

LEEDS — CITY CENTRE URBAN DESIGN STRATEGY

improving our streets, spaces and buildings

SUPPLEMENTARY GUIDANCE

This document should be read in conjunction with the Revised Draft version of Leeds Unitary Development Plan, taking account of the modifications to that Plan proposed by the City Council in August 2000, and to which it provides 'supplementary guidance'

List of Supplementary Guidance Documents

1	PPG6 – Town Centres and Retail Development 7.10.96	£5
2	Leisure Developments and Other Key Town Centre Uses: Suggested Approach and Application to current Major Proposals 13.10.97	£5
3	Affordable Housing Policy Guidance Note 30.06.97	£5
4	Greenspace Relating to New Housing Development 6.07.98	£5
5	Guidelines for Assessing Developer Contributions to Leeds Supertram 6.07.98	£6
6	Development of Self Contained Flats 4.05.99	£5
7	Children's Leisure Centres 13.10.97	£3
8	Rothwell Town Centre Strategy 18.06.96	£4
9	Green Belt Policy for Change of Use of Buildings 16.02.98	£6
10	Sustainable Development – Design Guide 30.03.98	£6
11	Section 106 Contribution for School Provision Draft for Consultation 15.02.99	£5
12	Holbeck Urban Village Planning Framework 29.03.99	£4.50
13	Housing Density Draft for Consultation 15.02.00	£4.50
14	Leeds City Centre Urban Design Strategy 18.9.00	£15

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Leeds City Council,
Department of Planning and Environment,
Selectapost 5, Merrion House, 110 Merrion Centre, Leeds LS2 8SH.
Director of Department of Planning and Environment, John Lynch.

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Leeds – City Centre Urban Design Strategy

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Department of Planning
and Environment

Leeds City Council

Councillor Elizabeth Minkin
Executive member responsible
for Development and
Sustainability
Chair of Leeds Architecture
and Design Initiative



Leeds City Centre is thriving. There are new buildings, spaces and investments making it an exciting and dynamic place. There is a rich legacy of architecture, streets and squares from our past which are cherished. But what are the special qualities that make it Leeds, and how does it all fit together?

This document is the first attempt at a comprehensive view of the urban design attributes of our City Centre. The themes of 'form, movement, space and use' help us to explore the uniqueness of our City Centre's streets, spaces and buildings. The document shows that by using the established character of the City Centre as a starting point, developers, architects and designers can produce original buildings which reinforce and develop the individuality of Leeds.

Urban design can be summed up as 'making places work for people'. It is important that this guidance, published by Leeds City Council, has been produced in close consultation with key local interest and professional groups. I am sure that it will be used widely so that the character of our City Centre is protected and enhanced, and it will enable all of us who live and work in Leeds to better appreciate and enjoy its unique quality.



LEEDS
CITY COUNCIL

'The mission of the Council is to bring the benefit of a prosperous, vibrant and attractive city to all the people of Leeds'

Produced with support and material from other key departments, (particularly Civic Architect, City Centre Management, Highways and Transportation, and Leisure Services) and key participants, including Leeds Architecture and Design Initiative, Urban Design Alliance (Yorkshire Region), Leeds Civic Trust, Victorian Society (West Yorkshire Group) and Leeds Metropolitan University.



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THE URBAN DESIGN GROUP

Urban Design Alliance

**THE VICTORIAN
SOCIETY**



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Summary

The City Centre Urban Design Strategy (CCUDS) explores the character of the streets, spaces and buildings in Leeds City Centre. It is a response to national and local policies and initiatives to enhance the local distinctiveness of our towns and cities.



CCUDS exhibitions have been on display in the Planning and Building Centre at the outset of the process in 1997/8 and more recently at the Victoria Quarter during Urban Design Week (September 1999). Workshops were held focusing on CCUDS in October 1998 and February 1999.

Who for?

The aim of CCUDS is to provide a working tool which can be used to encourage good distinctive design proposals appropriate to Leeds City Centre. It is expected that CCUDS will be used by **architects, planners, landscape architects, engineers, artists, surveyors, developers, interest groups and members of the public.**

Who by?

This document has been produced in partnership, involving an inter-departmental/multi-disciplinary team and a number of key local consultees.

Local professional and interest groups such as, Leeds Architecture and Design Initiative, Advisory Design Forum, Leeds Civic Trust, Chamber of Commerce, Victorian Society (West Yorkshire Group) and the Urban Design Alliance (Yorkshire Region) have been consulted and some were actively involved.

What is the approach?

The approach has involved a cyclical process including audit, analysis and aspirations. This process has been continuous throughout each stage of CCUDS (**City Centre-wide, Study Areas, and Synthesis/Strategy**).

The document contains three types of work :

City Centre-wide - Strategic maps (eg. gateways, tall buildings, landmarks and views), photos and sketch examples of themes and issues, written policy and urban design principles

Study Areas - Detailed urban design maps with photographs, particular urban design issues, based on analysis by variety of participants and inter-disciplinary workshop groups

Case Studies - Some examples of good practice to test and explain the principles established, varied scale of intervention into the existing cityscape (from guardrail design to building extensions and larger site development).

How is CCUDS to be used?

It is expected that the document will be used in a variety of ways, ranging from gathering general information about urban design issues in Leeds City Centre to exploring development opportunities for particular sites.

Examples of some of the distinctive qualities the analysis has identified are illustrated in this document and include the following :

City Centre-wide

The City Centre-wide audit and analysis, which are central to the CCUDS approach, have been based on the themes of *form, movement, space and use*. Possible aspirations have been implied in this broad approach, which builds on existing Council policies and initiatives affecting the City Centre (particularly the Unitary Development Plan (modified RDUDP), the Transport Strategy and the Millennium bid).



Urban morphology of the City Centre

A summary of urban design principles, based on the distinctive qualities of Leeds City Centre, has been established (and reproduced at the end of this summary).



A key characteristic of Leeds City Centre is its rich mix of new and old architecture

Form (buildings and morphology)

- The grid iron quality of some parts of the City Centre, with short block lengths, building lines at back of footway, provide both variety and choice for the pedestrian
- The location, and general poor quality, of Leeds tall buildings
- Key building design issues such as scale, materials, legibility, views and skyline are outlined to provide a broad picture what makes the forms of Leeds City Centre locally distinctive (including relationship of new to old architecture).

Movement (vehicles and pedestrians)

- Gateway and corridors study develops the Millennium bid idea and celebrates 'entrances' to the City Centre by road, rail and even canal !
- Transport Strategy (Department of Highways and Transportation) is set out with its 'protective collar' around the positive pedestrian links through the yards and arcades of the central retail area
- Particular 'pinch' points for pedestrians are also identified. Links through the railway arches to the riverside and south Leeds are considered both characteristic of Leeds and in need of enhancement, particularly by increasing the number of opportunities

Space (types and landscape)

- A very wide range of types of space is identified in the City Centre (from small and intimate yards and ginnels to grand civic squares)
- The strong sense of enclosure of the streets is a result of the grid iron quality and building heights
- Perceived need for green space and improved riverside should be explored in further work
- Components that clutter or enhance the streetscene are also examined and railings are identified as a key characteristic of the City Centre

Use (activity and regeneration)

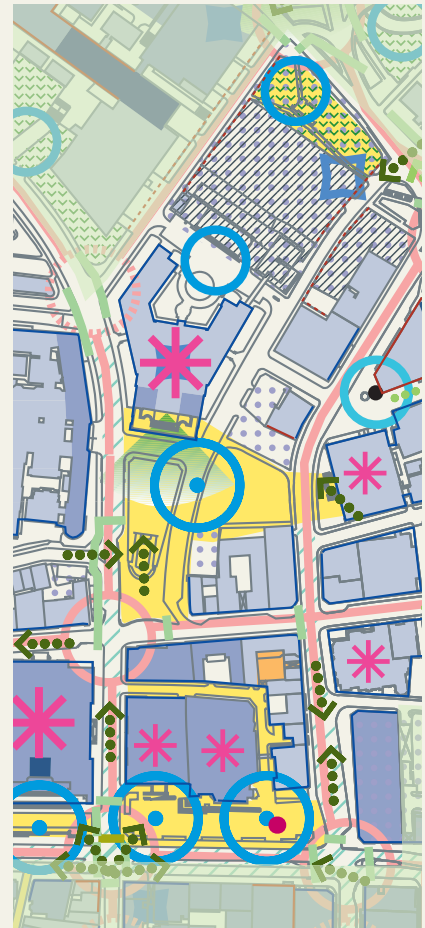
- Activity nodes are set out for different land uses (office, residential, retail, riverside and mixed based on the Quarter's plan of the modified RDUDP)
- The challenge of encouraging activity in the street and safety from crime by natural surveillance is identified. The advantages of mixed use planning, enabling live, work, shop, play, worship and care to be in the City Centre need to be explored and developed in further work
- A study of active frontages demonstrates the potential for many more land uses to develop active frontages
- New uses for old buildings and spaces are providing good accommodation for offices, housing, bars and contributing to the sustainable agenda.

Study Areas

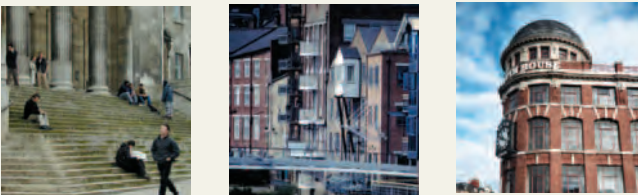
The Study Area work has provided a deeper level of detail and explored the 'local distinctiveness' of individual parts of the City Centre.

The nine Study Areas are based on the Quarters of Leeds City Centre, set out in the modified RDUDP. These Quarters are implied by the predominant land use which currently exists, giving each area its unique character of buildings, spaces, movement patterns and development pressures.

The Study Area analyses comprise a detailed map produced using a standard urban design key (derived from consultation work and current good practice) and photographs indicating the main urban design characteristics of the area (based on themes of form, movement, space and land use). This has led to the emphasis of key urban design issues and aspirations for each area. The urban design principles established in the broader City Centre-wide part of the work are also important when considering development opportunities.



Detailed urban design maps explore issues such as, landmarks, gateways, views, building frontages, spaces, development opportunities and movement patterns



1. **Civic and Hospital**
2. **Retail and Entertainment**
3. **Office**
4. **Education**
5. **Riverside**
6. **North Street/Clay Pit Lane**
7. **Eastern/Quarry Hill**
8. **Southern/Motorway**
9. **Western/Little Woodhouse/Kirstall**

It is clear that 'local distinctiveness' is applicable at many different levels in Leeds City Centre, ranging from City Centre-wide to Study Areas and smaller character areas, possibly culminating in the individual street. The processes of CCUDS have encouraged this analysis through the different levels. This has provided complementary information relating to existing strategic and detailed urban design policies and initiatives, and recommended further work (set out in the 'next steps').

Case Studies

Eight case studies are set out which express some of the urban design principles established in this document. These range from small scale intervention to larger master planning examples.

Guardrail - decorative design in Retail Quarter

Albion Street - improved street enclosure by adding floor to diminutive plinth building

Leonardo extension - positive corner / urban infill repair on vacant site (SHOWN BELOW)

Millennium Square - space for relaxation and activity on former surface car park site

Templar Street former Bus Station site - improve Vicar Lane streetscene, gateway image to Inner Ring road, public square, re-use appropriate existing buildings

Sweet Street site - key gateway image, quality tall building, lower street edge to Holbeck

Riverside - repair urban grain, improve connections, lively riverside, mixed land use

Southern/Motorways – larger area plan/strategy produced by workshop group to resolve the problem of the effect of the motorway on the City Centre.



Leonardo extension

Next Steps

In many ways CCUDS is the beginning of a process which will continue to provide audits, analyses and aspirations for the City Centre in an environment of constant change. The next steps should include:

- Virtual Reality computer model
- Strategies for tall buildings, riverside and trees
- Studies of housing, mixed use and activity in the streets
- Proposals for improved links to outer areas
- Action plans for the nine Study Areas
- Periodic reviews of maps and principles

Protection and enhancement of the distinctive characteristics of Leeds City Centre is taking the form of a range of measures and initiatives by Leeds City Council involving :

- **Promotion** of urban design attributes (exhibitions, internet, workshops, annual awards)
- **Management** of change (development control processes)
- **Investment** in schemes and partnerships (especially capital projects, such as Millennium Square and grant initiatives).

Summary of urban design principles for CCUDS

F O R M

- Reinforce the positive qualities of character areas which contribute to their sense of place
- Re-establish fine urban grain where appropriate
- Provide for appropriate enclosure to streets and the containment of spaces
- Protect and enhance diversity in façade style and materials to create visual interest
- Encourage excellence in new design - proposals should possess consistency and attention to detail, and development opportunities should be explored in three dimensions showing the context
- Establish distinctive gateways to celebrate entrances to the City Centre
- Preserve and enhance the skyline and roofscape visible from the streets and spaces of Leeds
- Optimise and develop landmarks and views to create visual interest and legibility, enabling orientation and a sense of place for people in Leeds
- Generally discourage tall buildings in the central area, good design of appropriately located development or re-development will be considered
- Ensure proposals respect views to existing landmarks and distant vistas
- Encourage high quality new design which contributes well to the existing wealth of styles from different eras
- Ensure main entrances to buildings are from a street, park or square – encouraging activity
- Enhance and strengthen the corners of streets

F o r m



M O V E M E N T

- Balance the management of traffic with opportunities for the improvement of the pedestrian environment
- Improve quality and choice for the pedestrian in the City Centre, encourage continuity and quality of the links between the Quarters
- Improve pedestrian connections with areas outside the City Centre (especially adjacent housing)
- Improve the sequential views for people entering the city by train, bus, car, bicycle, boat or on foot
- Improve access for disabled people to spaces and buildings with solutions which respect the character of Leeds City Centre
- Improve the quality and design of places for car parking
- Ensure car parks respect the strong edge of the street



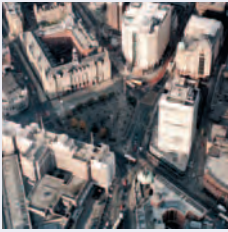
M o v e m e n t

For all development projects it is important that a good brief emerges and a good design team is essential (client, architect, landscape architect, engineers, surveyors, planners, artists).

Engagement with the public and those who will use the development is also an important part of the design process

The Urban Task Force (1999) considers that competitions and development briefs are critical for 'procuring excellence' (RIBA Competitions Office can manage the process)

S p a c e



- Protect, enhance and provide new spaces responding to the recognisable variety of ginnels, yards, arcades, streets, malls, squares, parks and riverside
- Promote trees and landscaping appropriate to an area
- Promote new and refurbished spaces which are suitable for people of different ages, gender, race and mobility
- Promote public art to enhance spaces and buildings
- Encourage bespoke railings and boundary walls appropriate to adjacent buildings and spaces
- Promote distinctive street furniture – responding to the character areas and the City Centre street style
- Encourage innovative and attractive multi-use street furniture/signage to prevent clutter
- Encourage community involvement in improvement to spaces and potential for public art
- Co-ordinate traffic (and other) signage and minimise intrusion of posts on footways
- Improve the appearance of surface car parks (possible re-development as buildings/spaces)
- Manage and maintain all the spaces in the City Centre

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U s e

- Promote street design which creates vitality, encourages movement and natural surveillance
- Develop a mixture of land uses at different times of day and night.
- Civic/community buildings shall be located adjacent or within squares/spaces preferably with main street views
- Promote active frontages at ground floor
- Protect and enhance the dominant and ancillary activities which contribute to a Quarter's character
- Promote cultural development which enhances relationship with existing and new public spaces in the City Centre
- Facilitate the appropriate re-use and conversion of old buildings and spaces
- Promote sustainable development through land use and movement strategies, the form and location of buildings and spaces, and the choice of materials (refer to Sustainable Development Design Guide)

U
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E

P R I N C I P L E S

C i t y C e n t r e - W i d e

How to use this document

Development professionals, interest groups, students and members of the public will use the City Centre Urban Design Strategy (CCUDS) in different ways.

City Centre-wide

This section develops the key urban design issues for the City Centre as a whole.

The issues are divided into four themes:

Form (buildings and morphology)

Movement (vehicles and pedestrians)

Space (types and landscape)

Use (activity and regeneration)



The edge of each page is coloured according to the theme

An enquiry may be **issue-based** or **site-based**.

For example, you may be looking at a strategic issue, such as, key landmarks or gateways to the city, where your starting point will be the City Centre-wide section with its strategic maps, photographs and sketches. Alternatively, you may be exploring development opportunities for a particular site, in which case your starting point will be the Study Area section where you will find detailed maps, analyses and aspirations for specific character areas.

Once your starting point is established it is envisaged that you will then find it helpful to cross refer between the sections for related information, such as, definitions, principles and policies. (It is also possible that you may wish to read the document from cover to cover).

Case Studies

The case studies express some of the urban design principles established in this document.



Principles



The Case Study pages are located after the Principles

Study Areas

There are nine Study Area analyses which examine the urban design issues in more detail. Each area is shown over two double pages.



Maps, aerial photographs, aspirations and issues are combined together

Fold out key (back cover)



Detailed photographs of the streetscene are grouped and colour-coded into the four themes

City Centre Urban Design Strategy will help to :

- Provide background to the issues of 'urban design'
- Explain policies
- Provide principles
- Examine strategic issues
- Explore character areas
- Locate appropriate sites for development
- Imply development opportunities
- Identify places/features in need of improvement
- Explore programme and audit techniques for an urban design strategy
- Provide some good practice examples
- Express the wealth of skills of designers (past and present)
- Appoint suitable design/development teams

H O W T O U S E

Leeds City Centre
Urban Design Strategy

Introduction

Leads City Centre has many distinctive qualities. The City Centre Urban Design Strategy (CCUDS) celebrates some of these and explains and develops the urban design approach of the City Council.

An analysis of the urban design attributes of the City Centre (both new and old development) is set out to imply possible aspirations for the City Centre and to reinforce its local distinctiveness.



"For the purposes of this Guidance urban design should be taken to mean the relationship between different buildings; the relationship between buildings and streets, squares, parks, waterways and other spaces which make up the public domain; the nature and quality of the public domain itself; the relationship of one part of a village, town or city with other parts; and patterns of movement and activity which are thereby established: in short, the complex relationships between all the elements of built and unbuilt space. As the appearance and treatment of the spaces between and around buildings is often of comparable importance to the design of the buildings themselves, landscape design should be considered as an integral part of urban design."

**A definition of 'urban design'
Planning Policy Guidance Note 1
(DOE, Feb 1997) cl. 14**





As Leeds has a vibrant City Centre, undergoing continuous economic change, it is important to consider the effects of evolving development needs on the streets, spaces, and buildings of the city. In this respect CCUDS could form part of the wider 'Vision for Leeds' process which is already well underway.

CCUDS is developed by a multi-disciplinary team and is aimed at the many professionals involved in the design of the streets, spaces and buildings of our City Centre. The aim of CCUDS document is to provide a working tool which can be used to encourage good, distinctive design proposals appropriate to Leeds City Centre. It is expected that this will be achieved by promotion of urban design, management of change by development control processes, and investment in schemes/partnerships.

Most importantly, CCUDS should also prove to be of interest to, and influenced by, members of the public who use and enjoy the City Centre.

This document draws most of its examples from Leeds City Centre itself. Many urban design approaches take a wide range of examples from other cities. It is considered that Leeds City Centre's streets and spaces can benefit from a more introverted approach, as reinforcing local distinctiveness is a key objective of the study. Wider references and texts are in Appendix 6 of this document and provide a national and international view of urban design.

The first stage of the strategy considers the City Centre-wide issues and provides a starting point for the examination of the Study Areas of the City Centre. The City Centre-wide stage has been considered as a scoping exercise which determined the broad issues which were re-assessed after the Study Area stage of the work.



From the point of view of the Department of Planning and Environment, CCUDS has evolved from the policies and aspirations set out in the Unitary Development Plan – revised draft 1993 - as modified following the Inspector's report (modified RDUDP). CCUDS begins to consider opportunities for defining, developing and refining a few of the policies to further preserve and enhance the character of Leeds as proposed in the modified RDUDP :

Modified RDUDP Policy SA9 *'...maintaining and enhancing the distinctive character which the (City) Centre already possesses'*

Modified RDUDP Policy CC3 *'The identity and distinctive character of the City Centre will be maintained by :*

- i) protecting the building fabric and style which makes Leeds a unique and attractive city*
- ii) encouraging good innovative designs for new buildings and spaces*
- iii) upgrading the environment where necessary to complement the needs of activities which are essential to the identity, vitality and function of the City Centre'*

I N T R O D U C T I O N

Leeds City Centre
Urban Design Strategy



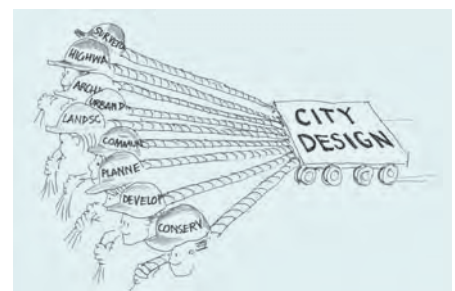
Enhance distinctive qualities of Leeds City Centre's streets and spaces

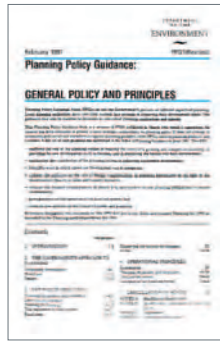
Objectives

The objectives for CCUDS are as follows (based on Planning Committee report (24-9-97)) :

- Enhance **overall quality** of development
- Enhance **distinctive qualities** of Leeds City Centre's streets and spaces
- Identify areas of **poor quality** urban design and produce proposals for improvement
- Recognise and encourage protection of **views** and identify opportunities for opening up new views, identify opportunities for **landmarks/gateways** in the City Centre (developing ideas of the Millennium bid), balanced with more **subservient built forms**
- Improve **movement patterns**, particularly permeability for the pedestrian (examine the relationship (diurnally) between use and movement pattern)
- Provide a **stimulus for appropriate development** - good urban design is important to maintaining a prosperous City Centre
- Encourage greater **public interest**, involvement and enjoyment of Leeds City Centre
- Improve efficiency and effectiveness in the **control of development**
- Provide a proactive approach to meeting the demands and **aspirations of the Unitary Development Plan** (modified RDUDP) - including Prestige Development Areas
- Develop the **Quarters approach** set out in the modified RDUDP particularly in relation to character areas of Leeds City Centre
- Provide Conservation Area Appraisals and Enhancement Strategies of all the City Centre **conservation areas** (8 in total) and assess local distinctiveness of the sub-areas of the City Centre Conservation Area
- Continue to develop Leeds City Council's **inter-departmental** working skills (with design professions including urban designers, architects, landscape architects, highways engineers and planners collaborating)
- Assimilate **other initiatives** affecting the City Centre, particularly Vision for Leeds, Millennium bid (Pride in the City), Street Style Design Guide, Conservation Area Partnerships and Holbeck Initiatives

Alternative approaches to multi-disciplinary working





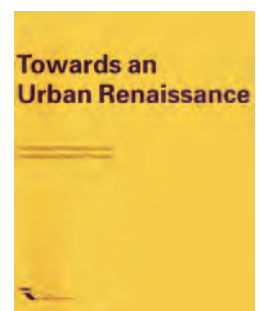
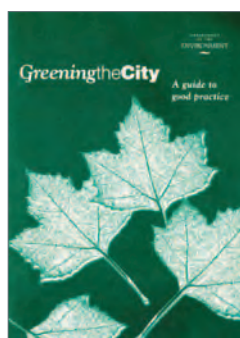
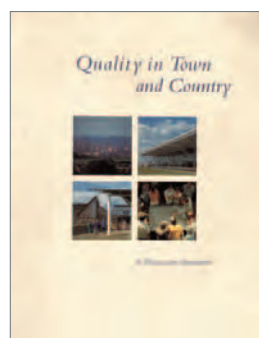
Planning Context

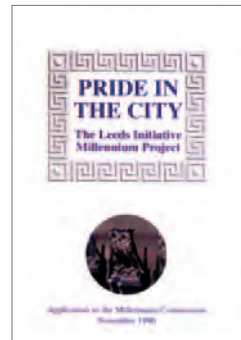
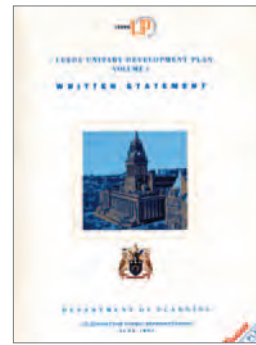
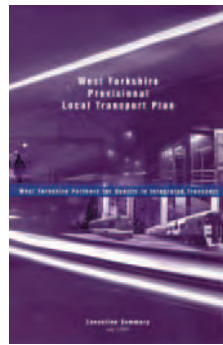
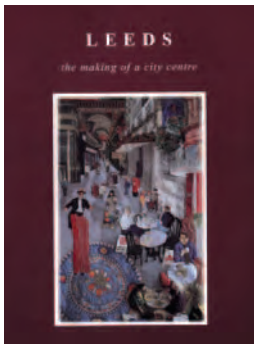
National initiatives and guidance have confirmed the views of many design professionals and members of the public and placed 'design' as a central issue in the development process. Indeed, design is one of the three themes which 'underpin the Government's approach to the planning system' (the other two are sustainable development and mixed use)(Planning Policy Guidance Note 1 : 'General Policy and Principles' (PPG 1)DOE February 1997). The Government's Quality in Town and Country Initiative (1994-continuing), the Urban Task Force report 'Towards an Urban Renaissance' (1999) and the Department of the Environment, Transport and the Regions (DETR) and Commission for Architecture and the Built Environment's (CABE) good practice guide 'By Design' (2000) are further evidence of this developing agenda. The Urban Design Alliance (UDAL), consisting of the key professional institutes, has been set up to respond to this agenda in an inter-disciplinary way (December 1997).

Local initiatives and policies affecting the City Centre are numerous, most of these are relevant to the wide-ranging issues of an Urban Design Strategy. Leeds pioneered initiatives such as the '24 hour', 'European' city, and the 'Quarters approach' to land use planning in the City Centre. Leeds' Transport Strategy is also highly developed, based on the pedestrianisation and ring road system which evolved from the Buchanan report of the early 1960s.

Over the past hundred years there have been urban design initiatives in Leeds based on cultural achievement, civic pride, traffic planning, shopping experience and conservation.

