting development and regeneration of Quarry Hill, Eastgate, and the West End”.

The strategy identifies twelve big ideas to shape the city by boosting our long term productivity, competitiveness and social inclusion. Integral to this are the principles of sustainable development embracing the social, economic and environmental impacts of their implementation.

<i>LIGS</i>	<i>12 BIG IDEAS</i>
People	<i>Best City for Health & Wellbeing Putting Children at the Heart of the Growth Strategy Employers and People at the Centre of the Education & Skills System Working Together to Create Better Jobs, Tackling Low Pay and Boosting Productivity</i>
Place	<i>Supporting Places and Communities to Respond to Economic Change Doubling the size of the City Centre Building a Federal Economy – Creating Jobs Close to Communities 21st Century Infrastructure</i>
Productivity	<i>Leeds as a Digital City Backing Innovators and Entrepreneurs in Business and Social Enterprises Promoting Leeds and Yorkshire Maximising the Economic Benefits of Culture</i>

The Council will continue to target investment and intervention in places that are ranked by Government as amongst the most deprived in England, including neighbouring areas such as Lincoln Green. The Council will work with local people, partners and other stakeholders to develop programmes that focus on connecting these neighbourhoods back into the economic and social mainstream of the city so that residents are able to take advantage of the jobs and training opportunities that are often in close proximity, in the city centre or other centres of employment.

**LEEDS HEALTH &
WELLBEING
STRATEGY 2016-21**

Leeds has an ambition to be the best city for health and wellbeing. The strategy outlines 12 priorities to achieve this:

- A Child Friendly City and the best start in life;
- An Age Friendly City where people age well;
- Strong, engaged and well-connected communities;
- Housing and the environment enable all people of Leeds to be healthy, social and active;
- A strong economy with quality local jobs;
- Get more people, more physically active, more often;
- Maximise the benefits from information and technology;
- A stronger focus on prevention;
- Support self-care, with more people managing their own conditions;
- Promote mental and physical health equally;
- A valued, well trained and supported workforce;
- The best care, in the right place, at the right time.

**BEST COUNCIL
PLAN 2019/20 –
2020/21**

The Best Council Plan is the Council’s strategic planning document which sets out what Leeds City Council will do to deliver better outcomes across Leeds.

The Council’s vision is for Leeds to be the best city in the UK. A city that is compassionate and caring with a strong economy, which tackles poverty and reduces inequalities.

The Council wants Leeds to be a city that is distinctive, sustainable, ambitious, fun and creative for all.

The Best Council Plan outlines eight ‘Best City’ priorities. These include:

Inclusive Growth	<ul style="list-style-type: none"> • Supporting growth and investment, helping everyone benefit from the economy to their full potential • Supporting businesses and residents to improve skills, helping people into work and into better jobs • Targeting interventions to tackle poverty in priority neighbourhoods • Tackling low pay
Health & Wellbeing	<ul style="list-style-type: none"> • Reducing health inequalities and improving the health of the poorest the fastest • Supporting healthy, physically active lifestyles • Supporting self-care, with more people managing their own health conditions in the community • Enabling people with care and support needs to have choice and control
Sustainable Infrastructure	<ul style="list-style-type: none"> • Improving transport connections, safety, reliability and affordability • Improving air quality, reducing pollution and noise • Improving the resilience of the city’s infrastructure and the natural environment, reducing flooding and other risks from future climate change • Promoting a more competitive, less wasteful, more resource efficient, low carbon economy • Strengthening digital and data ‘Smart City’ infrastructure and increasing digital inclusion
Child-Friendly City	<ul style="list-style-type: none"> • Supporting families to give children the best start in life • Improving educational attainment and closing achievement gaps for children and young people vulnerable to poor learning outcomes • Improving social, emotional and mental health and wellbeing • Helping young people into adulthood, to develop life skills and be ready for work • Enhancing the city now and for future generations
Age-Friendly Leeds	<ul style="list-style-type: none"> • Developing accessible and affordable transport options which help older people get around • Making Leeds’ public spaces and buildings accessible, safe, clean and welcoming • Promoting opportunities for older people to be healthy, active, included and respected • Helping older people participate in the city through fulfilling employment and learning.
Culture	<ul style="list-style-type: none"> • Growing the cultural and creative sector • Ensuring that culture can be created and experienced by anyone • Enhancing the image of Leeds through major events and attractions
Housing	<ul style="list-style-type: none"> • Housing of the right quality, type, tenure and affordability in the right places • Minimising homelessness through a greater focus on prevention • Providing the right housing options to support older and vulnerable residents to remain active and independent • Improving energy performance in homes, reducing fuel poverty
Safe, Strong Communities	<ul style="list-style-type: none"> • Keeping people safe from harm, protecting the most vulnerable • Helping people out of financial hardship • Tackling crime and anti-social behaviour • Being responsive to local needs, building thriving, resilient communities • Promoting community respect and resilience

Appendix B- Plan showing key Heritage Buildings