To achieve credibility, and to be of practical use in the planning of the city, CCUDS has to assimilate and complement the work of the various disciplines and departments. CCUDS should also provide new analyses of the City Centre, particularly examining the links between the themes of movement, form, space and use. The Department of Planning and Environment, Department of Highways and Transportation, Civic Architects team, City Centre Management, Leisure Services, Leeds Development Agency, and the Vision team each has an important role to play in redefining and refining the City Centre.





Some of the local initiatives and policies affecting the City Centre. There is also a continuing programme of capital projects to improve the streets and spaces of the City Centre (refer to Appendix 6)

The advice and support of key interest groups is also important to the success of CCUDS. Consultation has occurred with Leeds Architecture and Design Initiative (LADI), Advisory Design Forum, Leeds Civic Trust, Leeds Initiative, Chamber of Commerce, Victorian Society and the Urban Design Alliance (UDAL - including Royal Institute of British Architects, Royal Town Planning Institute, Royal Institute of Chartered Surveyors, Institution of Civil Engineers, Landscape Institute, Urban Design Group and Civic Trust). These have been important consultees/ participants for CCUDS as it developed.

In recent years, the Leeds Initiative, with our own City Centre Management, have provided a number of interesting proposals including the Millennium bid (1996). This was based on a broad urban design analysis of the city - issues such as gateways to the city, major public spaces and pedestrian linkages between these are all relevant to the examination of the City Centre at a strategic level. The bid developed to concentrate on the 'grands projets' of the squares (City Square, Victoria Square and Civic Square) and culminated in a dramatic proposal to redevelop Civic Square (now termed Millennium Square).

It is important, however, that CCUDS addresses the small as well as the large design issues in the city (the link spaces, the subservient building forms as well as the major public spaces and landmark buildings).



The urban design policies in the Unitary Development Plan (modified RDUDP) are well developed. These are contained in the chapters on Strategy, Environment and the City Centre in volume 1 and in the Appendices on Building Design, Landscape and Conservation in volume 2. CCUDS is to provide a site specific analysis to define and develop these policies further.

The City Centre, as defined by modified RDUDP, possesses eight conservation areas. It is clear that there are definite character areas within the City Centre which will require audit, analysis and aspirations to encourage and sustain 'local distinctiveness'. Modified RDUDP policies N21 and N22 propose the need to 'review...' and 'enhance...' the conservation areas.

The City Centre Urban Design Strategy fits into a broad design framework for Leeds District (Appendix 4). This outlines the needs for a variety of urban design strategies, conservation area appraisals, village design statements for the different settlement patterns of Leeds.

Approach

The City Centre Urban Design Strategy was tackled in three stages :

City Centre-wide
Study Areas
Synthesis/Strategy

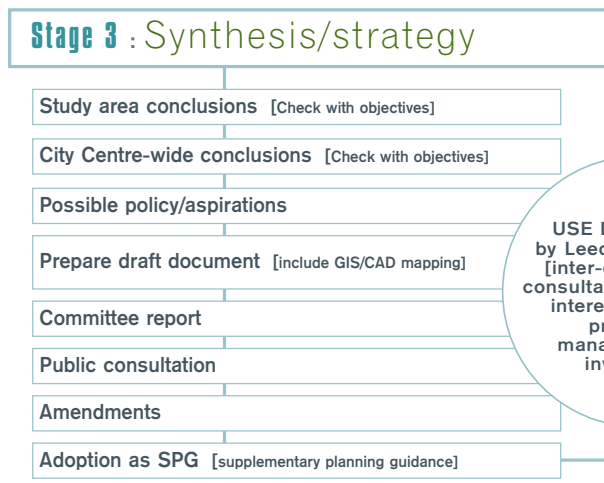
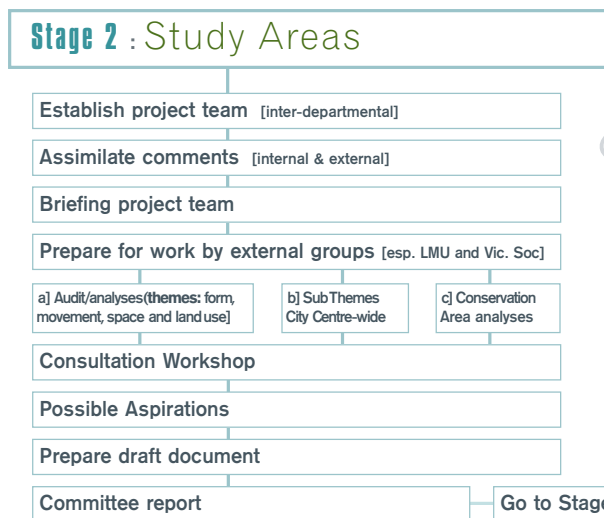
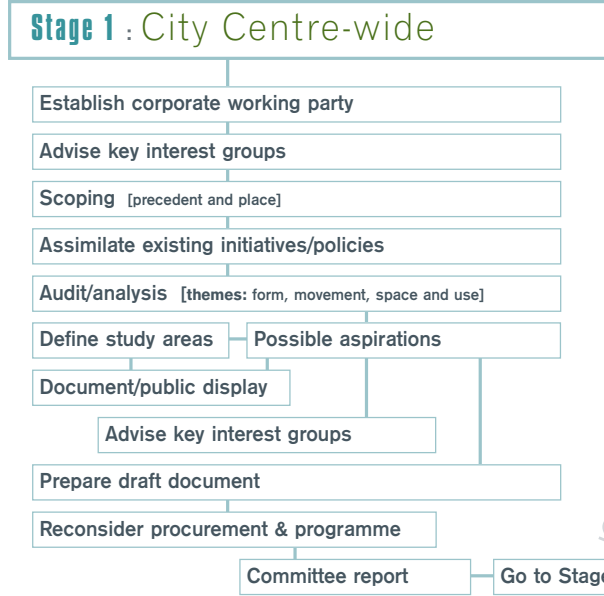
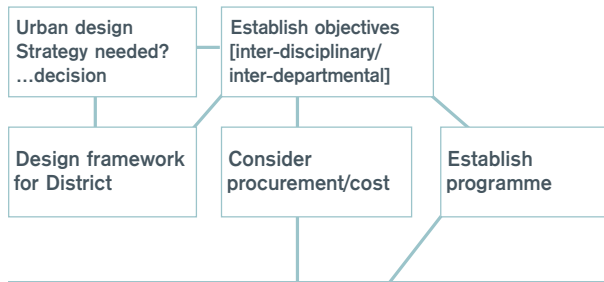


The process of producing audit, analysis and aspirations is continuous. The City Centre-wide analysis was based on a provisional audit. Possible aspirations and detailed audit techniques were established at this stage, developed from the criteria of practitioners and academics (refer to Appendix 6). At this stage the City Centre was divided into nine Study Areas, representing areas of particular character.

The Study Area stage examined the nine Study Areas. These areas were based on the Quarter designations of the modified RDUDP. A key objective of CCUDS is to enhance the distinctive qualities of Leeds City Centre by auditing and analysing its character areas. Most of the audit/analysis work in this stage was carried out by students at Leeds Metropolitan University's School of the Built Environment. These students have a variety of professional backgrounds including, Landscape Architecture, Architecture, Town Planning and Urban Design. The work has been closely supervised (and assessed) by the Department of Planning and Environment, LMU Course Tutors and multi-disciplinary workshop groups.

Close consultation occurred with key interest groups throughout stage 1 and 2. Indeed, some of the audit work has been carried out in partnership. A weekend workshop occurred in February 1999 organised by Urban Design Alliance, Leeds Metropolitan University, and Leeds City Council. This involved approximately sixty people representing professional, community and student groups.

The final Synthesis/Strategy stage assimilated and tested the conclusions from the two previous stages, developing the principles based on the themes already established. Some case studies applying these principles are set out on page 66.



Urban design issues are grouped into **themes**

Issues are defined/illustrated as the document unfolds. A glossary of terms is produced in 'By Design' (DETR/CABE, 2000)

Form

landmarks/gateways, style, image, massing, heights, environmental issues, materials, texture, façades [rhythm, proportions, colour, human scale, solid/void], ground floor treatment, building lines, blocks, corners, legibility [e.g. entrances], care of buildings, decoration, new/old debate, identity, roofscape, robustness ['long-life / loose fit'], energy efficiency, orientation, housing density, overshadowing, opportunities for development or repair of urban form



Movement

pedestrian routes/flows, permeability, sequential views, traffic movement [e.g. effect of the Loop, Public Transport Box and Inner Ring Road], legibility, focal points, gateways, public transport, diurnal change



Space

type [street, arcade, yard, ginnel, mall, square, park, riverside], private, semi-public, public, image, sense of place, enclosure/edges, views, skyline, legibility, focal points, grain, lighting, street furniture, public art, signage, weather, sunpath, soft landscape, topography, sequential spaces, opportunities for new / improvement of spaces



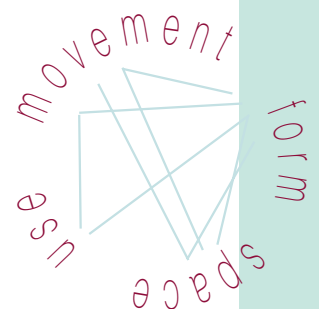
Use

land-uses, ground floor/upper floors, 'active frontages', diurnal change, crime, access, surveillance, activity nodes, vitality [ref. economic audits], servicing, movement safety, history, overlooking, mixed use [live, work, shop, play, worship, care - balance], relationship between land use and movement patterns, measure of recent change./trends / opportunities in land-use

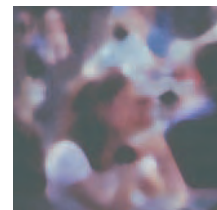
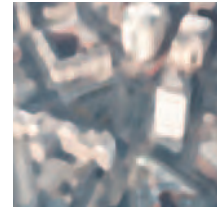


There is a complex inter-relationship between the themes. The form of the cityscape and the movement patterns are inextricably linked. There is also a complex relationship between work of the different design disciplines operating in Leeds City Centre.

**The themes reflect the main work of key professional groups :
FORM - Architects MOVEMENT - Highways Engineers
SPACE - Landscape Architects USE - Town Planners**







CITY CENTRE - W I D E

F o r m

Location	22
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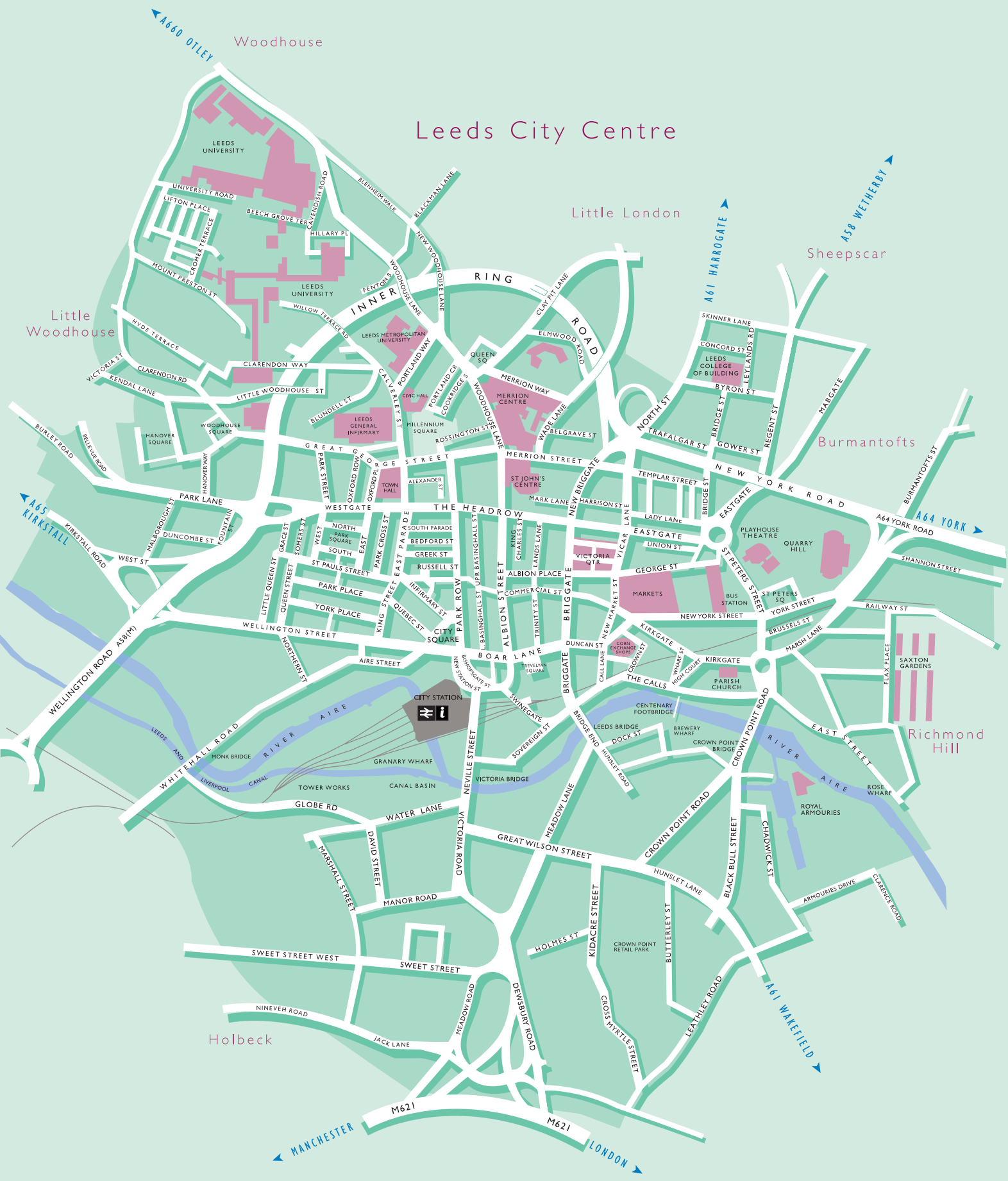
• Reinforce the positive qualities of character areas which contribute to their sense of place • Re-establish fine urban grain where appropriate • Provide for appropriate enclosure to streets and the containment of spaces • Protect and enhance diversity in façade style and materials to create visual interest • Encourage excellence in new design - proposals should possess consistency and attention to detail, and development opportunities should be explored in three dimensions showing the context • Establish distinctive gateways to celebrate entrances to the City Centre • Preserve and enhance the skyline and roovescape visible from the streets and spaces of Leeds • Optimise and develop landmarks and views to create visual interest and legibility, enabling orientation and a sense of place for people in Leeds • Generally discourage tall buildings in the central area, good design of appropriately located development or re-development will be considered • Ensure proposals respect views to existing landmarks and distant vistas • Encourage high quality new design which contributes well to the existing wealth of styles from different eras • Ensure main entrances to buildings are from a street, park or square – encouraging activity • Enhance and strengthen the corners of streets

M o v e m e n t

S p a c e

U s e

Leeds City Centre

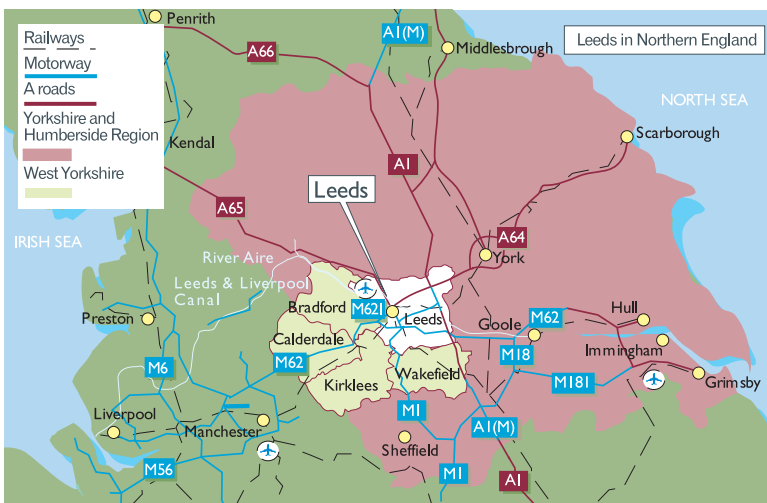
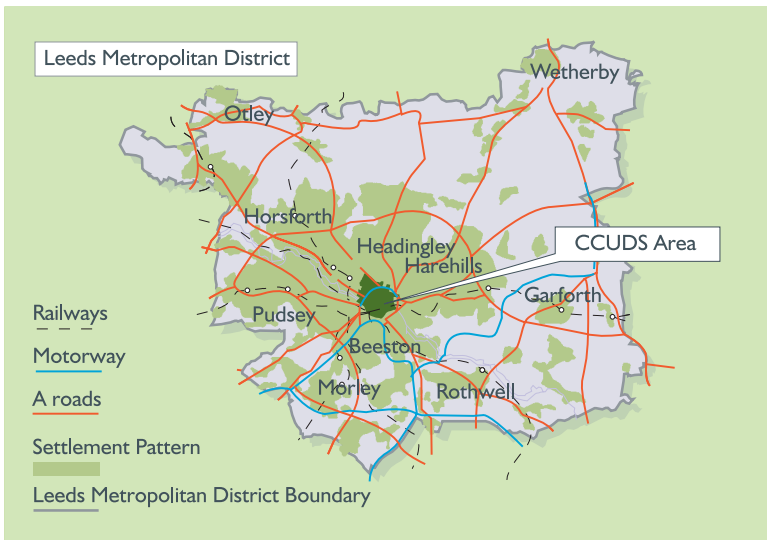


Form

Leeds has developed since its medieval origins. There was significant expansion during the Industrial Revolution.

It has grown, taking advantage of its strategic location in the north of England. It is now the regional centre of the Yorkshire and Humberside Region.

- Leeds is the second largest authority in England. The district has a total population of 727,000 and contains a main urban area with a population of half a million, and an outer ring of small towns and countryside, the majority of which is designated Green Belt (refer to Design Framework for Leeds District - Appendix 4)
- Leeds has good road and rail links. The principal airport in the Region is located in the district. There are around 2.2 million people within 30 minutes driving time of Leeds City Centre and 11 million within 90 minutes.
- Leeds has one of the most diverse economies of any UK city, which has been the key to its continued strength. Major sectors include financial services, legal and professional services, retailing and manufacturing.
- The CCUDS boundary matches the City Centre boundary as designated in the Unitary Development Plan (modified RDUDP)



L O C A T I O N

F o r m

c.1900

These maps indicate the grain of the City Centre - the buildings are in black, the spaces left white



The intensity of the grain to the east, west and south of the central area is clear on the 1900 map. Some of this was caused by long terraces of 'back to backs'.

2000



Some of the amorphous spaces left over after development are clearly visible on the 2000 map - the sense of enclosure and pedestrian-friendly spaces are challenged by traffic planning and changes of land use

Tight urban form, particularly in central area, almost grid-iron pattern with building lines at street edge, short block lengths, innate permeability (streets, arcades, ginnels running east-west and north-south)

Characteristic urban planning of the 1970s - linear buildings and broad, poorly enclosed spaces (also includes incomplete 1990 Quarry Hill development in the east)

Various Victorian suburban developments relating to key routes into the City Centre (linear terraces and semi-detached forms)

Close-knit riverside spaces and key crossing points. Tight urban form, large-scale warehouses, buildings abutting river

Dispersed, low density pattern of building, dominated by vehicle access and parking (particularly relating to motorway in south which runs to within a few hundred metres of the City Centre)

Urban wasteland - important sites, opportunistic parking /awaiting development of buildings and spaces



The urban morphology of Leeds City Centre has developed over time. The form of the central area remains largely unchanged, based on its medieval origins.

Other areas of the City Centre represent examples of development form which are typical of different eras.

(Conservation areas are indicated on the Quarters map of the modified RDUDP – reproduced on page 61)

H I S T O R Y

F o r m



Scale

1/2 km

1 km

Characteristic urban morphology
of the City Centre

G R A I N
F o r m

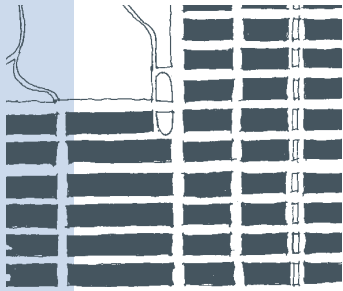


Two examples illustrate the flexible grid-iron pattern

a) The Headrow running east-west seems to provide an axial route from Westgate to Quarry House at Quarry Hill. However, the subtle curves of The Headrow, together with the convex slope of the street, provide a sequential view along the 'axis'. The landmarks of Leeds Town Hall and Quarry House are revealed incrementally along the street



b) King Street - where Infirmary Street provides a conspicuous diagonal in the grid-iron heart of the city north-west of City Square - the views established are closed views, where buildings provide backdrops to the streetscene, contrasting with the long vistas of the rectilinear street pattern elsewhere in the City Centre



New York



Leeds (and aerial photograph)

T

he grid-iron pattern in Leeds (above) is varied and flexible (unlike the rigid pattern of New York (above left))

- grid-iron rules are sometimes broken or developed, and provide interest in the streetscene

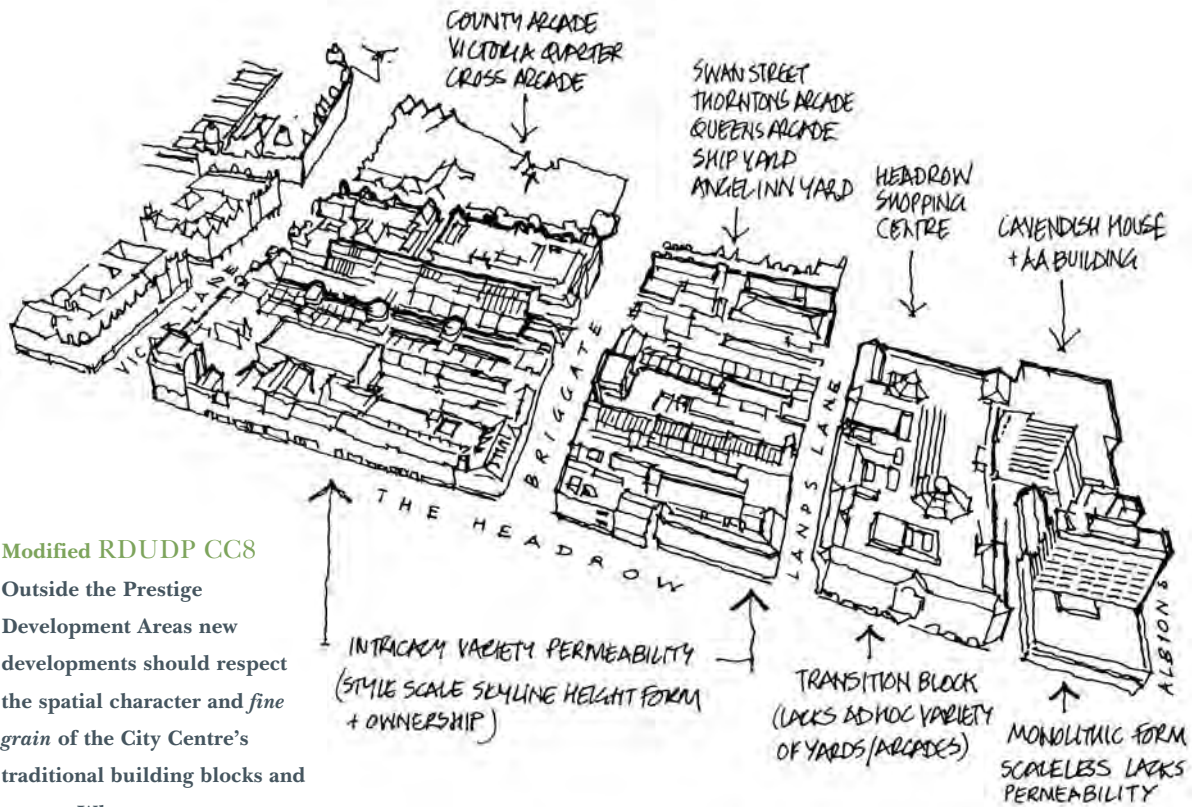
- the topography of Leeds also means that the monotony of grid-iron planning is rarely apparent

Fine Grain:

"A variety of streets, yards, ginnels, and arcades provides permeability through the building blocks of the city at frequent intervals. The proportion of heights and footprints of the buildings to widths of streets and spaces contribute to a sense of enclosure and intimate scale."

GRID IRON ?

F o r m



Modified RDUDP CC8

Outside the Prestige Development Areas new developments should respect the spatial character and fine grain of the City Centre's traditional building blocks and streets. Where a new street pattern is to be created, this should generally reflect the traditional street pattern of the City Centre.

(Reference to old maps/photos can inform new development)

N12 iii

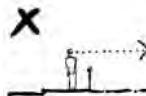
New developments should respect the character and scale of buildings and the routes that connect them.



1 At back of pavement - Provides good enclosure to street. Active frontage and interest for the pedestrian in the city. Maximises building space

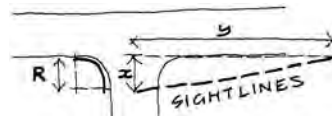


2 Provides minimal basement access - Provides good enclosure. Possible privacy barrier to active frontage (refer to Appendix 2)

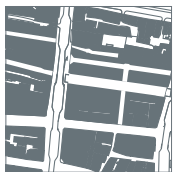


3 Vehicle access or architectural requirements sets building back - street lacks enclosure. Cars or anonymous planting flank pavement. Not active frontage. However, it is occasionally appropriate to set a building back eg. landscape edge to major traffic channel or to allow public space to emerge (Leeds Town Hall)

- Highways dimensions need to enable grid-iron and reinforce building lines

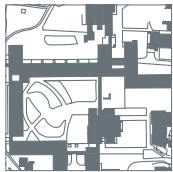


B L O C K S
F o r m



Briggate

Grid-iron pattern (former Burgage plots) with short block lengths and high degree of permeability. This is ideal for a thriving retail area as the number of shopfronts is increased, providing variety too



University

1970s planning and architecture. Linear, monolithic forms dividing open spaces. Sometimes external space is ill-defined and relationship between buildings and landscape is divorced



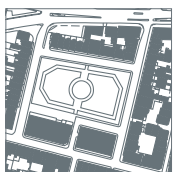
Meadow Road

Buildings, spaces and uses dominated by vehicle access and parking. Buildings become like 'islands'. Accessibility to the motorway provides both problems and opportunities for Leeds City Centre



City Square

Grid-iron planning can be compromised to produce dramatic effects - with closed vistas and buildings as 'backdrops' to the view. Diagonal shape, though still retains building line



Park Square

Grid-iron planning. Can produce well-contained open space. Beautiful sense of enclosure



Scale 1/2km 1km



- Tall buildings / parts of buildings over approx. 10 storeys

- Building height 5-9 storeys

- Building height 1-4 storeys

- Contours (at 10 metre intervals)

- Area approximates to tall building line

TALL BUILDINGS

F o r m

Tall buildings are located on the ridge from the north which penetrates down on a N-S axis between Park Row/Albion Street and south of the railway line towards the motorways. The ridge above the Civic Hall has also attracted tall buildings - with hospital and university uses along the ridge/contours to the west



The tall building area outlined in white on the map is clearly visible in the aerial photograph

The tall building line relates to the topography of Leeds (down the ridge from the north) and the key route into the City Centre from the south

Redevelopment or improvement of existing stock of tall buildings is vital as they do not represent positive quality, particularly regarding poor skylines and plinth blocks

Outside the City Centre some high-rise housing schemes are evident, particularly to the east, north and south-west. In the City Centre there is developing demand for residential/hotel uses in tall buildings.

The prestigious gateway site south of railway line close to Neville Street may be a good location for a tall building.

A formal tall building policy may be needed in the near future, in the meantime, the modified RDUDP policies are operable.

TALL BUILDINGS

F o r m



The existing stock of 1960s tall buildings generally represent poor quality with :

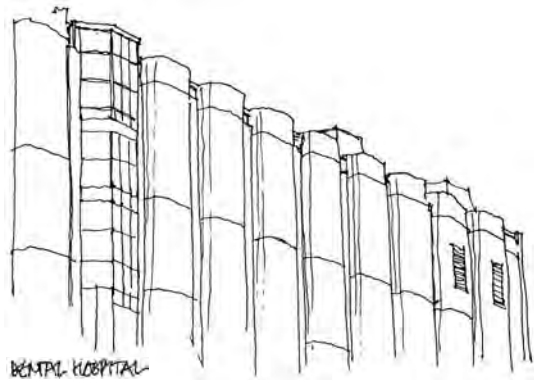
- unimaginative skylines
- weak diminutive plinth blocks not responding well to the street scene (resulting from plot ratio calculations of 1960/70)

Most recent completions facing City Square are more positive buildings, particularly No.1 City Square which possesses a good southern aspect. More active ground floors would benefit the streetscene around these buildings. Lighting and signage are important design attributes of tall buildings. These can become focal points at night. How the building design responds to its context needs to be considered in detail and at day and night. A student group from Leeds Metropolitan University has provided some preliminary work which should lead to the development of a tall building strategy (Appendix 2)



TALL BUILDINGS

F o r m



Modified RDUDP CC6

Outside Conservation Areas and their immediate settings and outside the gateway locations, proposals for high buildings will be considered on their merits, taking account of :

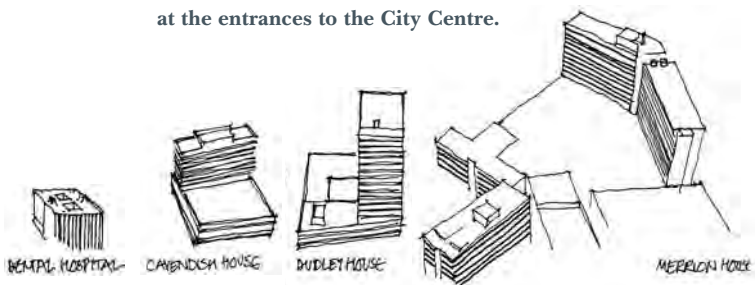
- i. quality of design;
- ii. effect on the skyline and impact on views across the city;
- iii. effect on neighbouring buildings and general street scene;
- iv. their micro-climate effect on the immediate pedestrian environment.

CC7

Redevelopment of the City Centre tower blocks will be encouraged where their appearance is unattractive and buildings are functionally obsolete.

CC4

The City Council will encourage developments at City Centre gateway locations to be of an appropriate scale and design quality to reflect the importance of these locations at the entrances to the City Centre.



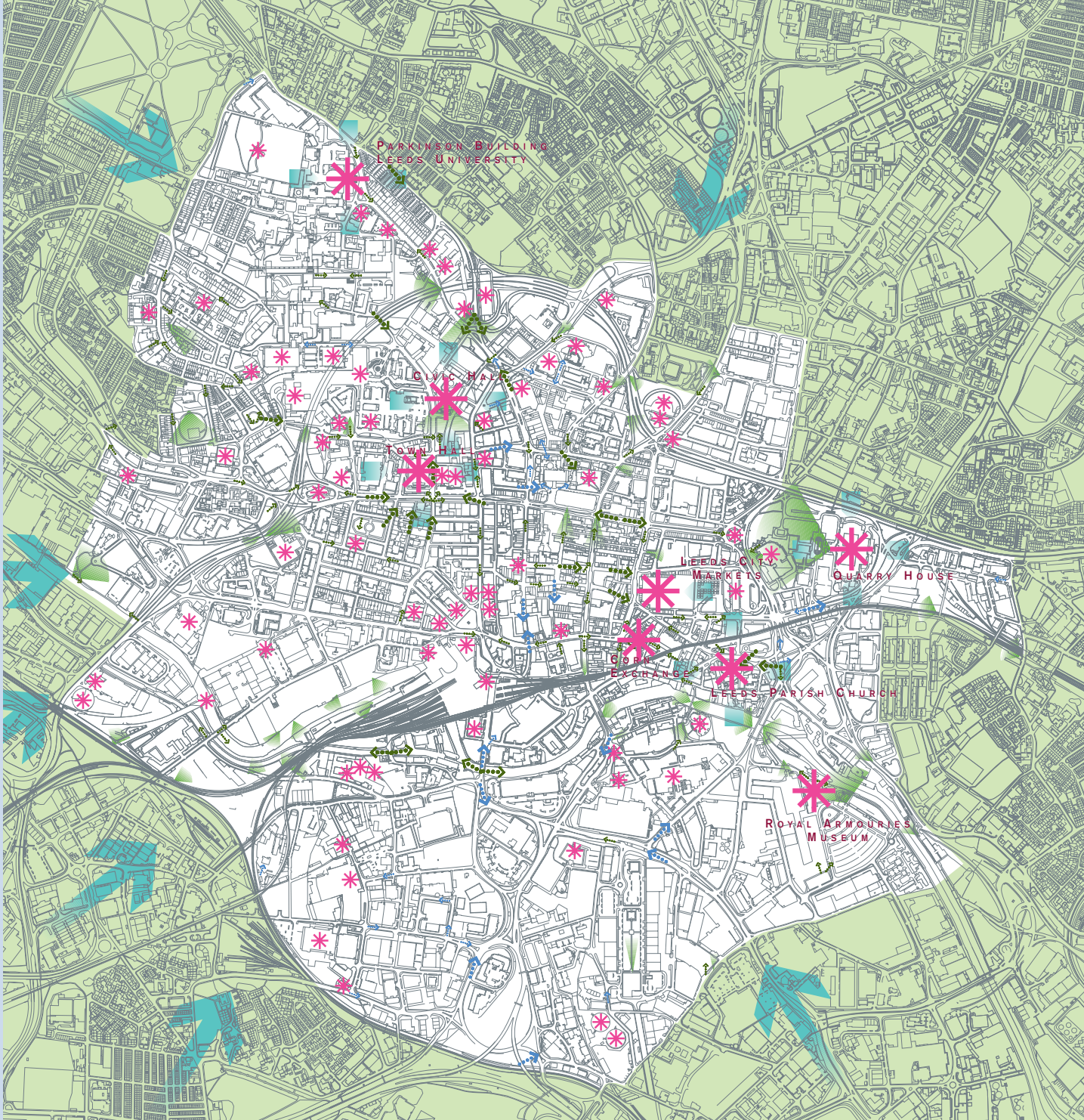
Buildings of The Headrow at Eastgate step down the slope - providing interesting rhythms at street level and varied skyline

Respect for topography is an important design consideration

Built form can express and emphasise the natural slopes of the city

T O P O G R A P H Y

F o r m



Scale 1/2 km 1 km



City-wide landmarks



Landmarks



Key distant views of City-wide landmarks



Key views from outside the City Centre



Panoramic views



Important view



View in need of enhancement

LANDMARKS & VIEWS

Form

Leeds City Centre possesses a variety of landmarks. The City-wide landmarks include those with civic, cultural, employment, retail, training and worship uses. The topography of the area and the relative heights of landmarks enable significant views from within and outside the City Centre.

There are a number of smaller scale and locally significant views and landmarks which are identified in the Study Area Section of CCUDS.



Royal Armouries [top]
Parish Church [above left]
Quarry House [above]
Parkinson Building [left]
Town Hall [far left]



Corn Exchange [above]
Civic Hall [right]



Modified RDUDP BD2

The design and siting of new buildings should complement and, where possible, enhance existing *vistas, skylines and landmarks*.

BD14

Carefully designed floodlighting schemes will be encouraged, particularly for distinctive or important buildings.

LANDMARKS & VIEWS

F o r m

M

aterials, texture, rhythm, proportions, colour, human scale, solid/void, style...are all important design considerations and sustainability of form and components.

Relationship of new/old is a key attribute of the City Centre (Leeds has some interesting examples) - aiming to provide contrast and harmony in the streetscene



BD6

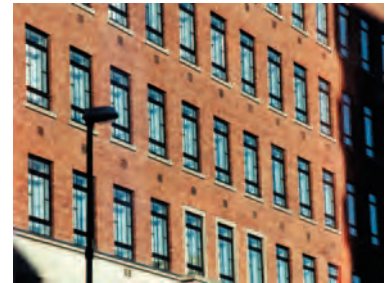
All alterations and extensions should normally respect the *scale, form, detailing and materials* of the original building.

N12ii

The best buildings of the past should be retained. New buildings should be of *good design* in their own right as well as good neighbours.

Modified RDUDP BC7

Developments within conservation areas will normally be required to be in *traditional local materials*.



Facelift and lighting initiatives are operating in Leeds City Centre to encourage attention to building façades

N19

All new buildings and extensions within or adjacent to conservation areas should preserve or enhance the character or appearance of the area by ensuring that:

- i. the *siting and scale* of the building is in harmony with the adjoining buildings and the area as a whole;
- ii. detailed design of the buildings, including the *roofscape* is such that the *proportions* of the parts relate to each other and to adjoining buildings;
- iii. the *materials* used are appropriate to the area and sympathetic to adjoining buildings. Where a local materials policy exists, this should be complied with;
- iv. careful attention is given to the design and quality of *boundary and landscape treatment*.

N12viii

Visual interest should be encouraged throughout.

N13

The design of all new buildings should be of *high quality* and have regard to the character and appearance of their surroundings. Good contemporary design which is sympathetic or complementary to its setting will be welcomed.

CC3ii

Encourage good *innovative* designs for new buildings and spaces.

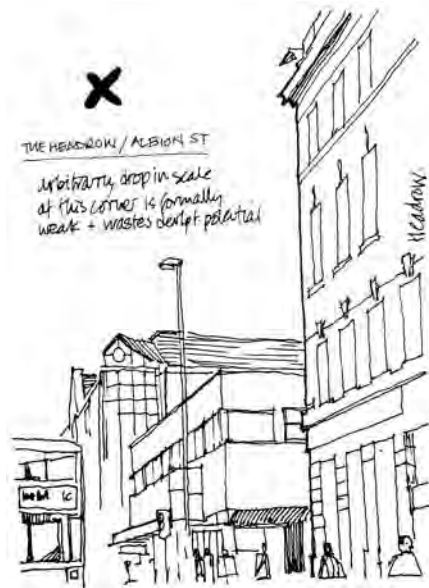
BD7

All new shopfronts should relate architecturally to the buildings in which they are inserted.

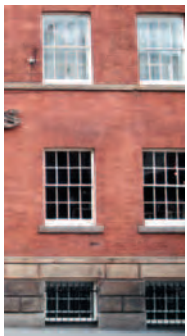
F A C A D E S

F o r m

The scale of buildings creates the sense of enclosure in adjacent streets. Careful design of changes of scale between buildings is essential to preserve and enhance views.



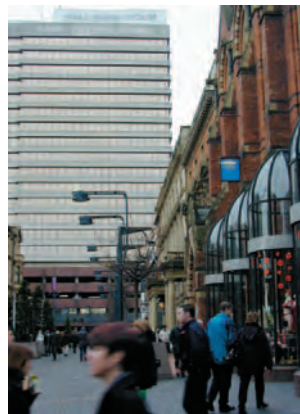
Some buildings, particularly diminutive plinths to tall buildings (resulting from plot ratios calculations), provide development opportunities to regain the sense of enclosure of the street



This photo, taken in 1998, shows that Albion Street (north end) detracts from the sense of enclosure of the street like a missing tooth (See case studies)



West Riding House provides an abrupt backdrop to views west from retail area



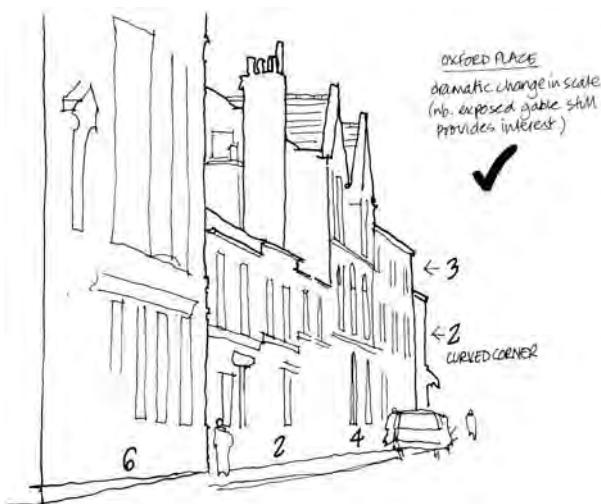
Broad streets and well articulated form of Leeds Town Hall creates successful change in scale (above)

CC5

All development within the Conservation Area or its immediate setting must be designed so as to preserve or enhance the existing character of the area. The heights of new buildings there should normally relate to those of surrounding buildings by being within one storey height of them.



The relationship of Mill Hill Chapel to the post-war development around City Square is a difficult compromise (left)



In the City Centre design and economic criteria are development parameters which sometimes struggle for dominance

S C A L E
F o r m



Grand architectural expression of civic quality of Leeds Town Hall and Oxford Place Methodist Church

Concealed / under emphasised fire exit door at No. 15/16 Park Row (right side)



Simple sweeping sun deck at Leeds General Infirmary



Curving corner at Great George Street



Landmarks can be read from a distance



Leeds Civic Hall creates relevant interest at night

Building components as well as buildings themselves can *express* their uses. Landmark buildings can help people find their way around the city

Modified RDUDP BD14

Carefully designed floodlighting schemes will be encouraged, particularly for *distinctive or important buildings*.

LEGIBILITY

F o r m

S

kylines in Leeds are varied with many ages of architecture represented. Towers are a feature of Leeds' City Centre's roofscape (small feature towers - not overtly bold)

N19ii

Detailed design of the buildings, including the *roofscape* is such that the proportions of the parts relate to each other and to adjoining buildings;

BD2

The design and siting of new buildings should complement and, where possible, enhance existing *vistas, skylines and landmarks.*

BD4

All mechanical plant and associated pipework, lifts and other mechanical equipment and fire escape stairs should normally be *contained within the envelope of the building.* All service and delivery areas should be screened from view as far as possible.

BD13

Telecommunications development will be permitted when all practical steps have been taken to locate and design such equipment so that :

- i. sensitive locations are avoided;
- ii. *visual intrusion* is minimised;
- iii. mast sharing or existing tall structures are utilised wherever possible.

These policies and principles apply to work on existing buildings as well as new. This will ensure Leeds' skyline is protected and enhanced.

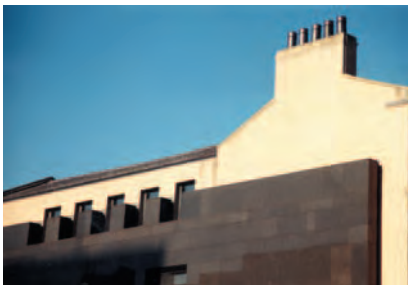
Leeds City Markets



Duncan Street



Henry Moore Institute



The Corn Exchange



No 1 City Square

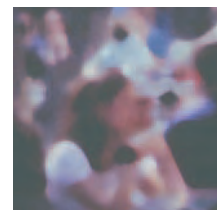
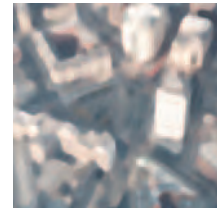
Leeds University Senior Common Room



S K Y L I N E S

F o r m





CITY CENTRE - W I D E

F o r m

M o v e m e n t

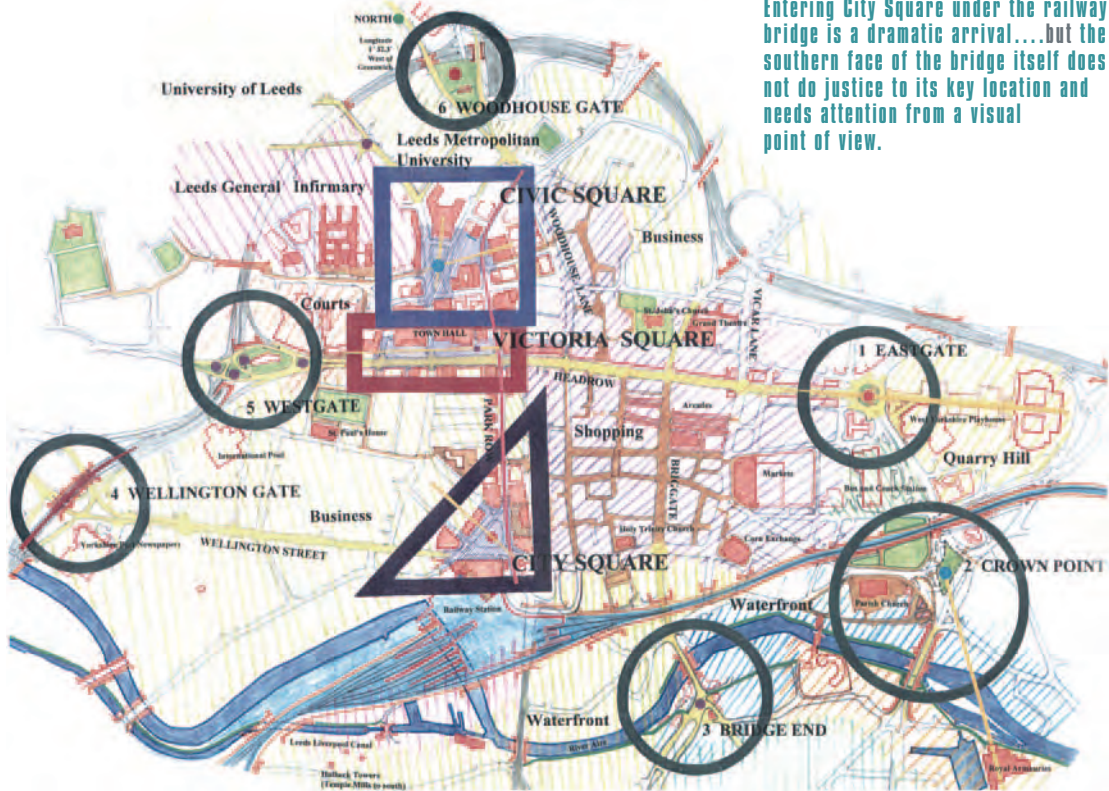
Gateways Millennium bid and sequential view	40
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- Balance the management of traffic with opportunities for the improvement of the pedestrian environment
- Improve quality and choice for the pedestrian in the City Centre, encourage continuity and quality of the links between the Quarters
- Improve pedestrian connections with areas outside the City Centre (especially adjacent housing)
- Improve the sequential views for people entering the city by train, bus, car, bicycle, boat or on foot
- Improve access for disabled people to spaces and buildings with solutions which respect the character of Leeds City Centre
- Improve the quality and design of places for car parking
- Ensure car parks respect the strong edge of the street

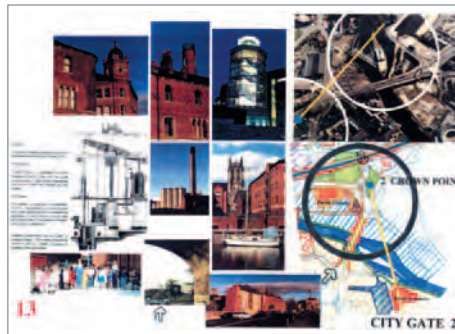
S p a c e

U s e

Movement



Entering City Square under the railway bridge is a dramatic arrival...but the southern face of the bridge itself does not do justice to its key location and needs attention from a visual point of view.



G A T E W A Y S
M I L L E N N I U M B I D

M o v e m e n t



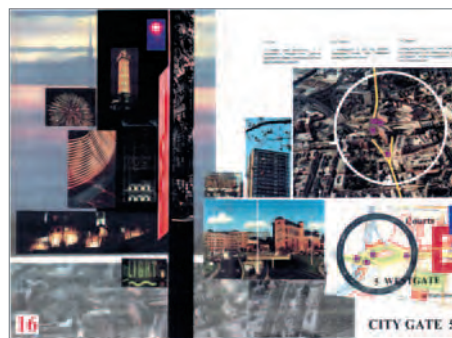
Gateways and sequential views into the City Centre are important urban design considerations to provide sense of arrival and help orientation.

There is a Gateways and Corridors Initiative in Leeds to develop this process of entering the City Centre from all points of the compass along key routes.

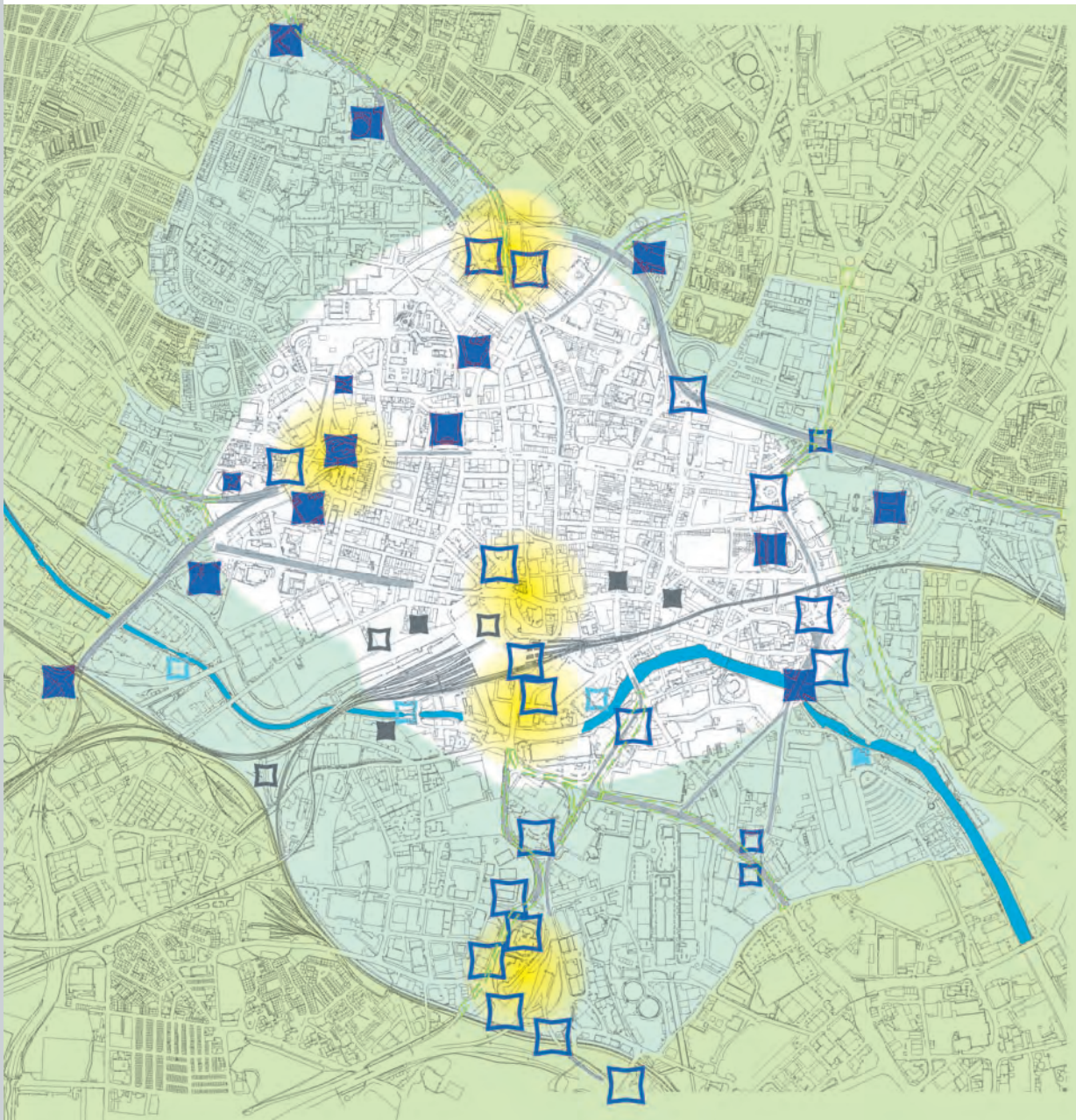
Other modes of transport should be considered too, in addition to car, bus and train – pedestrian, bike, and canal !

Modified RDUDP CC4

The City Council will encourage developments at City Centre gateway locations to be of an appropriate scale and design quality to reflect the importance of these locations at the entrances to the City Centre.



G A T E W A Y S
M I L L E N N I U M B I D
M o v e m e n t



Scale 1/2 km 1 km



Group of Gateway features/buildings



Key Gateway feature



Gateway feature



Improved Key Gateway required



Improved Gateway required



Canal Gateway



Possible Improved Canal Gateway



Railway Gateway



Possible Improved Railway Gateway



Road Corridor (width indicates level of use)



Strategic Corridor for Greening

G A T E W A Y S

M o v e m e n t

Signage, cityscape materials, colours are part of the Streetstyle manual providing the City Centre with corporate style. This may be developed further to respond to local distinctiveness of character areas within the City Centre.

The sophisticated Transport Strategy for Leeds City Centre protects the pedestrian core by a series of concentric rings:

- Outer/Inner Ring Roads
- City Centre Loop
- Public Transport Box

There are 'pinch points' for pedestrians crossing the box and loop roads which are continually under examination. Priorities and visual aspects of crossing points in key areas, such as Park Row, will be an important part of the development of CCUDS by the Department of Highways and Transportation, Department of Planning and Environment and City Centre Management.



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- Inner Ring Road
- City Centre Loop
- Public Transport Box
- Shops
- Pedestrian Areas
- Possible LRT route

Adapted from West Yorkshire Transport Plan the development of Light Rail Transport (LRT) for Leeds may re-arrange priorities in the future

S T R A T E G Y
DEPARTMENT OF HIGHWAYS & TRANSPORTATION

M o v e m e n t



Access for disabled people is a policy of the modified RDUDP and appropriate new forms of cityscape are being established

Location of posts supporting traffic signs can inhibit pedestrian movement and provide unsightly clutter in the streetscene (public/private partnership could provide more discrete support for signs)



At the key gateway to Leeds pedestrians are penned in to accommodate traffic movement. The balance here is being addressed by the City Council and Railtrack. Links with Boar Lane, Park Row and City Square do need improvement (below)



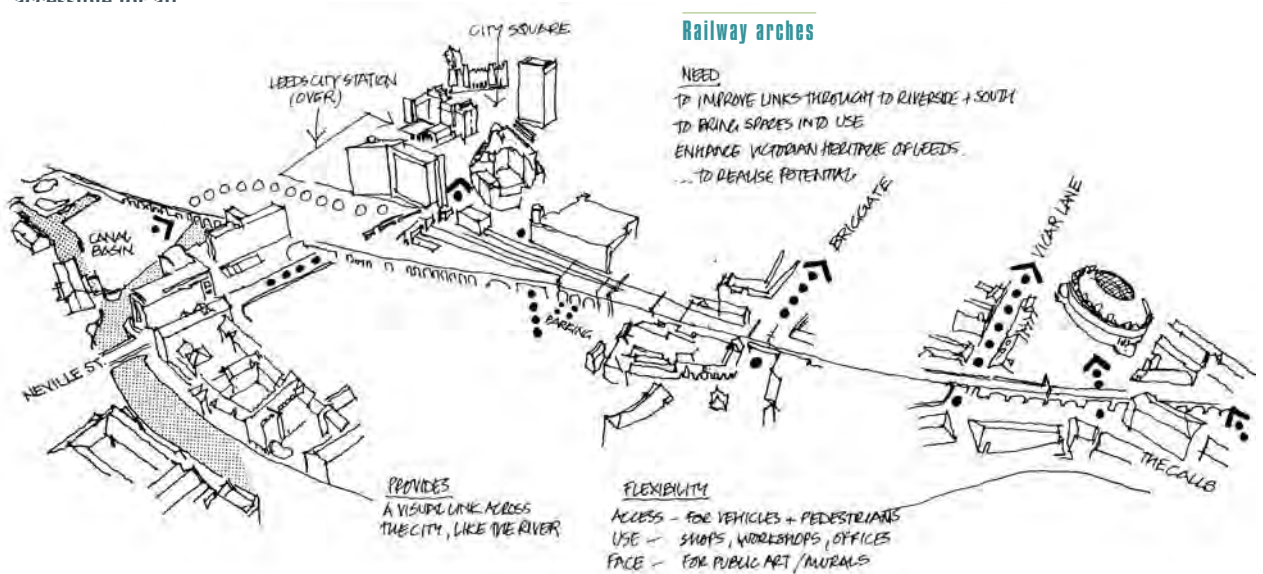
n the heart of the City Centre the pedestrianised area provides a varied series of links – ginnels, arcades, yards and streets which provide pedestrians with choice in an important pedestrian-friendly retail area – around Briggate



Modified RDUDP CC13

New public spaces must be imaginatively designed to complement their location and to ensure that they are attractive, comfortable, safe to use and accessible for all

Links and opportunities for development through the railway arches are inherent in the urban form of Leeds City Centre with its high level railway. These could be developed further to provide links with the riverside and south Leeds (which should enjoy better approaches to the City Centre)



P E D E S T R I A N

M o v e m e n t

SP8ii

The role of the City Centre will be enhanced by... an environmental strategy concerned with improving urban design, and provision and enhancement of linked open spaces.

here are important pedestrian movement patterns between the Quarters of Leeds City Centre. Nodes and Links map on page 58 identifies some of these.

City Centre - Study sheet - Urban Design Initiatives to create cohesion and connections John Thorp Civic Architect 29 October 1997

- Study areas:
- Civic Quarter
 - City Square
 - Headrow/Barrgate
 - Southgate "doorway"/Holbeck/Station
 - East River
 - Saxton Gates/parish church/annexes connections
 - other gates "off Bridge End"
 - Briggate N/S-E/W issue (cohesion/connections)

4. Blomfield's Headrow scheme
- dramatic central reservation exp. in Barrgate ?? ideas scheme
 - water run from Aisle to pool to E & W: three time? backward?
 - complete "Lewis's" southward top floor
 - extend as intended into leads perm. site: overhang

* Critical issues:

- 1 Study of schemes to tie city centre fringe coming into the city core
- 2 N/S connections: railway arches could dramatically connect whole of N/S movement; river/rail/canal/Some roads run E/W: Key issue to cross them Prototype = HOLBECK STUDY
- 3 Some E/W roads connectors beyond over Briggate



Connections Map by John Thorp Civic Architect

Leeds Westgate

Eastgate

along The Headrow (10 minutes walk)

Paris Place de la Concorde

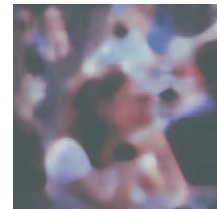
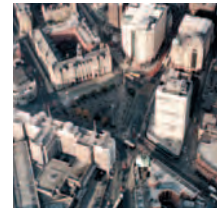
Palais du Louvre

through Jardin des Tuileries (10 minutes walk)

CONNECTIONS

M o v e m e n t





CITY CENTRE - W I D E

F o r m

M o v e m e n t

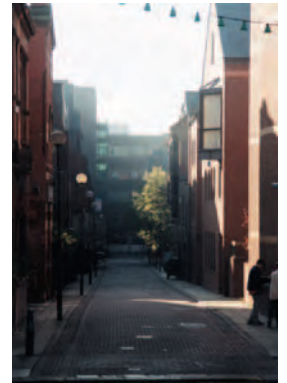
S p a c e

Types	48
Furniture	49
Railings	50
UDP open space and circulation map	51
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Trees	54
Summary of Urban Design Principles	64-65

- Protect, enhance and provide new spaces responding to the recognisable variety of ginnels, yards, arcades, streets, malls, squares, parks and riverside
- Promote trees and landscaping appropriate to an area
- Promote new and refurbished spaces which are suitable for people of different ages, gender, race and mobility
- Promote public art to enhance spaces and buildings
- Encourage bespoke railings and boundary walls appropriate to adjacent buildings and spaces
- Promote distinctive street furniture – responding to the character areas and the City Centre street style
- Encourage innovative and attractive multi-use street furniture/signage to prevent clutter
- Encourage community involvement in improvement to spaces and potential for public art
- Co-ordinate traffic (and other) signage and minimise intrusion of posts on footways
- Improve the appearance of surface car parks (possible re-development as buildings/spaces)
- Manage and maintain all the spaces in the City Centre

U s e

Space



Leeds City Centre has a very broad range of public spaces :

- Ginnels • Yards • Arcades
- Malls • Streets • Squares
- Riversides

This provides a rich variety for movement and activity

T Y P E S

S p a c e

Modified RDUDP N12i

Spaces between buildings are of considerable importance. Development should create a series of *linked and varied spaces that are defined by buildings and landscape elements.*

CC12

In new development, new public spaces must be related to and *connect with the existing pattern of streets, corridors and spaces, including the river and canal walkways.*

CC10

Further provision of public space will be required. Operational development covering more than 0.5 hectares should allocate a minimum of 20% of the developable site area as *public space.*

Types of space in the City Centre have been studied during Stage 2 of CCUDS, and further subdivision of types has been suggested according to the Study Areas (see Appendix 2).

There is a strong matrix of north-south streets, and east-west yards/arcades/streets in the central area.

Apart from Park Square, there is a perceived lack of greenspace in the City Centre.

The Riverside is an area of great potential with no events space yet. Clarence Dock and other vacant sites provide further potential. With little historical precedent for riverside spaces in Leeds, modern design ideas may prove to be the best – mixing new components and repairing the old.

Management and maintenance of the spaces and components in the City Centre are important to retain and enhance Leeds' sense of place.

Albion Street



Functional needs for links across streets at high level need to be provided with respect for the street (unlike Albion Street !). The bridge at Alexander Street enhances the street.



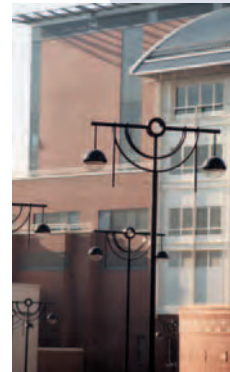
Shapely seat and planter combined (Briggate)



The signage at Yorkshire Dance could be perceived as part of the façade or even sculpture.



Design of lampstands can be a response to the character of an area and provide opportunities for public art



Yorkstone is a traditional, simple and effective product for paving Leeds' streets. Setts are carefully cut and laid to enable easy access in Swan Street

The design of components of the street such as paving, signs, seats, bins, lights and public art are vital to the provision of a coherent streetscene.

Leeds City Centre possesses some interesting multi-purpose products – helping to reduce the clutter.

CC11

The City Council will assess the role of City Centre streets and implement further schemes to create more and enhance existing pedestrianised corridors and to upgrade the street environment generally. These schemes will respect the historic character of the City Centre, its traditional paving materials and historic street settings where dominant.

CC9

Every opportunity will be taken through direct action, new development, development control and planning obligations to achieve quality, safety, security and general accessibility in existing public spaces.

BD8

All signs must be well designed and sensitively located within the street scene. They should be carefully related to the character, scale and architectural features of the building on which they are placed.

BD9

Projecting and illuminated signs will only be permitted in conservation areas and predominantly residential areas where they do not detract from visual amenity, the building, or the character of the street.

BD10

Promotional banners and other forms of temporary advertising needing express consent will not normally be permitted, especially within conservation areas or the setting of listed buildings.

BD11

In situations where blinds are acceptable, they should be located at ground floor level and should generally be of a form and design that is contemporary with the building to which they are attached.

BD15

Works of public art will be encouraged in all new developments where appropriate.

N25

...All paving materials should normally accord with the character of adjacent buildings and surrounding areas.

F U R N I T U R E

S p a c e

Railings are a key feature of Leeds City Centre. Clearly it is important to preserve and enhance this attribute.

The functional need for privacy, protection and safety for the pedestrian is still apparent, therefore bespoke new railings should be a real possibility in Leeds City Centre. Existing examples vary from different eras.

To retain and enhance this strong characteristic of Leeds City Centre we could:

- Develop Facelift Initiative already operating in the City Centre to include railing refurbishment.
- Encourage bespoke railing design with new development and refurbishment / extensions where appropriate
- Add railing component to the categories in the City of Leeds Award for Architecture
- Improve highways guardrail design possibly to become area-specific to enhance local distinctiveness. Streetstyle document by City Centre Management implies this is a possible development of the improvement scheme.

A student has produced a study of railings in Leeds as a supplement to CCUDS (Appendix 2).

Modified RDUDP N25

Boundaries of sites should be designed in a positive manner, using walls, hedges, or railings where appropriate to the character of the area...



Basic hurdle fencing at Park Square (above far left)
Variety on Park Square (East) (above left)
Leeds Town Wall (left)



Unusual modern style at Magistrates Courts (Westgate) (left)
Art Nouveau style on Wellington Street (above)

R A I L I N G S

S p a c e

CC2 City Centre Boundary

N1, N5 CC9-13
Pedestrian Corridors
and Spaces

River/Canal (Waterways & adjacent pedestrian routes relate to green corridors policy N8)

CC9, CC11-12 Existing

CC9, CC11-13 Proposed

CC9, CC11 Enhanced pedestrian routes

CC9-10, CC12-13 Proposed open spaces

Transport Proposals

CC14 Public transport box

CC14 City Centre Loop

T13, CC14 Supertram

T13, CC14 Supertram Station

BS CC15 Bus Station

SS T25, T26, CC17 Public Short Stay Car Park (Shopper/Visitor)

T18 Strategic Highway Network (SHN)

T19 DTP Road Schemes (Part of SHN)

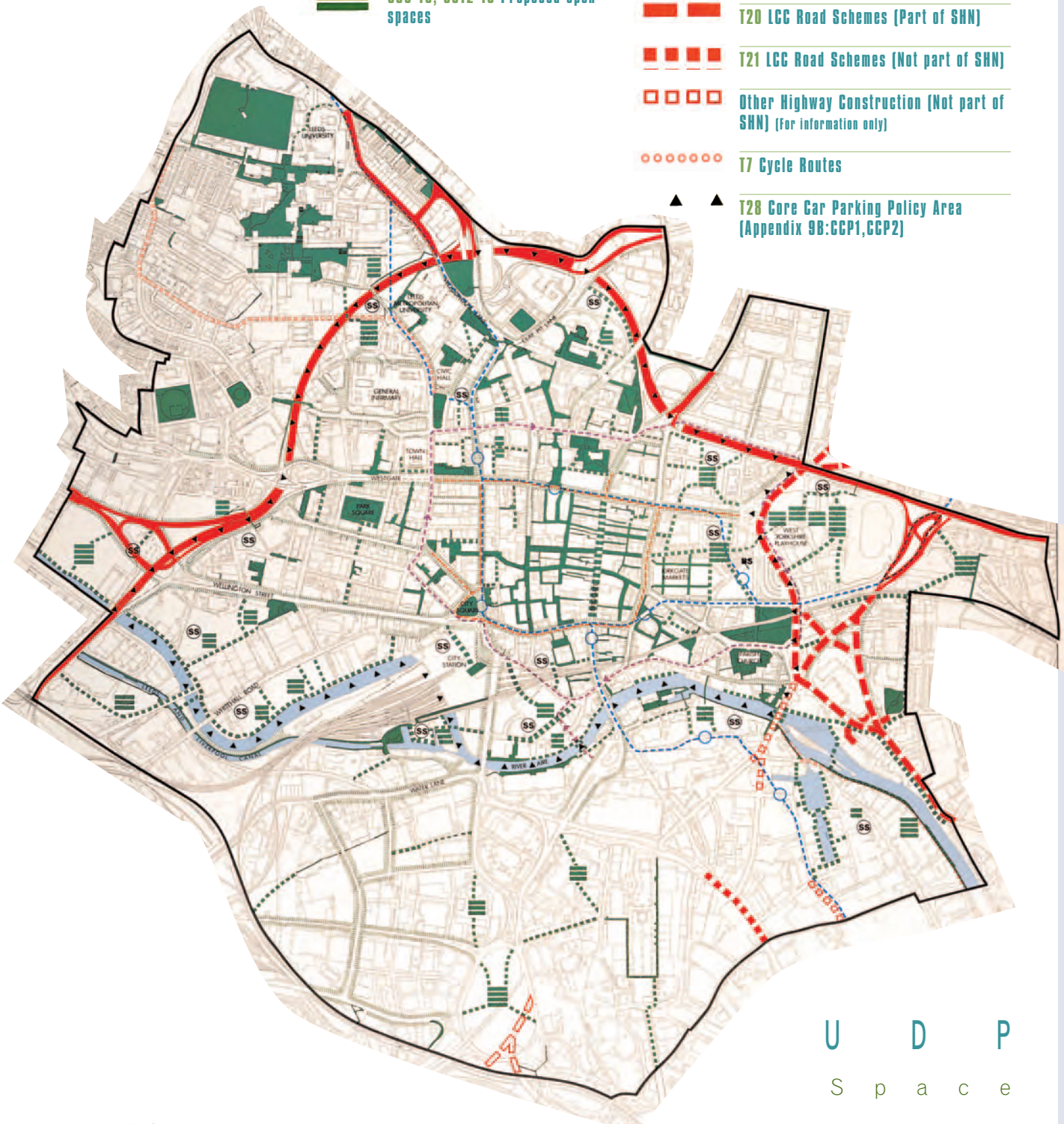
T20 LGC Road Schemes (Part of SHN)

T21 LGC Road Schemes (Not part of SHN)

Other Highway Construction (Not part of SHN) (for information only)

T7 Cycle Routes

T28 Core Car Parking Policy Area (Appendix 9B:CCP1,CCP2)



U D P
S p a c e

andscape design is central to the successful development of streets, spaces and buildings. The modified RDUDP contains a number of clear policies which encourage the inclusion of schemes to provide a sustainable approach to landscape in Leeds City Centre



Modified RDUDP LD1

Any landscape scheme should, as a minimum,

- ii. respect the scale and form of adjacent development and the character of the area;
- iii. complement and avoid detract from views, skylines and landmarks;
- iv. provide suitable access for people with disabilities;
- v. provide visual interest at street level and as seen from surrounding buildings;
- vii. protect existing vegetation, including shrubs, hedges and trees. Sufficient space is to be allowed around buildings to enable existing trees to be retained in a healthy condition and both existing and new trees to grow to maturity without significant adverse effect on the amenity or structural stability of the buildings;

viii. complement existing beneficial landscape, ecological or architectural features and help integrate them as part of the development;

- x. be protected, until sufficiently established, by fencing of a type appropriate to the prominence of the location, around all those parts of the landscaping susceptible to damage.

BD5

All new buildings should be designed with consideration given both to their own amenity and that of their surroundings. This should include usable space, privacy and satisfaction penetration of daylight and sunlight.

L A N D S C A P E

S p a c e



Variety of trees and flowers provide shade and colour outside the art gallery



Boundary planting provides soft edge on Woodhouse Lane



Major landscape scheme needs time and care to establish at No 1 City Office Park



Effective use of roof as garden at Yorkshire Bank off Clay Pit Lane (above) opportunity on Merrion Centre (below)



N8

The strategic network of urban green corridors links the main urban area with the countryside. These corridors provide or have the potential to provide for informal recreation and also contribute to visual amenity and nature conservation. Within these corridors, development proposals should ensure that :

- i. any existing corridor function of the land is retained, enhanced or replaced; and
- ii. where there is potential to create a link between existing greenspaces, provision is made for one or more corridor function.

N9

All development proposals should respect and, where possible, enhance the intrinsic value of land in fulfilling a corridor function in terms of access, recreation, nature conservation and visual amenity.

N23

Incidental open space around new built development should be designed to provide a visually attractive setting for the development itself and, where appropriate, contribute to informal public recreation and nature conservation.

Existing features which make a positive contribution should be retained where possible.

A collective term to describe open spaces which the public have a right to enter and use for formal and informal recreation.

Examples include recreation grounds, parks, linear spaces along canal towpaths or former railway lines, pedestrian areas in the City Centre, small play spaces within housing areas, and woodlands.

**A definition of 'greenspace'
Modified RDUP**

L A N D S C A P E

S p a c e

Leeds City Centre lacks a significant quantity of well established trees contributing to the day to day life of the city. There is potential for further greening of our city

City trees have many benefits:

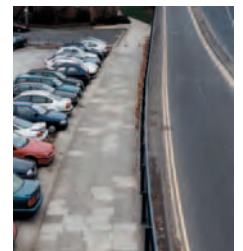
- Space formers, creating and defining edges to places and a tree canopied space
- Urban air conditioners, trapping dust and air borne polluting particles, producing oxygen and fixing carbon dioxide
- Sun screens, giving welcome shade from the heat of the day and protecting us from sunburn and skin cancer
- Seasonal indicators with fresh leaves, flowers, berries and autumn colour and winter branch tracery counting us round the seasons
- Screens for unsightly buildings, hoardings, yards, car parks
- Uplifting City Centre shoppers, workers, tourists and residents, in an otherwise dense, artificial environment – trees are intrinsically objects of great beauty.

Trees should be provided wherever there is space for them to grow and where they can contribute meaningfully to the public and private realm.

Greater efforts are required by a variety of partners and agencies to ensure that provision is made for new tree planting and the space required is given a higher priority.

Trees can be planted in grids, arcs, circles, avenues and lines or as a centrepiece.

A number of the City Centre's existing trees are protected by conservation area legislation. New development is required to preserve and enhance the character of the City Centre Conservation Area, which includes preserving existing trees and planting new ones.



Opportunity in an under-used footway



Footway tree planting would 'green' this unwelcoming urban environment on Woodhouse Lane



Opportunity in future development edge, Union Street



Opportunity in pavement build-outs

T R E E S

S p a c e

T

here are varied examples of good use of trees in the City Centre

Trees in raised planters in pedestrianised Albion Place (right)



Enhancing the Riverside walk, off Sovereign street (right)
Avenue planting giving a well designed urban character to part of Merrion Way (below)



Positive use of trees in a grid, University Car Park near Fenton Street



Enhancing riverside housing, The Chandlers, Call Lane (below)



Greening churchyards at St George's Church (above) and the Parish Church (above left)



Opportunistically located tree on Quebec Street



Greening the edge of City Square

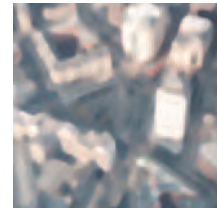


Screening and ameliorating private car parks, Portland Way and Sovereign Street

A review of the Council's approach to trees is being tackled in a Tree Policy document and a City Centre Tree Strategy, both in preparation for public consultation this year (2000).

T R E E S
S p a c e





CITY CENTRE - W I D E

F o r m

M o v e m e n t

S p a c e

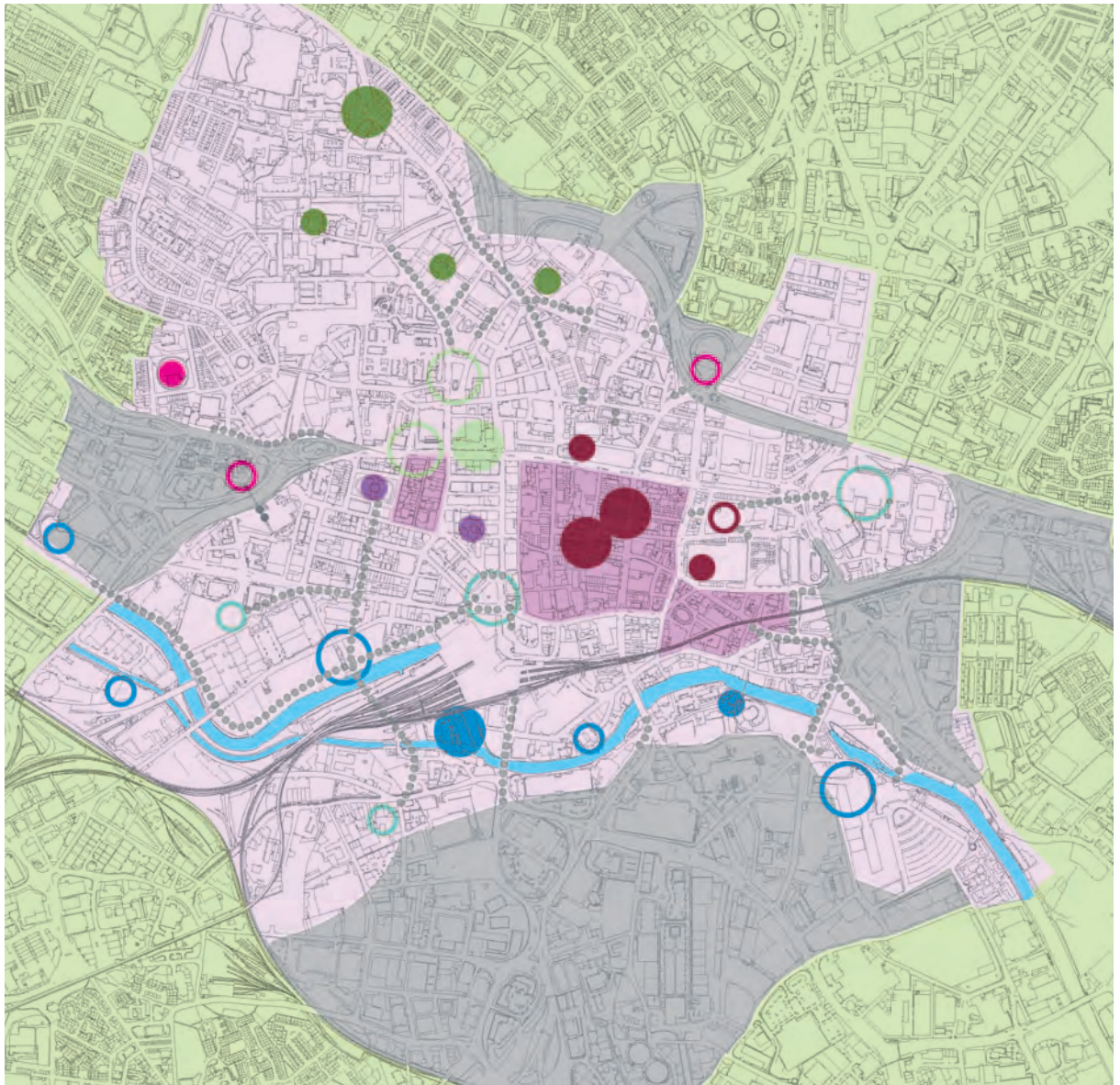
U s e

Nodes and Links	58
Activity	59
Active Frontages	60
UDP Quarters map	61
New and Old	62
Summary of Urban Design Principles	64-65

- Promote street design which creates vitality, encourages movement and natural surveillance
- Develop a mixture of land uses at different times of day and night
- Civic/community buildings shall be located adjacent or within squares/spaces preferably with main street views
- Promote active frontages at ground floor
- Protect and enhance the dominant and ancillary activities which contribute to a Quarter's character
- Promote cultural development which enhances relationship with existing and new public spaces in the City Centre
- Facilitate the appropriate re-use and conversion of old buildings and spaces
- Promote sustainable development through land use and movement strategies, the form and location of buildings and spaces, and the choice of materials (refer to Sustainable Development Design Guide)

Uses

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Scale 1/2km 1km



"A place where activity and routes are concentrated..."

A definition of node
'By Design' (DETR/CABE, 2000)



Main Node



Secondary Node



Possible Main Node



Possible Secondary Node



Generally positive pedestrian links (arcades, yards ginnels and streets)



Key improvements needed to pedestrian links shown



Generally lacks any emphasis on good pedestrian links

Nodes are colour-coded according to Quarter

Civic

Retail

Office

Education

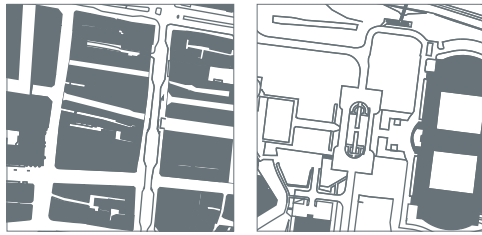
Mixed Use

Riverside

Residential

N O D E S & L I N K S

U s e



The Briggate 'grain block' represents c.228 ground floor uses/occupiers (as well as some upper floor uses – 3,4 and 5 storey buildings). Quarry House, on the other hand, is 1 use. The vitality of the grain block centred on Briggate is clearly greater than that centred on Quarry House.

Activity in streets and spaces is an important urban design issue

...watching, window shopping, delivering, eating, sitting, standing, passing through, phoning, selling, playing, chatting, listening...



Variety is a key objective, together with use of the spaces at day and night to create a safer City Centre with 'natural surveillance'. This variety should be the result of encouraging mixed uses – live/work/shop/play/worship/care in proximity.

The effect of ground floor and upper floor uses on the movement patterns across the City Centre are vital factors to assimilate in planning the use of streets. Students have carried out a detailed study in the Retail Quarter to assess this. It is suggested that further work will lead to possible policy and initiatives to improve safety and activity in the streets of the City Centre (counting numbers of people at different times of day and providing a pattern of where they are going and activity).

N12iv
Pedestrian movement should be encouraged.

Modified RDUDP CC3iii
The identity and distinctive character of the City Centre will be maintained by...upgrading the environment where necessary to complement the needs of activities which are essential to the identity, vitality and function of the City Centre.

CC11
The City Council will assess the role of City Centre streets and implement further schemes to create more and enhance existing pedestrianised corridors...

N12vii
Design and inclusion of facilities should reflect the needs of elderly people and of people with disabilities and restricted mobility.

CC9
Every opportunity will be taken through direct action, new development, development control and planning obligations to achieve quality, safety, security and general accessibility of existing public spaces.

CC13
New public spaces must be imaginatively designed to complement their location and to ensure that they are attractive, comfortable, safe to use and accessible for all.

CC18
Where appropriate, encouragement will be given in new development which includes surface or free standing private non-residential parking to the provision of spaces for public use in the evening and at weekends.

A C T I V I T Y
U s e

Some land uses, such as shops and cafés, naturally create active frontages. Other uses such as offices, residential and car parks sometimes struggle to respond to the streetscene in a positive way. Glass ‘shop’ fronts produce the most active frontages, and can be used for many land uses. Careful internal planning and insertion of other uses can often create activity at street frontages for even the most introverted uses.

Active frontages are encouraged. Most developments should be able to achieve active frontages providing liveliness and interest in the streetscene.

Modified RDUDP BD7

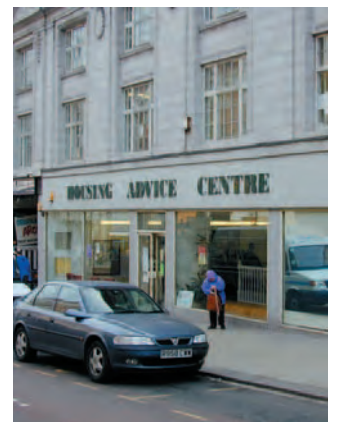
All new shop fronts should relate architecturally to the buildings in which they are inserted. Where security measures are to be taken, the use of security glass or open mesh grilles will be encouraged and solid shutters permitted only in exceptional circumstances.

CC29

Outside the Education Quarter, proposals for major developments of more than 5000 sq m gross floorspace and/or on sites of 0.1 ha or more will be required to contain uses additional to the main use, reflecting the appropriate quarter and proposal area statements, or other City Centre policies.

All Bar One and Art Wimpennys (East Parade and The Headrow) indicate how active frontages enable in>out as well as out>in views. Intrusive sounds of the street are tempered whilst people can still enjoy an excellent view of a bustling city street

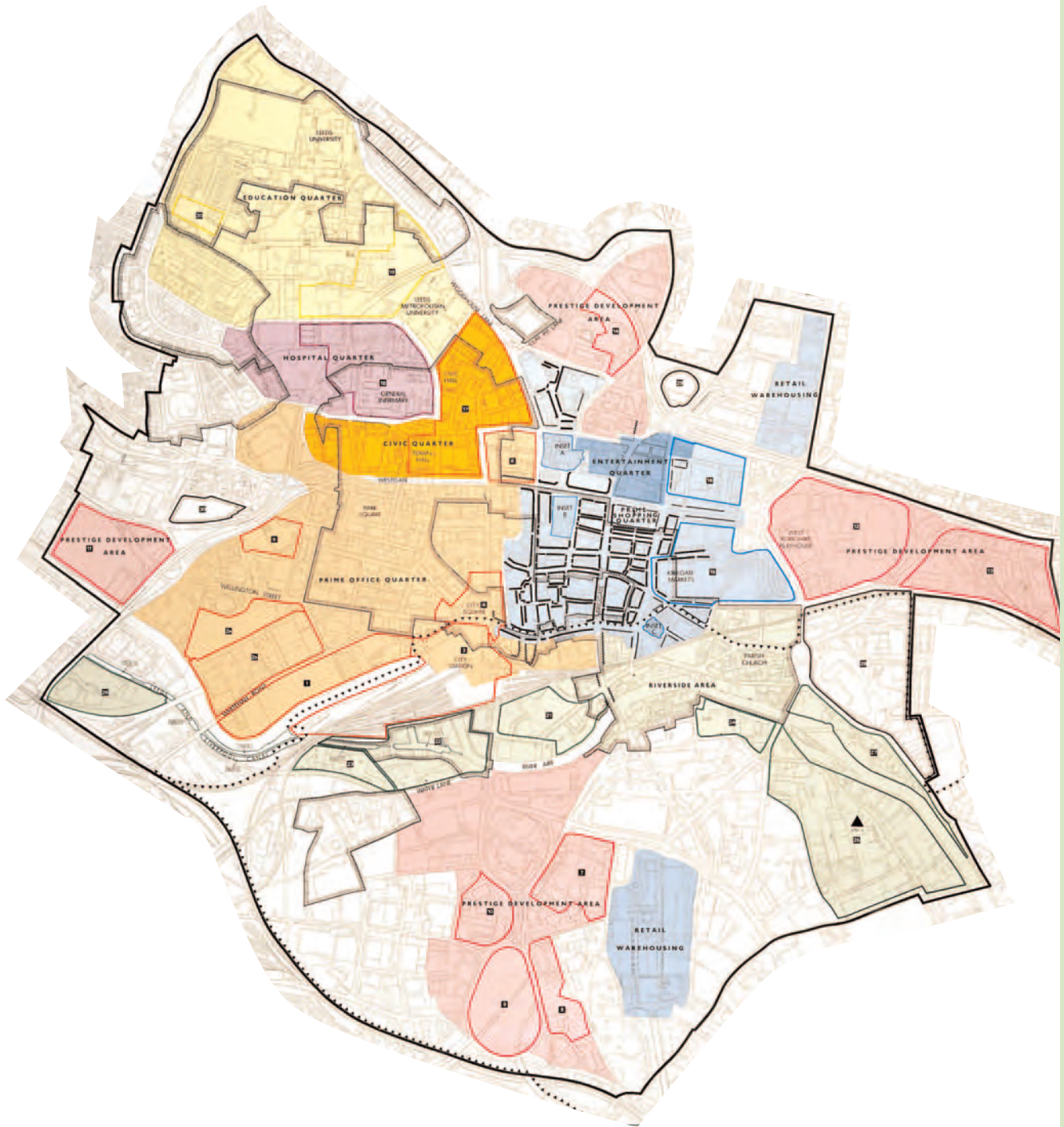
The inactive frontage of the St John's Centre at Wormald Row – providing a large blank wall as a continuous barrier between the street and a thriving shop unit



Housing Advice Centre on The Headrow may be a relatively introverted use but it provides an active frontage – with display panels which are attractive to the passerby

A C T I V E F R O N T A G E S

U s e



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- | | | | | | |
|--|-------------------------------------------------|--|--------------------------------------------------------------------------|--|---------------------------------------------------------|
| | CG2 City Centre Boundary | | N18-22 Conservation Areas (Appendix 3: BC7-9) | | N50B Site of Ecological or geological importance |
| | CG27-29 Quarters and Proposal Areas | | S4, CG22 Primary Frontages (Appendix 12: SF1&2) | | Leeds Nature Area |
| | Prime Office Quarter Proposal Areas | | S4, CG22 Secondary Frontages (Appendix 12: SF1&3) | | Leeds Development Corporation |
| | Prestige Development Area Proposal Areas | | S4, CG22 Entertainment Quarter Frontages (Appendix 12: SF1&4) | | L15B |
| | Prime Shopping Quarter Proposal Areas | | S4, CG22 Fringe Frontages (Appendix 12: SF1&5) | | Shopping Frontage Inset Areas |
| | Civic Quarter Proposal Area | | S4, CG22 Other Protected Frontages (Appendix 12: SF1&6) | | |
| | Hospital Quarter Proposal Area | | | | |
| | Education Quarter Proposal Areas | | | | |
| | Riverside Area Proposal Areas | | | | |
| | Other Proposal Area | | | | |

U D P
U s e



Sparrows Wharf – former mill and warehouse converted to different uses split vertically (pub and estate agent on ground floor, residential floors, top floor offices) – re-using the building and reviving the area on The Calls.



Award-winning Rose Wharf (now offices - conversion for redundant flax mill)



Adaptation of redundant warehouse; Browns, Great George Street/Alexander Street (café-bar and living over)

New uses for old buildings and spaces provides exciting new opportunities in the City Centre.

This is partly the result of economic re-structuring of all major industrial cities, and partly an indication of the robust, flexible quality of our built heritage.

(‘Long-life, loose-fit’ is a term applied to buildings which possess these sustainable characteristics).

There is increasing awareness of the qualities of our historic buildings and spaces. Regeneration, restoration and sensitive adaptation to meet modern needs are skills the building industry is developing.

There is significant potential for housing in the City Centre with possible sites for new buildings and re-use of existing buildings. ‘Living over the Shop’ (LOTS) has great potential in Leeds. Much is happening, and there are many more opportunities with the substantial number of under-used upper floors. The advantages include :

- Re-use of redundant space
- Living in the city with ‘natural surveillance’ (increasing perceived, and actual, safety)
- Increase value for landowner in a variety of ways
- New uses for city streets (eg. Afternoon stroll from home, and even football in Alexander Street)
- Support for local shops, cafés and services

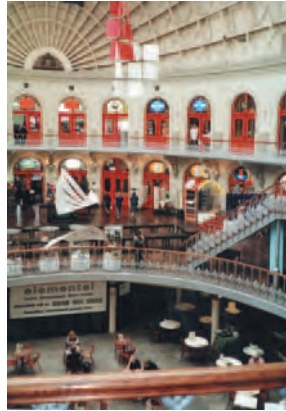
N E W & O L D

U s e

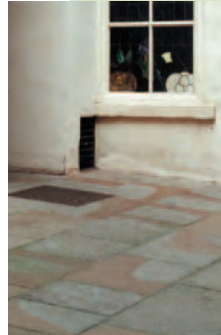
Hirst's Yard – this is a completely new 'outdoor room' in former neglected service yard.



Corn Exchange – this strong Victorian building has proved to be adaptable to a number of appropriate new uses. A multi-use facility at different times of day (speciality shopping, performance space, café and a pub).



Angel Inn Yard – New use and lively people re-vitalise an under-used yard between the busy shopping streets of Briggate and Lands Lane. Traditional yorkstone paving has proved to be a sustainable, re-useable material – unlike many concrete alternatives



Victoria Quarter – an inspiring venue for shopping and cafés (roof glazing over Queen Victoria Street was completed in the early 1990s)

Re-use of spaces is as significant as re-use of buildings. Many of the larger yards around Briggate became glazed arcades in the nineteenth century.

Today, some of the remaining service yards are being brought into creative use, providing new destinations for café and leisure facilities (like 'outdoor rooms'). Traditional materials have been used successfully to enhance the character of these places.

Modified RDUDP N12vi

Developments should, where possible, be adaptable for other future uses.

N15i

Where the original use of a listed building is no longer required, proposals for a change of use will be favourably considered providing that the new and adapted use does not diminish the special architectural or historic value of the building and its setting. The implications of the works necessary to comply with the other statutory requirements will be taken into account in determining applications for change of use.

N E W & O L D

U s e

Summary of urban design principles for CCUDS

F O R M

- Reinforce the positive qualities of character areas which contribute to their sense of place
- Re-establish fine urban grain where appropriate
- Provide for appropriate enclosure to streets and the containment of spaces
- Protect and enhance diversity in façade style and materials to create visual interest
- Encourage excellence in new design - proposals should possess consistency and attention to detail, and development opportunities should be explored in three dimensions showing the context
- Establish distinctive gateways to celebrate entrances to the City Centre
- Preserve and enhance the skyline and roofscape visible from the streets and spaces of Leeds
- Optimise and develop landmarks and views to create visual interest and legibility, enabling orientation and a sense of place for people in Leeds
- Generally discourage tall buildings in the central area, good design of appropriately located development or re-development will be considered
- Ensure proposals respect views to existing landmarks and distant vistas
- Encourage high quality new design which contributes well to the existing wealth of styles from different eras
- Ensure main entrances to buildings are from a street, park or square – encouraging activity
- Enhance and strengthen the corners of streets

F o r m



M O V E M E N T

- Balance the management of traffic with opportunities for the improvement of the pedestrian environment
- Improve quality and choice for the pedestrian in the City Centre, encourage continuity and quality of the links between the Quarters
- Improve pedestrian connections with areas outside the City Centre (especially adjacent housing)
- Improve the sequential views for people entering the city by train, bus, car, bicycle, boat or on foot
- Improve access for disabled people to spaces and buildings with solutions which respect the character of Leeds City Centre
- Improve the quality and design of places for car parking
- Ensure car parks respect the strong edge of the street



M o v e m e n t

For all development projects it is important that a good brief emerges and a good design team is essential (client, architect, landscape architect, engineers, surveyors, planners, artists).

Engagement with the public and those who will use the development is also an important part of the design process

The Urban Task Force (1999) considers that competitions and development briefs are critical for 'procuring excellence' (RIBA Competitions Office can manage the process)

S p a c e



- Protect, enhance and provide new spaces responding to the recognisable variety of ginnels, yards, arcades, streets, malls, squares, parks and riverside
- Promote trees and landscaping appropriate to an area
- Promote new and refurbished spaces which are suitable for people of different ages, gender, race and mobility
- Promote public art to enhance spaces and buildings

- Encourage bespoke railings and boundary walls appropriate to adjacent buildings and spaces
- Promote distinctive street furniture – responding to the character areas and the City Centre street style
- Encourage innovative and attractive multi-use street furniture/signage to prevent clutter
- Encourage community involvement in improvement to spaces and potential for public art
- Co-ordinate traffic (and other) signage and minimise intrusion of posts on footways
- Improve the appearance of surface car parks (possible re-development as buildings/spaces)
- Manage and maintain all the spaces in the City Centre

S
P
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U s e

- Promote street design which creates vitality, encourages movement and natural surveillance
- Develop a mixture of land uses at different times of day and night.
- Civic/community buildings shall be located adjacent or within squares/spaces preferably with main street views
- Promote active frontages at ground floor
- Protect and enhance the dominant and ancillary activities which contribute to a Quarter's character
- Promote cultural development which enhances relationship with existing and new public spaces in the City Centre
- Facilitate the appropriate re-use and conversion of old buildings and spaces
- Promote sustainable development through land use and movement strategies, the form and location of buildings and spaces, and the choice of materials (refer to Sustainable Development Design Guide)

U
S
E

P R I N C I P L E S

C i t y C e n t r e - W i d e

Case Studies



Guardrail

(street furniture)

Decorative design in Retail Quarter takes advantage of the design opportunity, unlike the standard galvanised steel version over the Inner Ring Road (in some cases omission of guardrail will be an even better urban design solution)

T

he case studies presented here express some of the urban design principles established in CCUDS.

The range of examples is chosen to show the varied scale of intervention into the existing cityscape - from guardrail design to building extensions and larger site development



East Parade

(active frontage)

Sensitive and modern approach to insertion of café use at ground floor of 1960s office building on East Parade



Albion Street

(plinth building)

Improved street enclosure by adding a floor to a diminutive plinth building



CASE STUDIES

Leeds City Centre
Urban Design Strategy



Leonardo extension

(corner)
Positive corner/
urban infill



Detail of urban design analysis map – Study Area 1



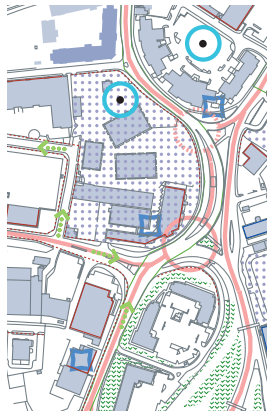
Millennium Square

(former surface car park)
Design for a space for
relaxation and activity

CASE STUDIES

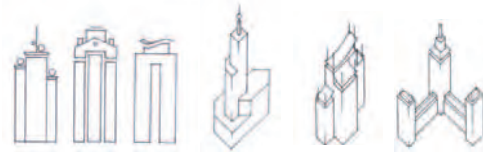
Leeds City Centre
Urban Design Strategy

Detail of urban design analysis map – Study Area 8



Key to Drawings A-C

- Tall building
- Penimeter building
- Landscaped court (part over below-deck car park)
- Landscaping - predominantly trees and grass
- Café / kiosk
- Water feature
- Principal viewpoint
- Vehicular access
- Redeemian Access



Sweet Street

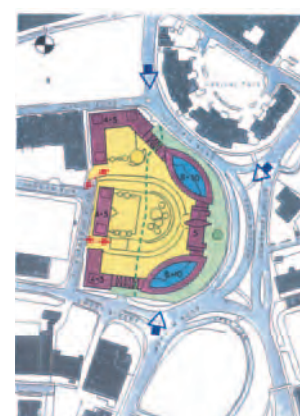
(gateway opportunity)
 Planning and Development Brief for the site illustrates the need for - key gateway image, quality tall building, restoring urban grain at edge of Holbeck



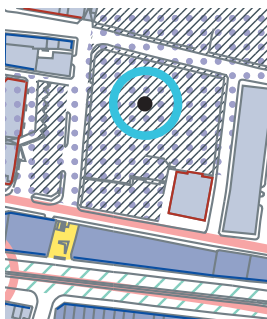
Drawing C (layout and section indicative only)



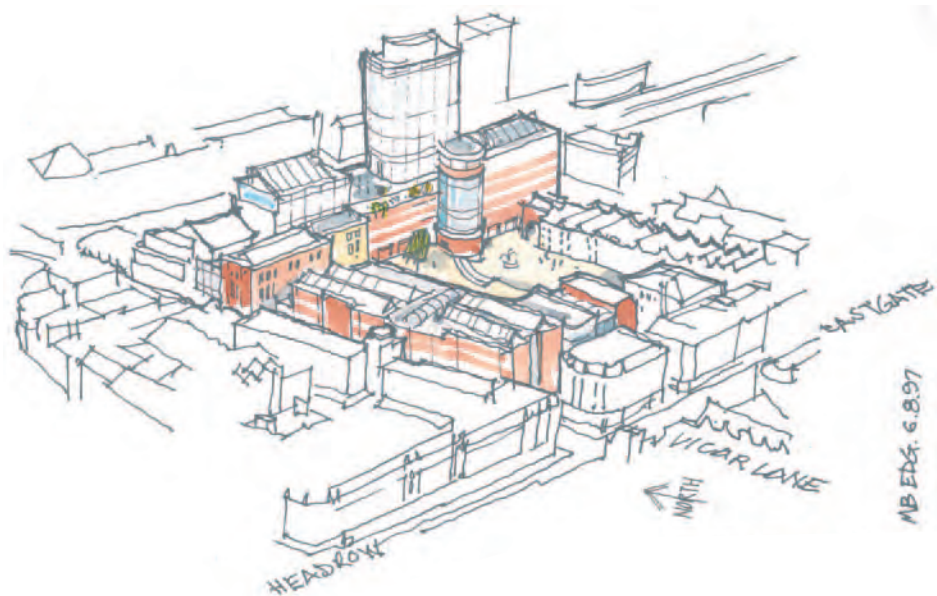
Drawing D (layout and section indicative only)



Drawing A (layout and section indicative only)



Detail of urban design analysis map – Study Area 2



Templar Street

(former bus station / surface car park)
 Indicative ideas improving Vicar Lane streetscene, creating gateway image to Inner Ring Road, public square, re-use of appropriate existing buildings

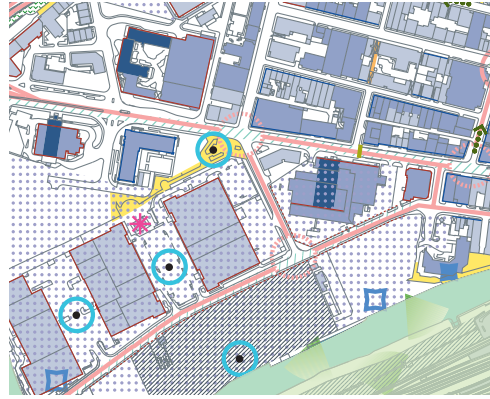
CASE STUDIES

Leeds City Centre
 Urban Design Strategy

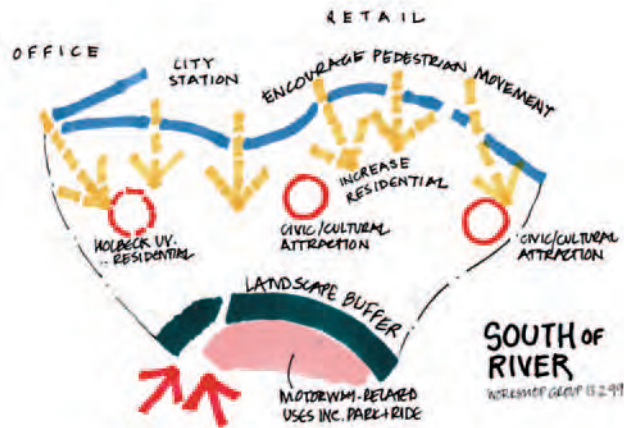
Riverside

(under-developed / surface car park)

Repair of urban grain, removal of large sprawling development, improvement of pedestrian connections, lively and accessible riverside with mixed land use, new link bridge to open up landlocked site (and Holbeck)



Detail of urban design analysis map – Study Area 3



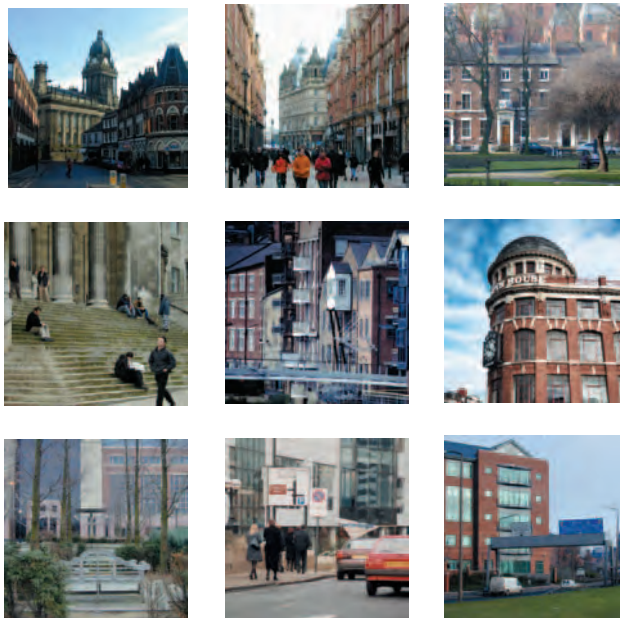
Southern/Motorways

Larger area plans/strategies may be forthcoming following further public participation (eg. idea proposed at CCUDS 'Designing the City' workshop to provide a landscape buffer to the motorways in the south, with park and ride and motorway-related land uses between. Increased residential and key cultural/civic uses to increase activity and pedestrian movement in the area south of the river)

CASE STUDIES

Leeds City Centre
Urban Design Strategy

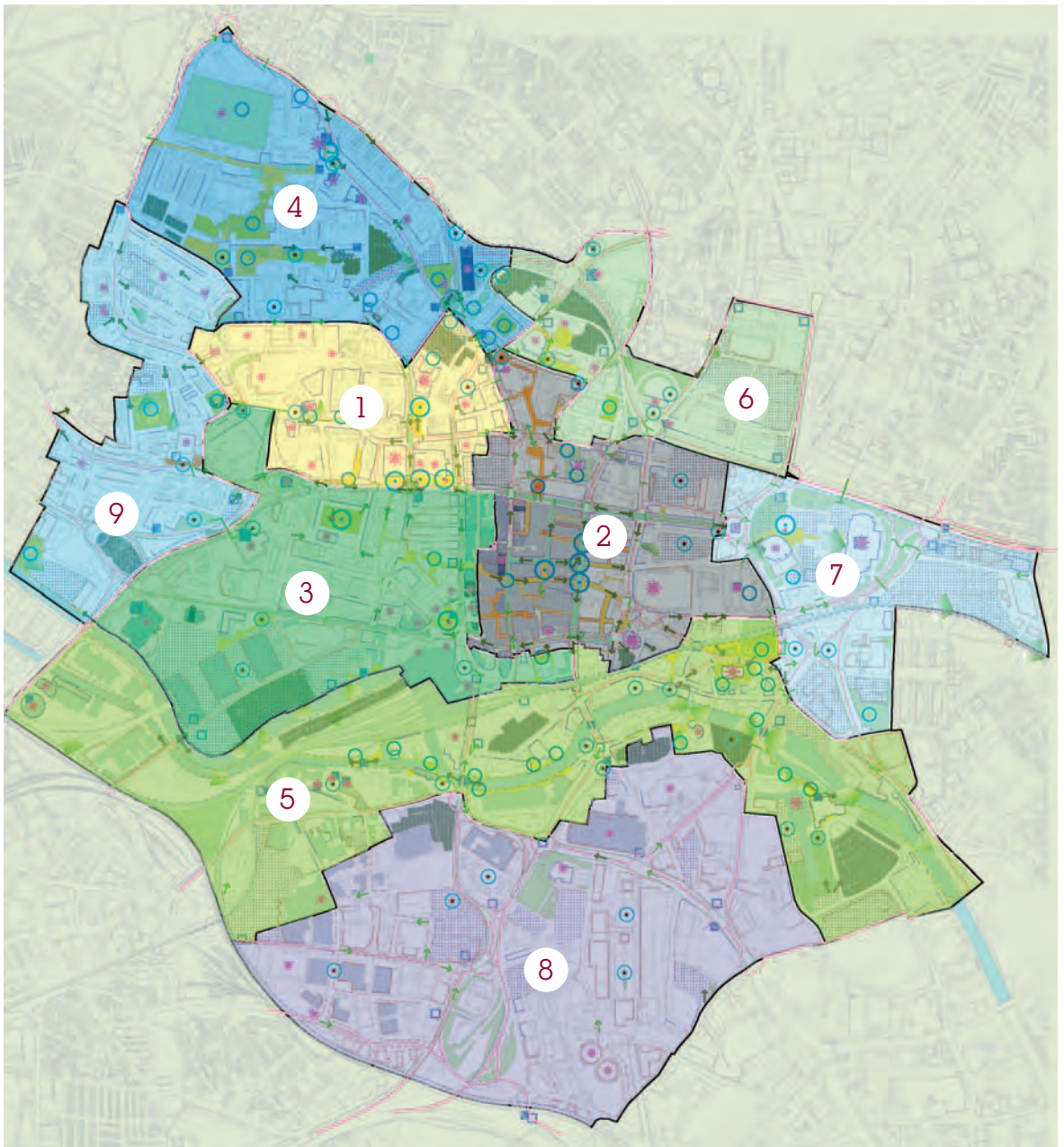




S T U D Y A R E A S

Study Area Map & Key	72
1 Civic and Hospital	74
2 Retail and Entertainment	78
3 Office	82
4 Education	86
5 Riverside	90
6 North Street/ Clay Pit Lane	94
7 Eastern/Quarry Hill	98
8 Southern/Motorways	102
9 Western/Little Woodhouse/Kirkstall	106

Study Areas



Study Areas

The Study Areas are based on the Quarters designated in the modified RDUDP. (see page 61)

1 Civic and Hospital

2 Retail and Entertainment

3 Office

4 Education

5 Riverside

6 North Street / Clay Pit Lane

7 Eastern / Quarry Hill

8 Southern/Motorways

9 Western / Little Woodhouse/Kirkstall

M A P K E Y

S t u d y A r e a

There are nine Study Area analyses which examine the urban design issues in detail. Each area is shown over two double pages.



Maps, aerial photographs, aspirations and issues are combined together

Fold out key (back cover)



Detailed photographs of the streetscene are grouped and colour-coded into the four themes

Not all detailed urban design data is shown.

A thorough analysis of development sites will be necessary to ensure that all key attributes are taken into account. Audit and analysis of existing situation and possible opportunities for enhancement will develop further as greater focus is given to development potential of particular sites. This will provide a fuller picture of the urban design constraints and opportunities.

The database will be updated periodically to take account of detailed information as it emerges.

	Main Vehicle Route		Predominantly Pedestrian Space
	Major Vehicle Nodes		Pedestrian Space (Restricted Times)
	Vehicle Nodes		Pedestrian Space in Need of Improvement
	Key Gateway Feature		Local Space
	Gateway Feature		City-wide Space
	Improved Gateway required		Improved Space required
	Building Height 10+ Storeys		Improved Pedestrian Crossing required
	Building Height 5-9 Storeys		Important Pedestrian Crossing
	Building Height 1-4 Storeys		Panoramic View
	City-wide Landmark		Green space
	Local Landmark		Surface Car Park
	Development Opportunity		Important Street for Tree Planting
	Statue /Sculpture		Strategic Corridor for Tree Planting
	Possible New/Restored View		Generally Positive Frontage
	Important View		Frontage in Need of Enhancement
	Generally Positive Frontage		Boundary in Need of Enhancement
	Frontage in Need of Enhancement		
	Boundary in Need of Enhancement		

M A P K E Y

S t u d y A r e a s

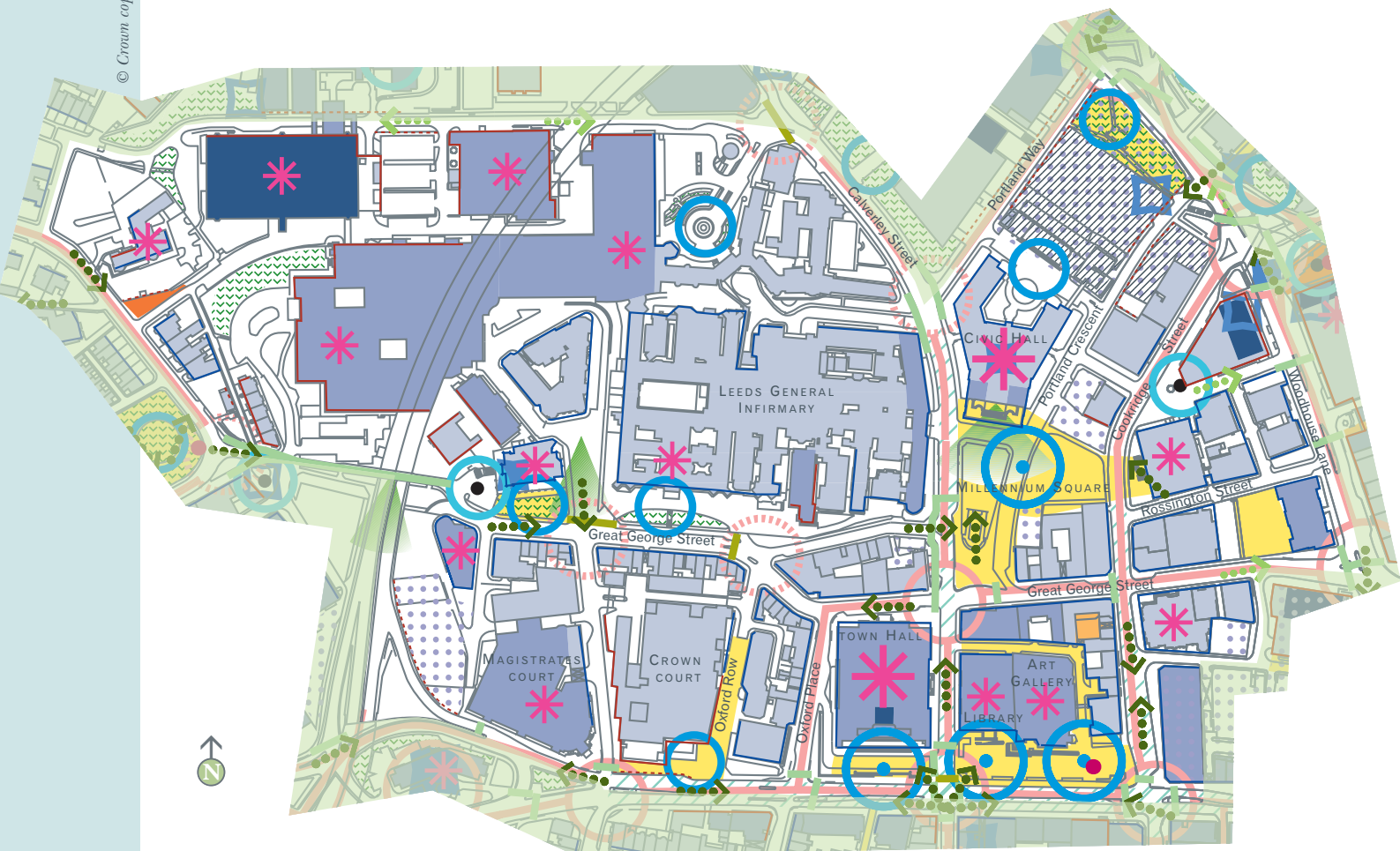


A spirations & Issues

- Retain and enhance existing character of positive **street frontages** with strong building lines
- Retain and enhance existing quality of varied but complementary **scale** – [landmark buildings, subservient buildings, varied roofline and streets]
- Enhance existing variety of **pedestrian routes** and choice along interesting streets
- Encourage more **active frontages**
- Encourage **cultural activity** in spaces
- Retain, enhance and provide spaces encouraging complementary use of **spaces** with buildings

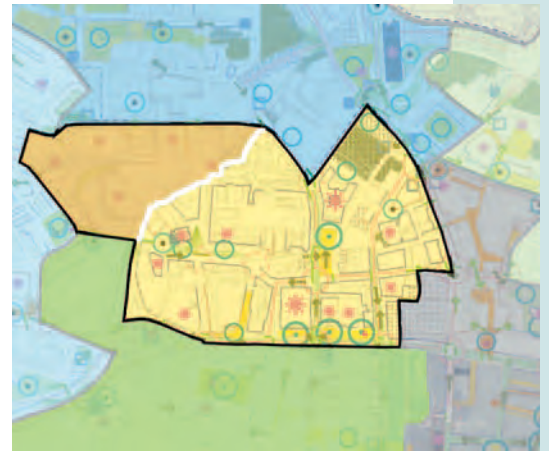


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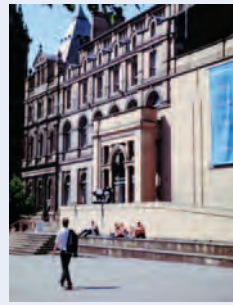
- Improve **poor quality for pedestrian** [eg. Clarendon Way - rear of hospital]
- Improve **pedestrian links** [eg. across Woodhouse Lane and Calverley Street] and with Education Quarter
- Improve **façades of Merrion Centre** [to enhance significant views]
- Realise potential for **new trees**
- Improve **gateway images** from the north of important civic buildings
- Retain and enhance existing character of many **unifying façades with variety** [especially along Great George Street]
- Enhance existing **legibility** of urban form – important landmarks providing visual stops in the street scene [civic, cultural, care and worship uses], strong corners and clear building components [eg. entrances]
- Retain and enhance **major attractions** to pedestrians [arts and civic uses]
- Retain rich **mixture of uses** [dominant and secondary]
- Enhance the presence of civic quality **from the north** [orientation of major public buildings to the south means northern western and eastern fringes require special attention]
- Realise **development opportunities** with improved urban design. Evolving civic and hospital uses make this a dynamic area



There are two main character areas : the major Civic area with mixed uses along Great George Street, and the large-scale hospital to the north-west flanked by Clarendon Way

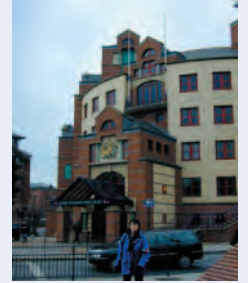
C I V I C A N D
H O S P I T A L

S t u d y A r e a 1



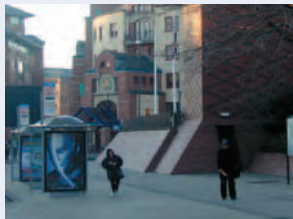
F O R M

Dignified area with key landmarks and views. Some significant gateways entering central area from north and west (eg. Civic Hall, Leeds Town Hall, Leeds General Infirmary, Central Library, Art Gallery and Henry Moore Institute, Civic Theatre, St George's Church, Roman Catholic Cathedral and Magistrates Court)



Varied approaches to the corner – Leonardo Building extension (left) is good example of contextual and modern architecture, enhancing the strong urban form of the area. The corner of Great George Street and Oxford Place (above) provides a discrete, sweeping, low level corner

Successful changes in scale along Oxford Row and between domestic quality of Great George Street with major Civic buildings (above)

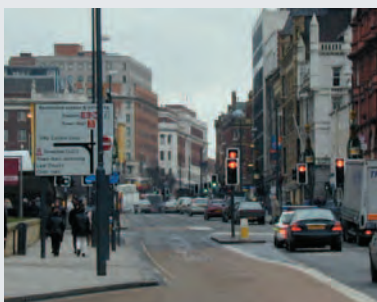


Some parts of the streetscene present uninteresting/impenetrable frontages for pedestrians (eg. Combined Courts, The Headrow)



Popular pedestrian link eastward to Retail Quarter. Façades to Merrion Centre provide poor focus to views -improvement/development potential (left and above)

M O V E M E N T



The Headrow is a strong place of transition between Civic, Office and Retail Quarters



Possible development potential and improved connections to Education Quarter across Inner Ring Road (above)



Important pedestrian links (west, north, east and south) eg. north from the Education Quarter (over the Inner Ring Road) and west to Little Woodhouse (below left)



Some streets towards the east of the Civic Quarter provide a positive sense of enclosure but lack activity (eg. Percival Street)



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Well-used space in front of Art Gallery (major cities possess many public spaces related to cultural activity)



Ramps, steps and seating – well co-ordinated urban design in Victoria Square

Some spaces in the heart of the hospital area are utilitarian spaces – not pedestrian-friendly (eg. Clarendon Way)



Greenery of St George's Church (used as 'pocket park and pedestrian route')

Bars and clubs provide lively night time uses on Portland Crescent



U
S
E



The 'introverted' Combined Courts building does not contribute well to the streetscene



Concerts in Leeds Town Hall are a focus for activity both day and night

Mixture of uses (day and night) (eg. Great George Street. Primary uses are offices, hospital, civic. Complementary uses are eg. bars, copy shops, news/confectionery, flower shops)

C I V I C A N D
H O S P I T A L

S t u d y A r e a 1

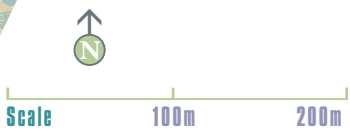


Aspirations & Issues

- Promote **night time uses** including residential to complement existing vitality during the day
- Retain and enhance the mixture of **new and old buildings** [a key attribute of this area]
- Realise potential for re-development of **temporary car park** areas with high quality buildings and spaces which respect the character of the central area
- Optimise the conservation and **development opportunities** around Kirkgate Triangle
- Improve **link to other Quarters** [especially Riverside, Civic, Office and Quarry Hill]
- Improve **'gateway' experience** from Boar Lane / Duncan Street in the south
- Preserve and enhance **fine grain**
- Retain and enhance the existing character of strong street frontages / building lines / **blocks** in new development



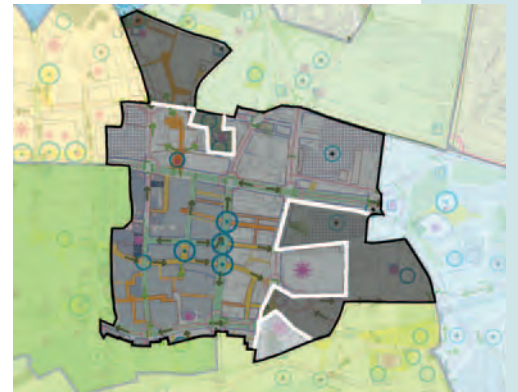
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- Preserve and enhance the quality of priority and permeability for the **pedestrian** - there is already significant variety and choice
- Preserve and enhance **views** within the area and to green hills to the south
- Enhance and protect good **skylines**
- Enhance or redevelop existing **tall buildings**
- Provide and enhance **spaces** serving shoppers, office workers and the increasing number of residents
- Encourage lively activity and increased public access to the **malls** in the central area. Discourage perceived privatisation of shopping streets
- Improve clear **edges** to the Study Area [tall buildings – west / busy road – east]

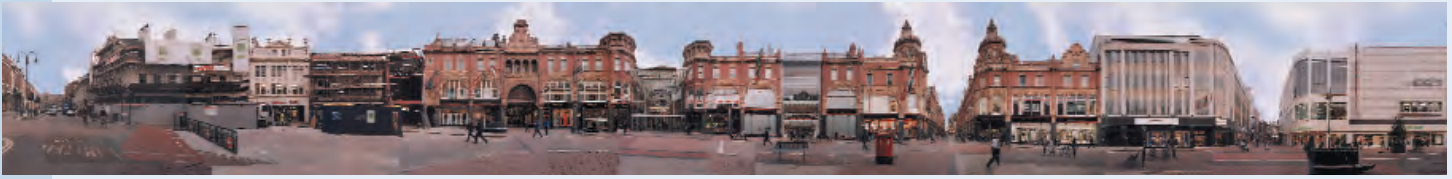
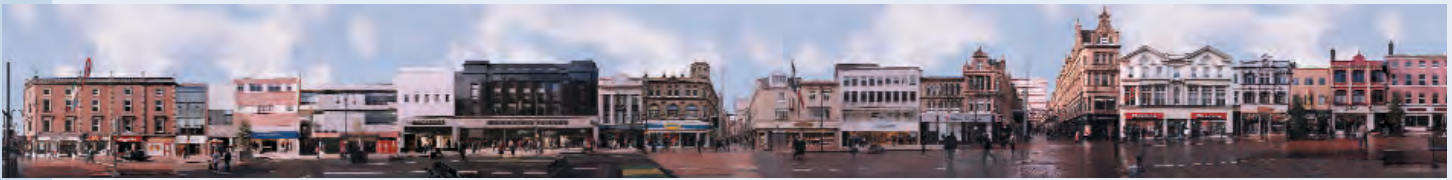
- Consolidate **shopping** as a main attraction/use of Leeds City Centre [rich variety ranges from large international retailers to a traditional market] – this Study Area is its centre
- Improve **pedestrian access** to this area, particularly across the Public Transport Box and across St Peter's Street in the east
- Preserve and enhance the strong **matrix** of north-south [streets] and east-west [arcades and yards]
- Improve **eastern edge** to Leeds City Markets and link with the bus station



The character areas consist of the main retail core, the Merrion Centre (north fringe), the area around St John's Church, the eastern fringe with surface car parks, and the Corn Exchange / Assembly Street area linking to the south

R E T A I L A N D E N T E R T A I N M E N T

S t u d y A r e a 2

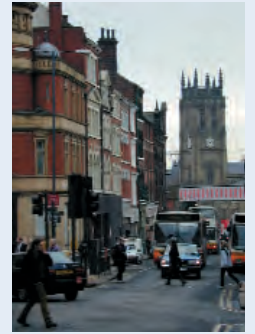


Varied skylines, façades and slope on Briggate provides distinctive character (rhythm determined by former Medieval plots) (photographs early 1999)



F O R M

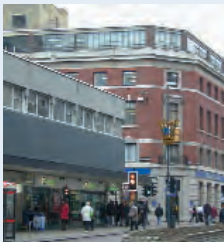
The design aspirations for Leeds City Markets has contrasted over the last centuries. The eastern edge is in need of enhancement



Key views from the area to landmarks (eg. Leeds City Markets and the Parish Church) and distant views to hills from Briggate



Opportunity for renewal – building in need of repair (above)



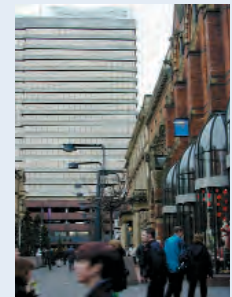
Development opportunities where scale is inadequate for visual enclosure of the street (above), and poor design which has not stood the test of time (above right)



'Living over the shop' has brought with it design challenges – balustrade to protect glazing provides decoration on Vicar Lane (above)



New/old styles of architecture provide complementary contrasts reflecting retail aspirations – Briggate (above)



Tall buildings on west fringe provide a focus for distant views of City Centre from motorway, and backdrop to views west from retail area (eg. Commercial Street)

M O V E M E N T



Abrupt façade ends Trinity Street – potential for opening up and improving links and views to Holy Trinity Church



Pedestrian permeability is a key attribute of the area (eg. yards and arcades)

Some spaces for shoppers to be entertained and relax – eg. outside WH Smiths (right) and Victoria Quarter (far right)



Efficient use of lampstands – for pedestrians and vehicles (New Briggate)



Potential for development and new public space at Templar Street car park near Eastgate



Merrion Gardens links with St John's Churchyard providing a place to relax and an attractive shortcut



Flowers for sale provide a colourful edge to Vicar Lane



Poor environment for the pedestrian on Boar Lane

S P A C E



Briggate is bustling with activity throughout the daytime (above)



Towards the east some of the streets have a sense of place which cultivates a lively mix of uses – around Bridge Street (left)

U S E

Busy during the day, but the area lacks significant night time use



Inactive/impermeable frontages should be improved



Shopfronts provide colour and interest in the streetscene



Busy during the day, but the area lacks significant night time use



Proximity of under used and neglected property with most prestigious retail sites

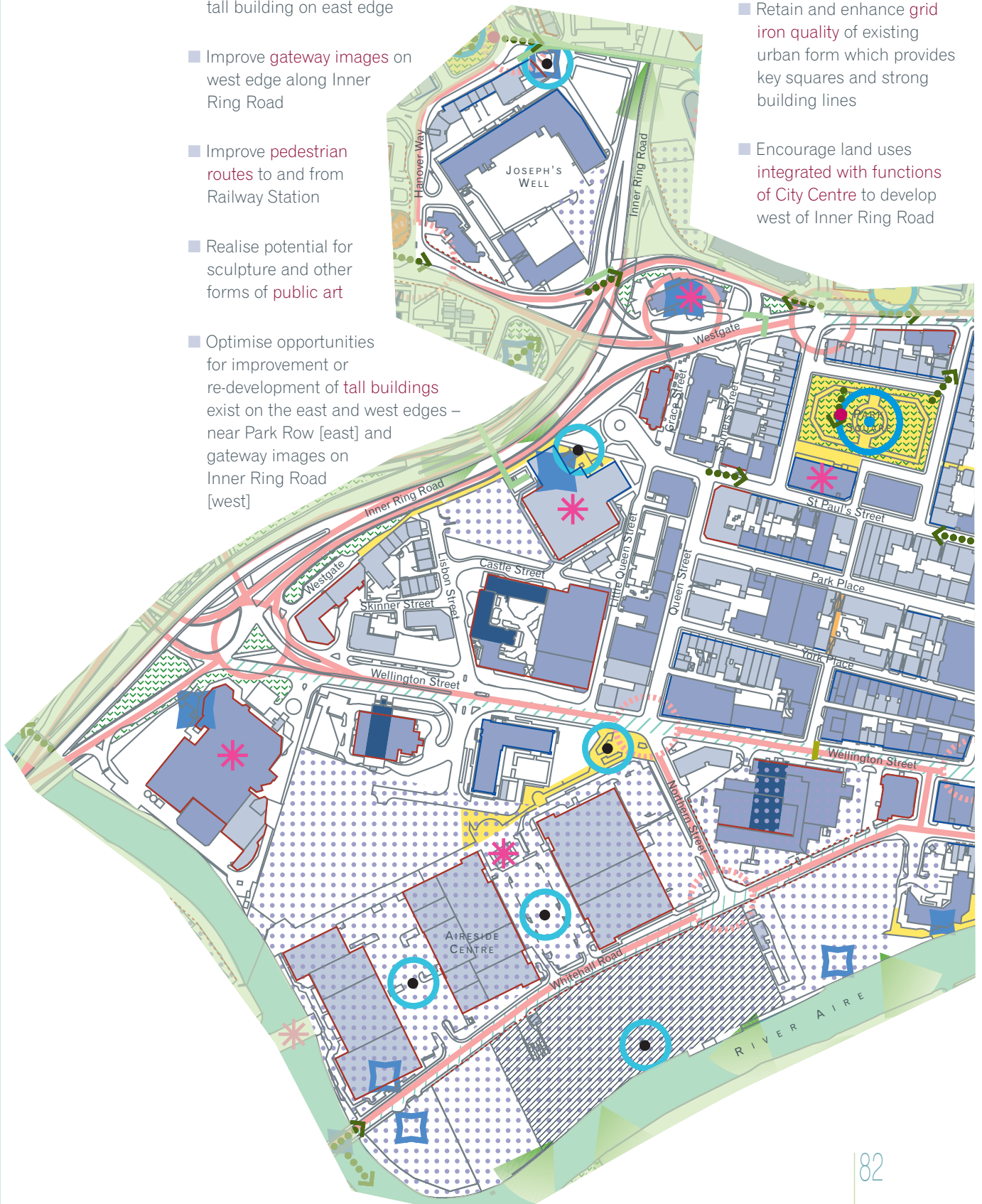
R E T A I L A N D E N T E R T A I N M E N T

S t u d y A r e a 2



A spirations & Issues

- Improve **busy gateway** at City Square – balance pedestrian provision with traffic management, and improve tall building on east edge
- Improve **gateway images** on west edge along Inner Ring Road
- Improve **pedestrian routes** to and from Railway Station
- Realise potential for sculpture and other forms of **public art**
- Optimise opportunities for improvement or re-development of **tall buildings** exist on the east and west edges – near Park Row [east] and gateway images on Inner Ring Road [west]
- Improve permeability / link to **Retail Quarter** [especially crossing the Loop and Public Transport Box]
- Encourage **ancillary uses** to serve offices and residential
- Improve **link with west side** of Inner Ring Road [pedestrian permeability and land use]
- Enhance **existing spaces**, promote **activity**, for example, boules
- Retain and enhance **grid iron quality** of existing urban form which provides key squares and strong building lines
- Encourage land uses **integrated with functions of City Centre** to develop west of Inner Ring Road





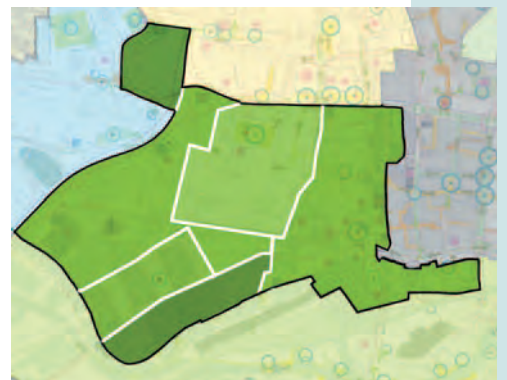
■ Retain and enhance views of Town Hall

■ Continue to manage traffic – proximity of busy vehicles routes and calm pedestrian dominated areas is vital to the success of this area

■ Preserve and enhance the quality of priority and permeability for the pedestrian – this existing characteristic around Park Square should be extended where opportunities arise

■ Retain and enhance intimate scale of streets – good sense of enclosure, slow moving cars, varied style of architecture and close rhythm of plots/façades

■ Retain and enhance interesting mix of new and old

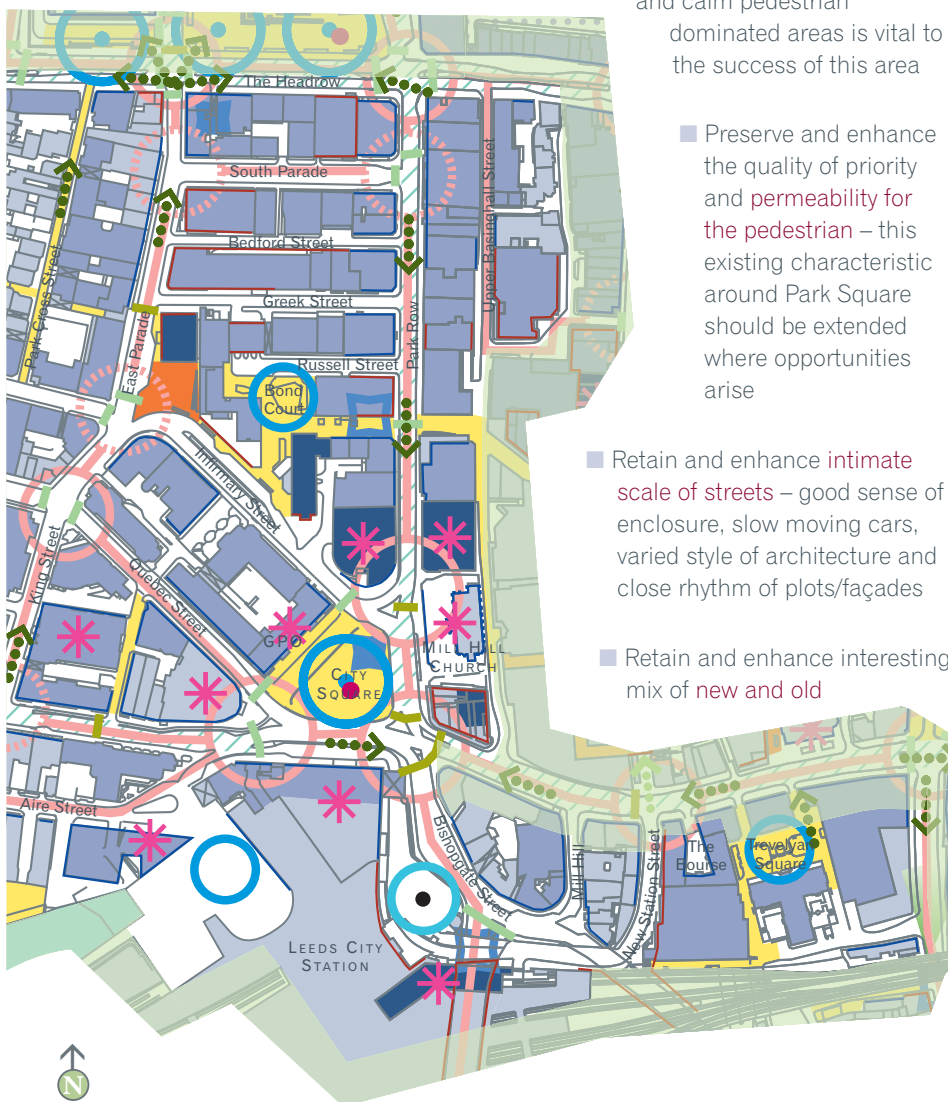


The five character areas are divided by busy roads : East Parade, Wellington Street, Whitehall Road and Inner Ring Road

■ Improve access and use of riverside – improve crossing of Wellington Street and effective re-development of brownfield site

■ Retain and enhance variety of views [open, closed and panoramic], seek opportunities to open up new views

■ Realise potential for re-development of unsightly surface car parks – with high quality buildings and spaces [especially on the riverside]



O F F I C E
S t u d y A r e a 3

FORM

Gateway images from the Inner Ring Road in the west, Westgate House (right) Yorkshire Post (below) and International Pool (below right)



Terracotta and glazed tiling provide intricate detail on St Paul's House (left)



Building line and sense of enclosure in York Place (above)

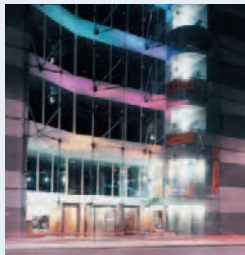


Key view of Town Hall from Park Cross Street (above)(also from Park Square and the Headrow)

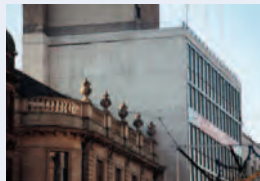


Layering of detail on Park Row provides privacy to the occupants, and good proportions and interest for the passerby

Contextual modern Springfield House, Wellington Street (above)



New landmark building facing the railway station (Princes Exchange, above)



Change of scale on the Headrow provides ill-considered gable (left)

Modern, planar glazed frontage at 15-16 Park Row complements the varied styles along the street (above)

MOVEMENT



Some excellent links for pedestrians around Park Square (but careful management of refuse bins needed)



Wellington Street is a barrier to pedestrian movement to the riverside



Pedestrian – poor links with west beyond Inner Ring Road



Pedestrian 'pinch points' especially at Park Row and near Railway Station



Public art in Park Square, City Square and integral with buildings (eg. No.1 City Square)

Busy canyon of Park Row (above)



Stainless steel string courses in polished masonry wall complement the exciting new architecture at Princes Exchange (left)

City Square provides a key gateway to Leeds and a space to enjoy the surrounding buildings (right)



The hotel and offices facing Trevelyan Square provide the space with an intimate, semi-private atmosphere

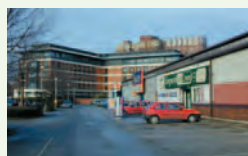
S P A C E

Mixed Use on Greek Street includes offices, cafés, corner shop and housing, Park Row office building also has sensitively designed café use on ground floor (right and far right)

Significant development potential between Whitehall Road and riverside



Conversion and new build make The Bourse an apt and exciting office development



Poor aspirations lead to low level sprawling development at Aireside Centre and temporary car park (above)

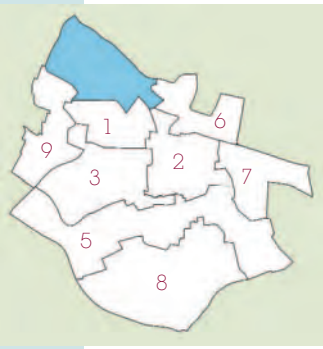


Georgian residential terrace has provided suitable accommodation for offices and shops

U S E

O F F I C E

Study Area 3



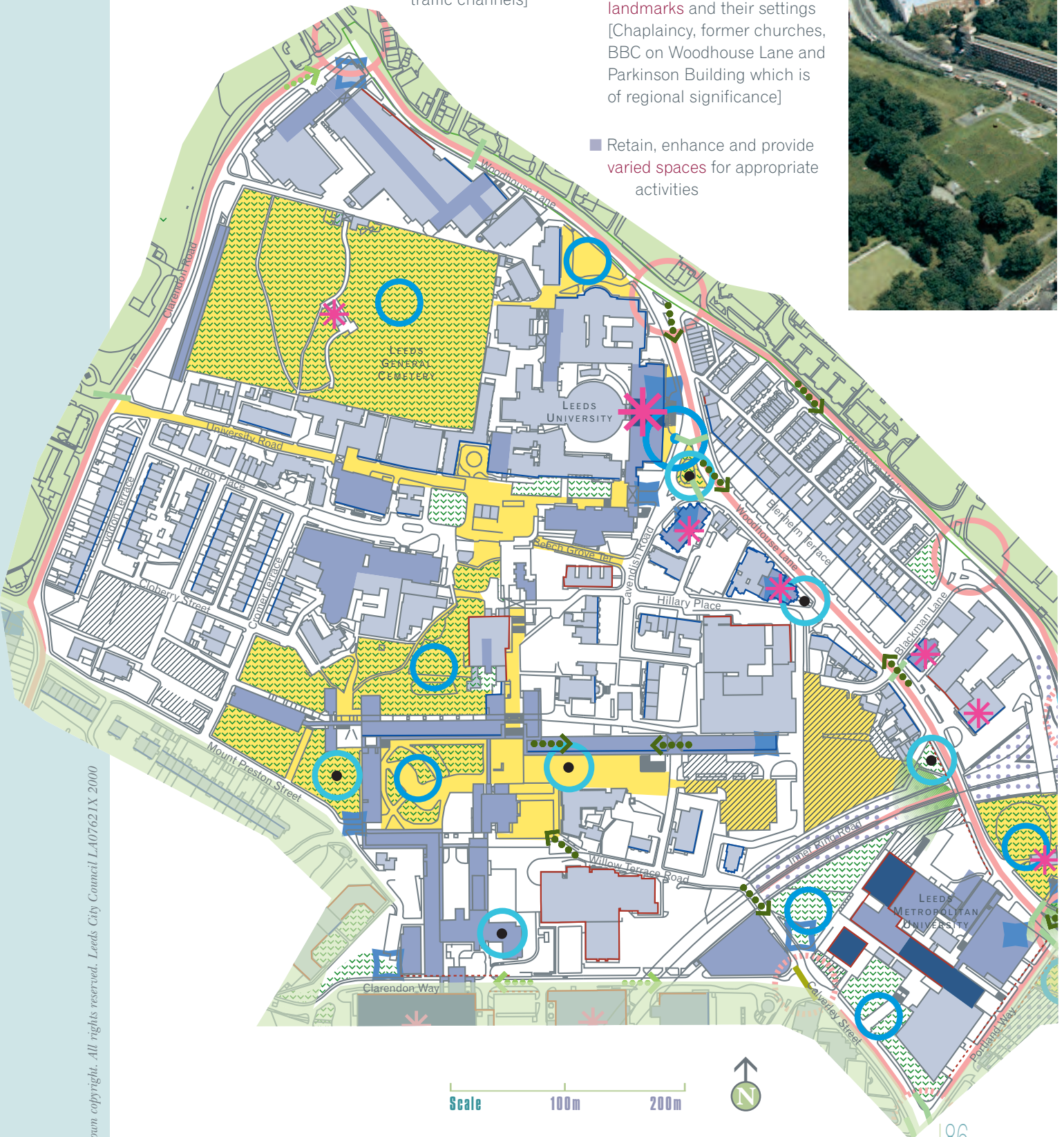
A Aspirations & Issues

■ Enhance **distinct character areas** [sub areas determined by eras of buildings and traffic channels]

■ Retain and enhance positive **gateway images** – particularly the sequence on the main vehicle route from Woodhouse Moor through the Education Quarter to the Retail Quarter

■ Retain and enhance **landmarks** and their settings [Chaplaincy, former churches, BBC on Woodhouse Lane and Parkinson Building which is of regional significance]

■ Retain, enhance and provide **varied spaces** for appropriate activities

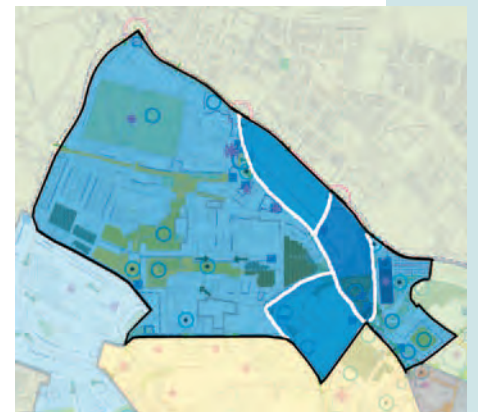


Scale 100m 200m





- Retain key **views** across the City Centre and towards the Civic Quarter and look for opportunities to open up new views
- Encourage appropriate **ancillary uses** serving Education Quarter at all times of day and to provide active uses in holiday periods
- Realise opportunities for increased **soft landscape** and trees
- Explore and realise potential for **development opportunities** over the Inner Ring Road [for new buildings, spaces and links]
- Encourage **conservation** of appropriate existing buildings and suitable changes of use [‘long life-loose fit’]
- Enhance provision for **pedestrian movement** [permeability to Little Woodhouse is an important attribute and movement to Retail Quarter via Civic Quarter needs improvement]
- Enhance existing variety of buildings for modern educational use – potential for excellent **modern architecture**
- Explore and realise opportunities for **‘humanising’** the ‘brutalist’ spaces of the 1970s University development without destroying the character



The five character areas are divided by key vehicle routes : Woodhouse Lane, New Woodhouse Lane, Inner Ring Road and Blackman Lane



E D U C A T I O N
S t u d y A r e a 4



Series of landmarks/gateways along Woodhouse Lane – BBC (above) Parkinson Building / churches (right) and Dry Dock (far right)



F O R M

Important views to city-wide landmarks – Civic Hall / Town Hall from New Woodhouse Lane



Possible development opportunity bridging over the Inner Ring Road



Varied architecture from different eras – Cavendish Road (left), Senior Common Room (top) and Geography Department (above)



East-west pedestrian movement is a key functional need. Cars and pedestrians sharing intimate spaces – Lifton Place (below) and University Road (left)



M O V E M E N T

Need to retain quality of buildings, spaces and management of day to day functions. Short term solutions are often unsightly and remain for many years (right)



Pedestrian movement to shopping area to the south is significant (also key requirement during degree presentation days – movement to and from Civic Quarter / Leeds Town Hall)



Key vehicle route to and from central area (northern gateway to the city), splits the area into distinct parts, and creates strong barrier to pedestrian movement (left)



Large former cemetery (right) is major space of 'semi-private' quality (well-used for relaxation by students in the summer)



Varied use of spaces (movement, lunch break, football, study, degree photos) there is no specific large space for these purposes (above left to right)



Car park with trees near Fenton Street is a good example of the use of trees enhancing the functional use throughout the seasons



Spaces around Roger Stevens Building, generally bleak 1970s style (above), recent work provides softer/greener approach without destroying the original character (below)



The urban design quality of Queen Square has stood the test of time and is like an oasis amongst major roads - improved pedestrian connection needed.



Lively place during term time, but in holidays and at certain times of day some areas become empty and lack vitality (right)



Re-use of Victorian buildings (left) - churches and housing have proved to be built of long lasting materials and flexible enough to become appropriate for educational and office use

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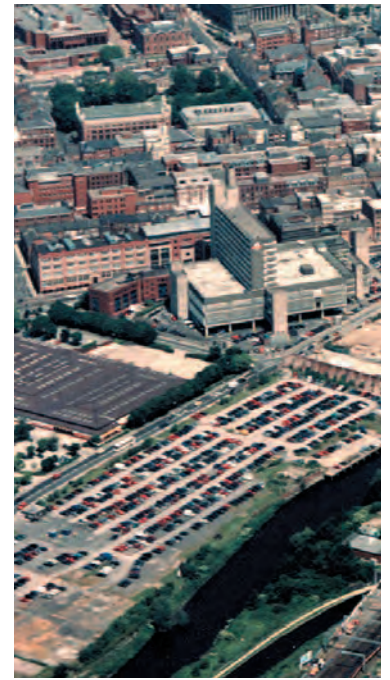
E D U C A T I O N

S t u d y A r e a 4



A spirations & Issues

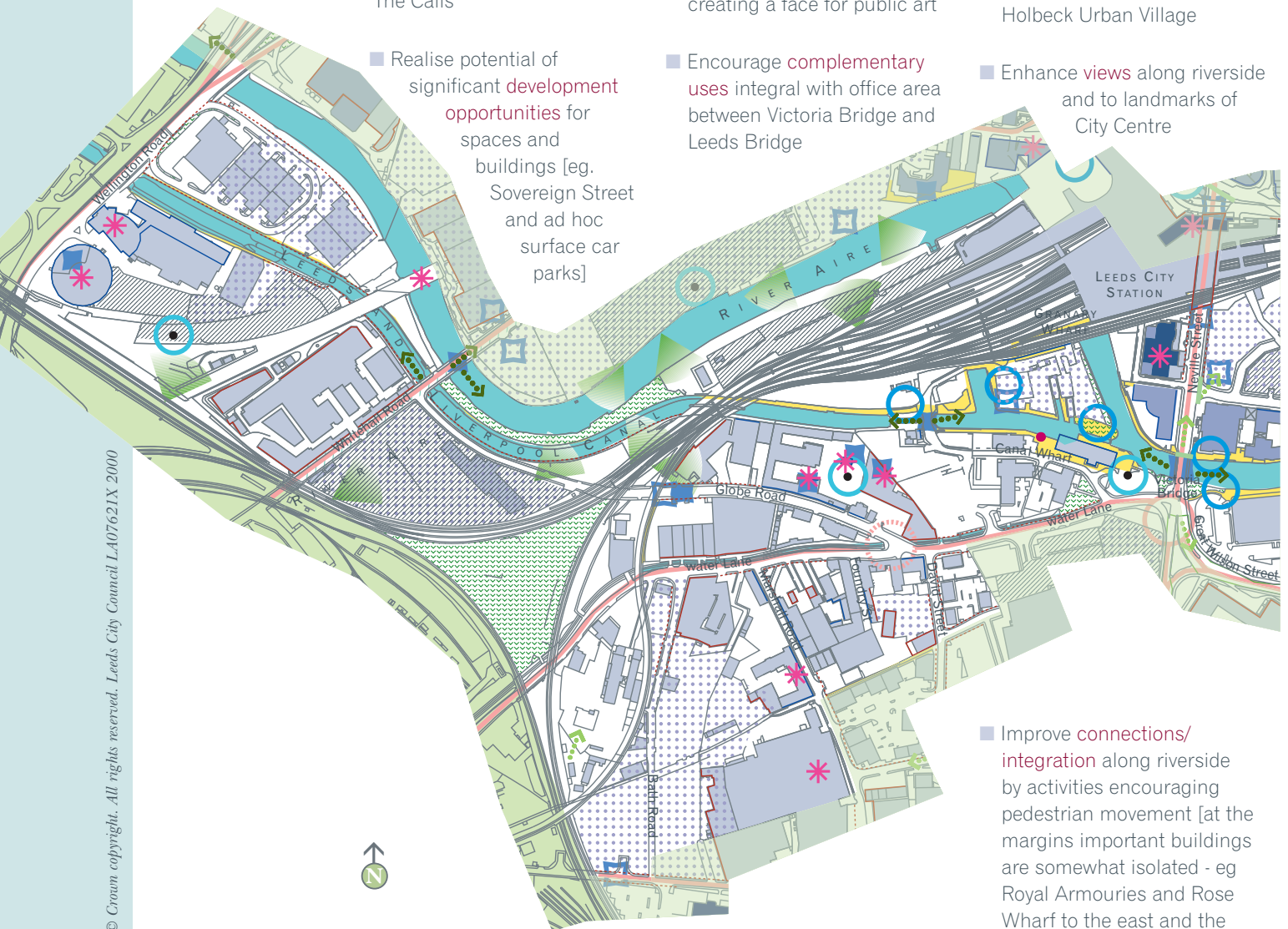
- Enhance **distinct character areas** [sub areas determined by bridges / traffic channels and dominant land uses]
- Improve **poor quality/derelict/contaminated areas** - the riverside is an area with a stark combination of realised and unrealised potential, varying from semi-derelict and vacant land and buildings to the prestigious character and lifestyle of The Calls
- Improve **connection** to Retail and Office Quarter especially for pedestrians
- Improve **vitality south side** of the river [new land uses to attract people], as well as including significant housing component in Holbeck Urban Village
- Improve **pedestrian routes** along riverside [north and south sides]
- Encourage positive use of **railway arches** – for opening up pedestrian routes, accommodating small businesses, cafés, shops or creating a face for public art



- Improve the Dark Arches as a key **pedestrian route** to the central area from developing Holbeck Urban Village

- Realise potential of significant **development opportunities** for spaces and buildings [eg. Sovereign Street and ad hoc surface car parks]
- Encourage **complementary uses** integral with office area between Victoria Bridge and Leeds Bridge

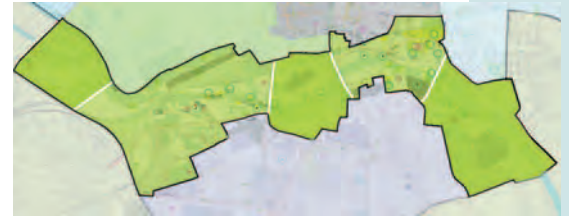
- Enhance **views** along riverside and to landmarks of City Centre



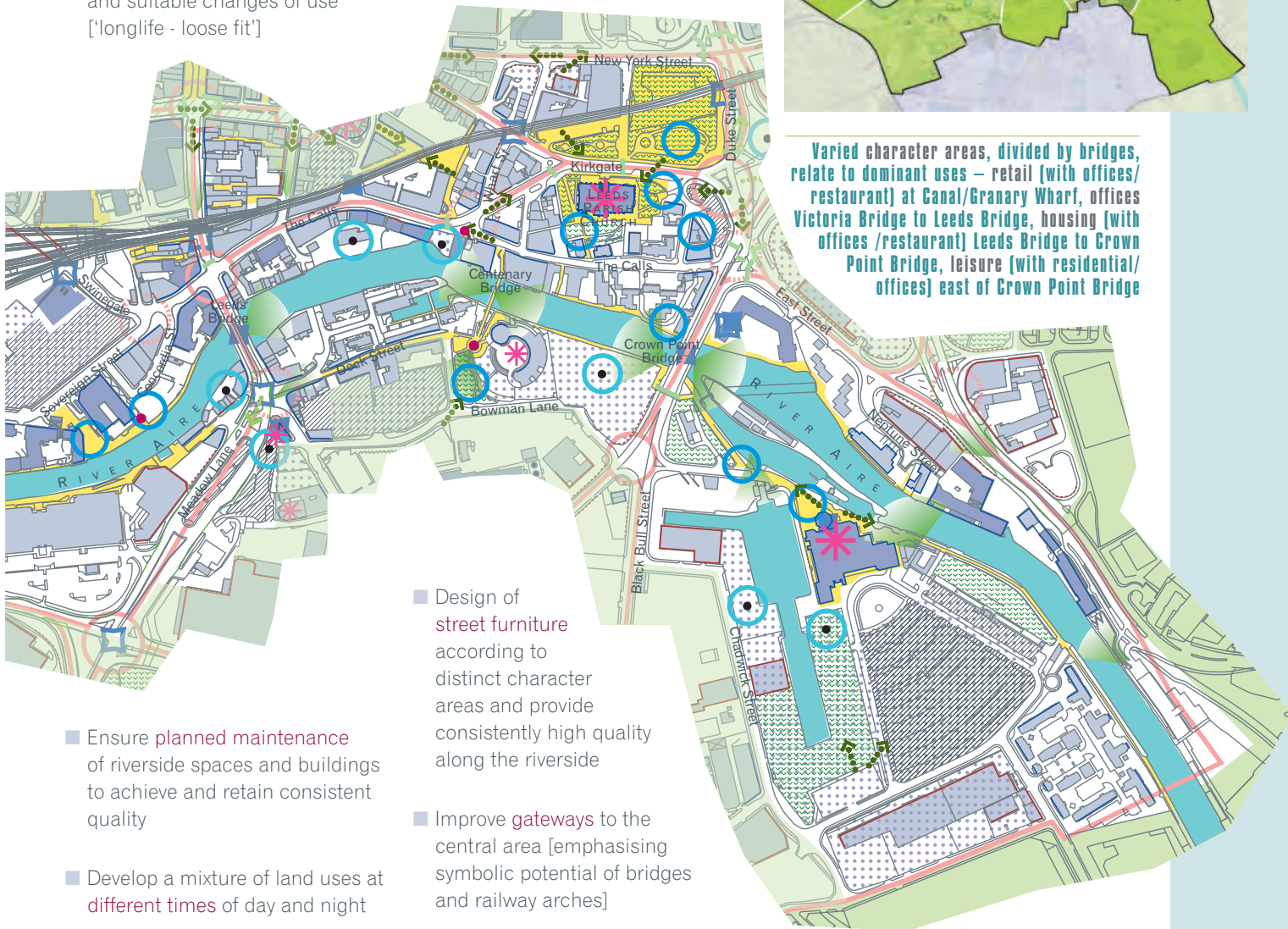
- Improve **connections/integration** along riverside by activities encouraging pedestrian movement [at the margins important buildings are somewhat isolated - eg Royal Armouries and Rose Wharf to the east and the Roundhouse to the west]



- Encourage **conservation** of appropriate existing buildings and suitable changes of use ['longlife - loose fit']



Varied character areas, divided by bridges, relate to dominant uses – retail (with offices/restaurant) at Canal/Granary Wharf, offices (with offices/restaurant) Leeds Bridge to Crown Point Bridge, leisure (with residential/offices) east of Crown Point Bridge



- Design of **street furniture** according to distinct character areas and provide consistently high quality along the riverside
- Ensure **planned maintenance** of riverside spaces and buildings to achieve and retain consistent quality
- Develop a mixture of land uses at **different times** of day and night
- Encourage varied **riverside spaces** for varied uses [events, lunchbreak, promenade]
- Improve **gateways** to the central area [emphasising symbolic potential of bridges and railway arches]

R I V E R S I D E

Study Area 5



Variety of landmarks (new and old) including, Royal Armouries, Tower Works, Brewery Wharf, Leeds Parish Church, Temple Works

FORM



Limited design aspirations at the Canal Basin



Variety of materials - new and old – Malmaison on Swinegate (left), renewal work at Dark Arches (above)



Exciting new architecture, new materials and new housing use – but change of scale needed more attention on Dock Street (above)



Bridge crossings are the divisions between the character areas, and provide gateways to the central area



Views up and down the River Aire are important characteristics of this area

Neville Street is a key route in to the central area and, around Sovereign Street and the railway bridge, is a gateway in need of improvement



Loose grain development form around the Royal Armouries with large open spaces



Close grain development form around The Calls and Holbeck, buildings often abut river edge

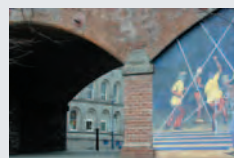
MOVEMENT



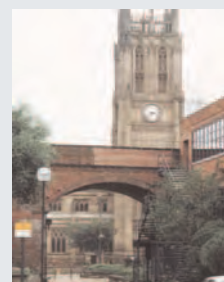
General lack of continuity for pedestrian movement along riverside



Pedestrian movement from Retail/Office Quarters and from the south (including Holbeck) is inhibited by existing layout – Wellington Street (above) is a barrier



Railway arches provide potential for pedestrian routes, cafés, public art – some not yet realised



The Canal towpath and the River Aire possess rural quality in the west



A traditional floorscape is granite setts laid diagonally (Victoria Quays)



Varied and inconsistent quality of floorscape and furniture (including lighting of buildings and spaces)



Intimate riverside spaces – west of Centenary Bridge (above), and west of Leeds Bridge (right)



Public art on The Calls and Tetley's Brewery Wharf

S P A C E S



Largest open spaces are surface car parks or derelict land – (adjacent to The Calls, above)



'Pocket park' outside Leeds Parish Church (increased pedestrian movement will improve the use of this space)

Re-use of redundant flax mill (Rose Wharf) – buildings on the riverside have proved to be robust and flexible for modern design alterations



Night time uses are rare in the riverside (successful riverside restaurants benefit from setting – The Calls (below))



Spaces in office area between Victoria Bridge and Leeds Bridge lack vitality most of the day



U S E

Mixed uses around Dock Street include housing, offices, cafés and leisure



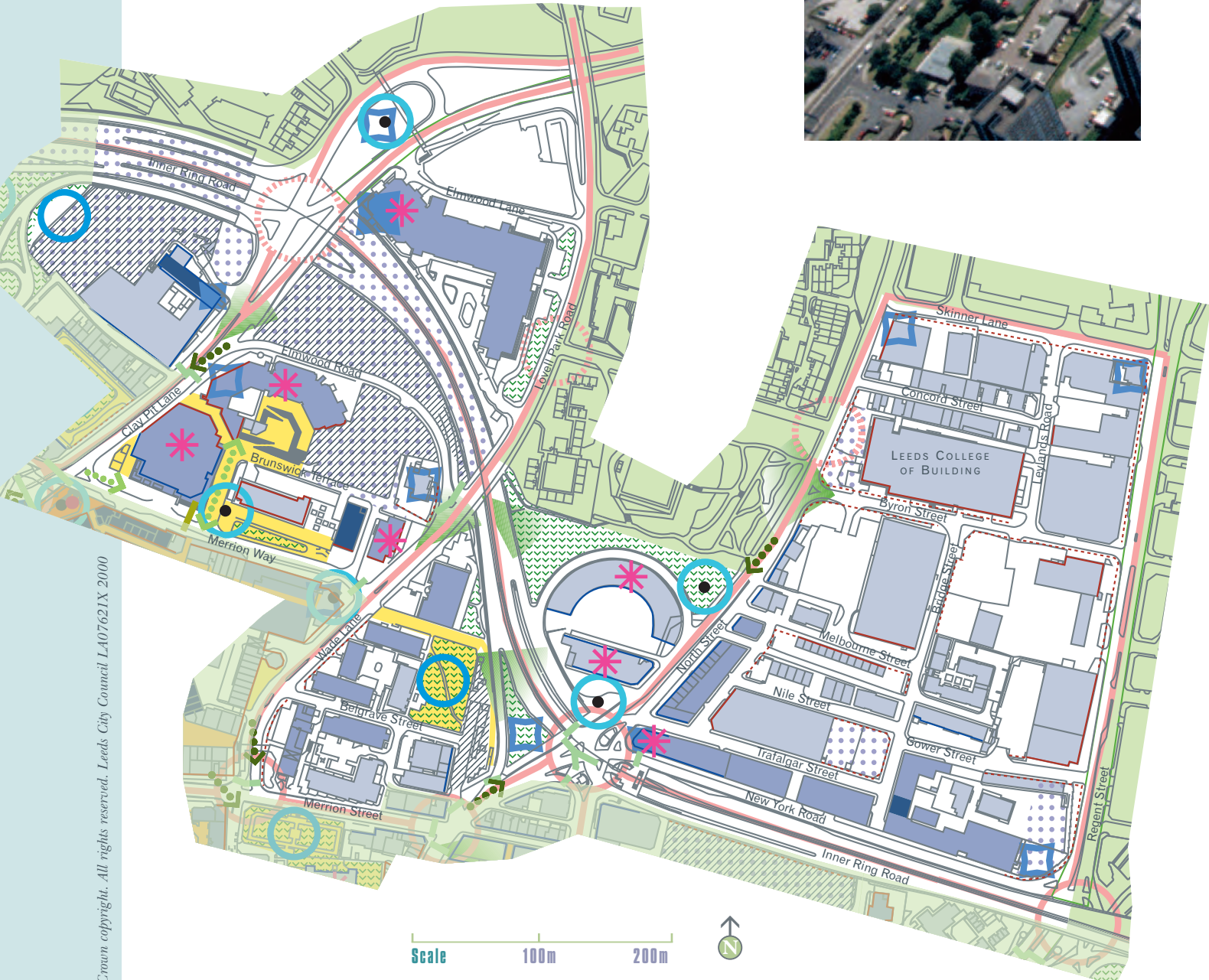
R I V E R S I D E

Study Area 5



A aspirations & Issues

- Improve **pedestrian links** within area and to/from central area and integrate with outer areas
- Enhance [and provide new] **gateway images** to central area
- Realise potential for **prestige development** [as set out in the modified RDUDP]
- Encourage **uses which complement** central area [housing development will create increased need for improved pedestrian links]





- Encourage **housing development** to enliven the area and provide some 'natural surveillance' at all times of day - potential for new build, refurbishment and 'living over the shop'
- Improve **management strategy** to reduce day to day clutter in streetscene [eg. for bin location and collection]
- Encourage integrated **mix of land uses** at close grain
- Retain and enhance the existing character of **strong building lines** in new development
- Realise potential for **regeneration/re-use** of existing buildings
- Encourage some **demolition** of poor quality / under developed sites
- Improve existing **spaces** and consider appropriate new spaces serving existing and future uses
- Encourage more **active frontages**
- Encourage improved **boundary treatments**



The five character areas relate to the key routes into the central area : Regent Street, North Street, Inner Ring Road, Wade Lane and Clay Pit Lane

N O R T H S T R E E T / C L A Y P I T L A N E

S t u d y A r e a 6



F O R M

Key landmark building of Crispin House (above) creates gateway to central area at North Street, CASPAR housing (above left) provides an interesting new form



High-rise housing of Little London, Halifax offices and the incline of Clay Pit Lane provides dramatic gateway to the northern edge of the City Centre



Strong sense of arrival to the central area at Eastgate and New Briggate

Ventura - tall building with positive form and use of materials also provides a gateway image for Leeds City Centre



Some late 20th century industrial development close to North Street lacks visual permanency appropriate to City Centre



Good examples of Victorian industrial development including workshops on Concord Street contrasts with the bland post war development at Trafalgar Street which does not respond to the slope of the city

Significant vehicle nodes at New Briggate

M O V E M E N T



Pedestrian movement is not encouraged across the deep channel of the Inner Ring Road around Little London (nor under at Bridge Street)



Poor pedestrian connection to the Retail Quarter, dominated by vehicle routes – North Street (left) and Merrion Way (far left)



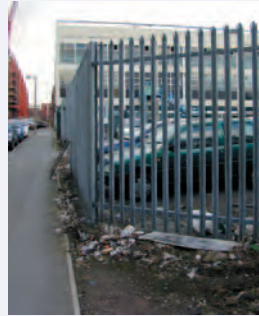
Semi-private office courts at Belgrave Street

South facing streets/promenades create outside spaces for relaxation, the bleak detailed design along Merriion Way should improve to complement this use (increase in soft landscape is important)



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Some places do not encourage use other than pedestrians passing through (eg. around Merriion Centre, Brunswick Building and Yorkshire Bank offices, which lack active frontages)



Poor boundary treatment at Trafalgar Street



Unightly clutter - management of bin disposal and the car - is an issue in this area - around Belgrave Street (above and far above) and at Skinner Lane (left)

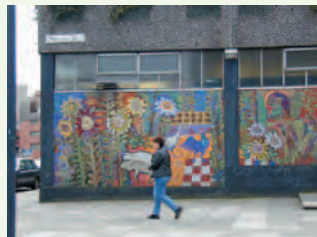
Re-use of existing historic buildings - former school (now restaurant) on Gower Street (right) and others on North Street (far right) reflect the quality of the robust materials and the appropriate style and proportions of their façades



U
S
A



Unresponsive streetscene and inactive frontages of Yorkshire Bank offices, Brunswick Building and Wade Lane do not create pedestrian-friendly environments



Public art brightens the inert frontages of the Merriion Centre (left) - more active frontages needed

N O R T H S T R E E T /
C L A Y P I T L A N E

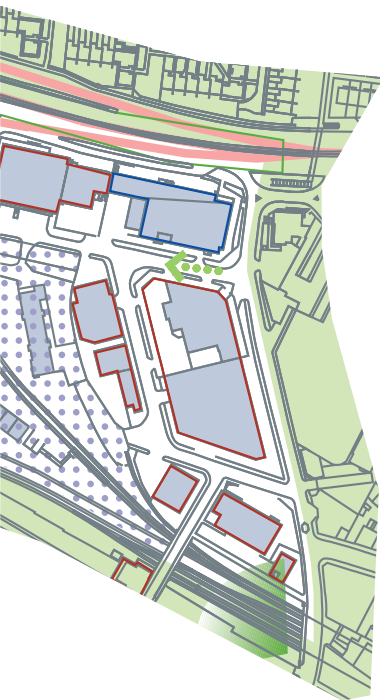
S t u d y A r e a 6



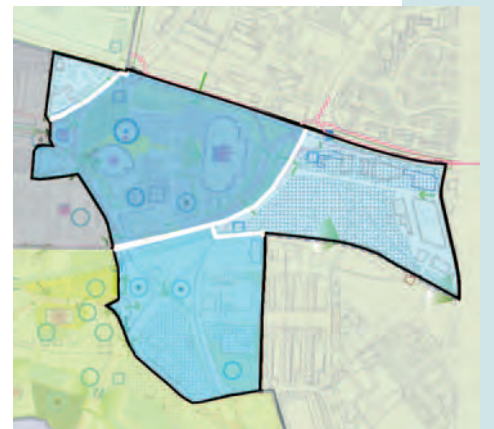
A spirations & Issues

- Improve pedestrian link to central area [especially link with thriving Retail Quarter in day time]
- Enhance mixture of complementary uses [based on primary uses of cultural activity and major office headquarters]
- Improve pedestrian links across the Study Area to adjacent housing in the east and developing riverside in the south
- Intensify use of major spaces of Quarry Hill
- Retain and enhance existing mix of refurbished old buildings with new in and around Quarry Hill
- Encourage excellent modern architecture in new build development sites at Quarry Hill





- Optimise **major development opportunities** by assembling and masterplanning underdeveloped sites / demolishing poor quality
- Realise potential for beneficial use of **railway arches** [workshops, pedestrian routes, shops, traffic route]
- Enhance **gateway quality** of [and adjacent to] appropriate railway arches and adjacent areas
- Encourage **landscape** opportunities and better **pedestrian** provision at major transport nodes
- Consider presence/scale of development to create **sense of enclosure** to major vehicle nodes and associated spaces



Character Areas are subdivided by : York Street, railway line, East Street, Marsh Lane and Crown Point Road. The Study Area is bordered by key vehicle routes : St Peter's Street and Eastgate on western edge, and Inner Ring Road in north

- Realise potential for significant **public art** [at key vehicle nodes, major spaces and buildings]
- Enhance **distinct character areas** [divided by traffic channels]

E A S T E R N /
 Q U A R R Y H I L L
 S t u d y A r e a 7



Important landmark buildings (West Yorkshire Playhouse and Quarry House)



New and old character — new Music School (top) and The Wardrobe at St Peter's Square (above)



Key views to City-wide landmarks — Leeds Parish Church (above), Bus Station and Leeds City Markets (above right)



F O R M

Key gateway to the central area at Eastgate fountain (right)



Significant development potential (near Quarry Hill, around Shannon Street and Marsh Lane, left)



Key vehicle nodes — adjacent to Inner Ring Road (left and below left) and Eastgate (below)

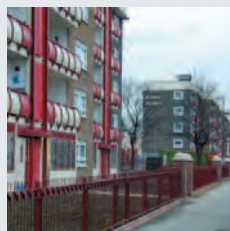


Potential for re-use of railway arches as pedestrian links and new uses — around Brussels Street (above and top)

M O V E M E N T



Significant barriers to pedestrian movement— St Peter's Street (above)



Particularly poor pedestrian links from housing in the east —Saxton Gardens (above) and along Mill Street (above right)

Quarry Hill possesses a space with some quality landscape materials but is significantly under-used, awaiting more active development (right and far right)

Potential for more significant public art in this developing cultural quarter—outside West Yorkshire Playhouse (right)



Unightly ad hoc surface car parks pervade the area – around Shannon Street (above)



Signs for buildings can be works of art (Yorkshire Dance sign, left) and complement the character of the building (The Wardrobe, above)

S P A C E



Mixture of uses : cultural, industrial, housing, office, some not well integrated with each other or the City Centre (eg. retail warehouse on East Street and Saxton Gardens are both somewhat divorced from the City Centre)



West Yorkshire Playhouse is a thriving use, providing day and night vitality to the area, which contrasts with the lack of vitality associated with Quarry House (Government building)



New uses appropriate to this developing Quarter can be accommodated by refurbishing buildings (York Street, far left), and redeveloping brownfield land (around Mill Street, left)

U S E

E A S T E R N /
Q U A R R Y H I L L



A spirations & Issues

- Enhance the overall urban design attributes of this area [form, movement, space and land use] [the area is approximately 33% of the entire City Centre]

"The City Centre needs to fight back in the south as motorway-related uses intrude into the area like deposits from the delta of a river"

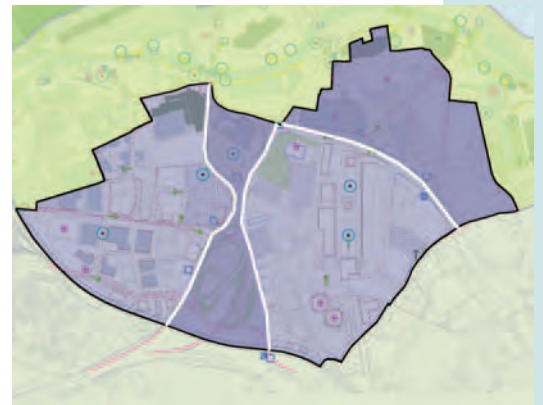
CCUDS Workshop 13.2.99

- Raise aspirations for the area, need key City Centre uses to penetrate to the south [including major attractions - civic and cultural buildings with associated spaces]
- Preserve and enhance views across to central area and to landmarks
- Enhance distinct character areas [divided by dominant traffic channels]
- Encourage walking to and from the central area
- Improve poor building frontages – some demolition/re-development needed
- Intensify the grain of the area [tighten up the open highways planning and make more pedestrian-friendly]





- Create some **spaces for people** to use [including 'pocket parks' and improved footways]
- Encourage more **integrated mix of uses** – currently uses appear separated/zoned [Holbeck Urban Village should begin the process of providing significant housing use]
- Encourage a more ingenious [and discrete] approach to **car parking**
- Improve **boundary** treatments in the area
- Optimise the significant **development potential** for new buildings and spaces
- Provide significant **gateway images** for the City Centre and improve existing
- Encourage **refurbishment** of appropriate existing buildings [significant amount of decaying building stock]
- Introduce significant **landscape** to buffer motorway and related uses



Clear character areas divided by key vehicle routes into central area (west (Sweet Street), central, east (Kidacre Street) and north east (Chadwick Street))

S O U T H E R N / M O T O R W A Y S



Important gateway potential (improvement needed) along key route in from motorways – ‘Welcome to Leeds’ sign (right), gas holders, Cross Myrtle Street (above right) and Neville Street (above)



New car showrooms provide glass façade and interesting gateway image leaving the city to the M621 (right)



New landmark building – No. 1 City Office Park, Meadow Lane / Wilson Street (modern glass façade)



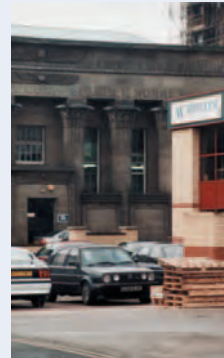
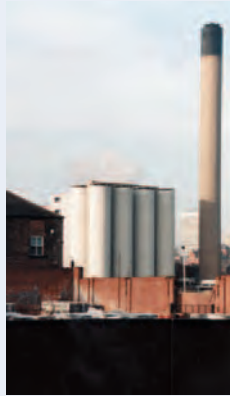
Some good quality refurbishment of existing buildings – California House, Leathley Lane (left) and Vanguard House, Holmes Street (above)



F O R M



Landmark buildings – former Holbeck Library (above) and Tetley’s Brewery (right)



Generally low aspirations for development in the area – Leathley Road (above), and Leodis Court (left), contrasting with the strong architectural expression of Temple Works

Attention to detail was an attribute of this area – this quality needs to re-emerge (Hunslet Road, right and Nineveh Road, far right)



M O V E M E N T

Key vehicle routes in to City Centre – Hunslet Road (right) and Meadow Road (below right)



Poor pedestrian provision in this area – Neville Street (left) and Sweet Street West under railway bridge (above left)

Need for pedestrian places is identified on the modified RDUP Circulation map. The need is well expressed outside the catalogue warehouse on Marshall Street in the lunch hour (right)



Tetley's Brewery provides a decorative boundary treatment (right). Generally, the boundaries in this area are poorly designed (below left to right)



The close grain of the central area, seen to the north at Bridge End (left) provides a stark contrast with most of this study area. The car parking area for Crown Point Retail Park (above) is three times the site area of Leeds' new Millennium Square



Views to Tower Works (above) and the central area (right) provide an important feature of this area and enable orientation for the pedestrian



There is a mix of land uses (brewery, workshops, offices, housing, retail warehouse, shops), but a lack of integration between them (left to far left)

Limited amount of housing development to the edges of the area – Dock Street (right). Holbeck Urban Village proposal is planning an increase



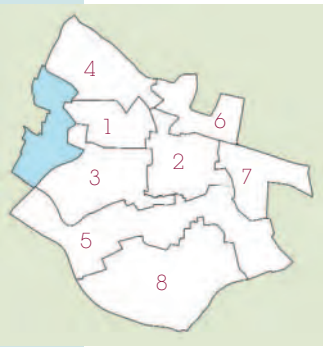
Large areas of development potential associated with Holbeck Urban Village (left)

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S O U T H E R N /
M O T O R W A Y S

S t u d y A r e a 8



A spirations & Issues

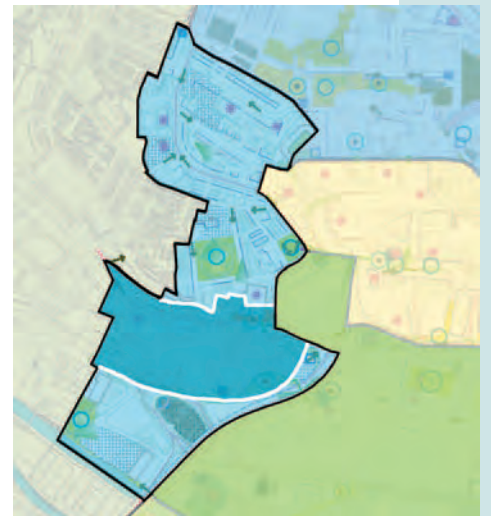
- Enhance distinctive character areas [especially the Victorian suburb and the commercial corridor to the west]
- Integrate retail/leisure areas of Kirkstall Road with central area [improve pedestrian link]
- Ensure car-friendly retail/leisure areas of Kirkstall Road are also pedestrian-friendly

- Improve riverside pedestrian links
- Realise potential for improvement to gateways to the City Centre





- Improve **urban form / public art** adjacent to Inner Ring Road, especially at traffic nodes
- Enhance **public spaces**, especially relating to historic quality and community use of spaces
- Improve **pedestrian links** [especially east-west to Education, Civic and Hospital and Office Quarters; and north-south across the character areas]
- Improve or re-develop ad hoc **surface car parks** with high quality building/materials
- Retain and enhance **views** to the central area landmarks
- Encourage some contextual **modern architecture** to complement the Victorian style
- Maintain repair work to the **historic character** of the area [including buildings, skylines, spaces and boundaries]
- Retain the integrated **land use mix** of the neighbourhood [residential-basis for this area as well as role as part of the City Centre]
- Co-ordinate and improve quality of **signs, lighting and street furniture** to minimise clutter and enhance the character of the area
- Encourage **community involvement** in improvement to spaces and potential public art
- Retain quality of **trees** in the area, encourage appropriate new planting



Character areas divided by key vehicle routes into City Centre (south (riverside), central (between Kirkstall Rd and Burley Rd), and north (north of Burley Rd))

W E S T E R N /
L I T T L E W O O D H O U S E
/ K I R K S T A L L



Positive gateway development at key vehicle node on West Street at east end of Kirkstall Road, adjacent to Inner Ring Road (above)



Significant landmark buildings – Denison Hall (left) and Little Woodhouse Hall (below left) occupied as homes by some of Leeds' dignitaries in the 19th century, provide the area special link with the central area

F O R M



There are important views to the central area which help orientation – Leeds Town Hall, St George's Church and Centaur House (above)



Gateway image in need of improvement at Park Lane College facing Burley Road (above)



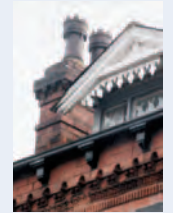
Topography of Little Woodhouse provides interesting building forms and distant views across the city (left)



Typical post war industrial development south of Burley Road in need of enhancement (above)



This Victorian suburb possesses interesting skyline and roof features worthy of retention (above left to right)



Development potential adjacent to the riverside (left)

M O V E M E N T



Parts of the Inner Ring Road form a barrier to pedestrian movement (above). The pedestrian bridge linking to Little Woodhouse is well used (above left), the bridge to the Marlboroughs should be improved (left)

Key traffic routes from the west to the central area divide the area and create barriers to pedestrian movement – Kirkstall Road (above) and Burley Road (top)



Variety of spaces – Duncombe Street (residential/play park), riverside off Kirkstall Road (retail), Hanover Square (residential) (above to top) and Woodhouse Square (office and community) (above right)



Intimate tree-lined streets in yorkstone setts and boundary treatment consisting of brick walls stone copings and cast iron railings are characteristic of this area



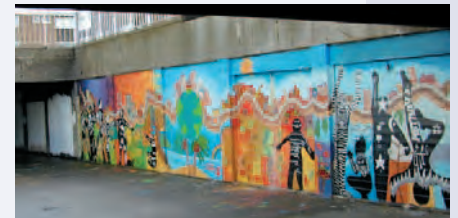
Need for improved spaces and connections to area around Marlborough Towers (above)



Better co-ordination of signs/street furniture is needed – Woodhouse Square (above)



Potential improved space at Little Woodhouse Street (above)



Public art improves oppressive subway (above) – community involvement creates a sense of ownership

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The Victorian suburb in the north has an integrated mix of uses. The buildings have proved to be adaptable to changes of use – offices, health and education uses in former terraced housing, Clarendon Road (right)



Some Victorian buildings are in poor state of repair (potential for refurbishment) – 32-34 Clarendon Road (right)



Integrated mixture of land uses – housing (significant), workshops, hospital, education, community and offices, providing some natural surveillance and vitality throughout day and night

U
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W E S T E R N /
L I T T L E W O O D H O U S E
/ K I R K S T A L L

S t u d y A r e a 9

Participation



The CCUDS process has involved three distinct stages of work : City Centre-wide, Study Area and Synthesis/Strategy.

The process flowchart on page 18 shows the detailed items of work, including involvement of inter-departmental team and consultees.

Consultation and participation has been central to the CCUDS process. This has led to an inclusive approach at each stage of the work. Close consultation has occurred with key interest groups throughout stage 1 and 2. Indeed, some of the audit work has been carried out in partnership. Key interest groups included : Leeds Architecture and Design Initiative (LADI), Advisory Design Forum (ADF), Leeds Civic Trust, Victorian Society, Leeds Initiative, and Urban Design Alliance (UDAL - including, Royal Institute of British Architects, Royal Town Planning Institute, Royal Institute of Chartered Surveyors, Institution of Civil Engineers, Landscape Institute, Urban Design Group and Civic Trust).

Most of the audit/analysis work in the Study Area stage (2) has been carried out by postgraduate urban design students at Leeds Metropolitan University's School of the Built Environment. These students have a variety of professional backgrounds including, landscape architecture, town planning and architecture. The work has been closely supervised (and assessed) by the Urban Environmental Design Course Tutors and Department of Planning and Environment. Other built environment professionals and interest groups have also commented on this work at urban design workshop events. An example of each Study Area submission is included in Appendix 1, and the analyses have been used as the basis for the Study Area section of this document.

PARTICIPATION

Leeds City Centre
Urban Design Strategy

The decision to involve students has extended the original CCUDS programme of September 1997. The additional time has provided the opportunities for further work, publicity and participation (including exhibitions and workshops).

A number of possible detailed City Centre-wide studies were suggested in CCUDS stage 1 (to complement the broad analyses under the themes of form, movement, space and land use). The particular emphasis is to examine the urban design characteristics which make Leeds distinctive. CCUDS stage 1 document identified possible City Centre-wide studies including :

- Trees in the City Centre
- Mixed use study of the relationship between activity in the street and land use (vitality and safety/surveillance)
- Railings in the City Centre
- New/old debate (style, materials, relationships)
- Tall buildings strategy
- Corner treatments in the streetscene
- Spaces in the City Centre (audit and categories - varied scale and purpose)
- Street furniture (lighting, seating, balustrades, paving, planting boxes, signage)
- Riverside (lighting, street furniture, floorscape and access)

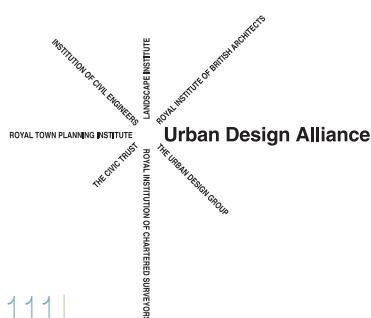
Six of these possible studies have been carried out by students at LMU since stage 1 of CCUDS (four of these studies have been undertaken by students on the BA Urban Development course at LMU as Client-based studies. Others have been tackled by an inter-disciplinary group of undergraduates from LMU and third year Landscape students :

Summaries of these are in Appendix 2.

- **Greening the City** (Urban Development undergraduate)
- **Railings in the City Centre** (Urban Development undergraduate)
- **City Centre Land Use Analysis** (Urban Development undergraduate)
- **Tall Buildings** (Interdisciplinary undergraduate group)
- **Riverside - lighting, street furniture, floorscape and access** (Urban and Regional Planning undergraduates)
- **Spaces in the City Centre** (3rd Year Landscape Architects)

Exhibitions have been set up in shop windows to publicise the work and invite comments at key stages of CCUDS.

Planning and Building Centre (44 The Headrow) – December 1997 to January 1998
Victoria Quarter (shop unit 35) – September 1999 (Urban Design Week)



Leeds Civic Trust Annual Conference (Saturday 25 April 1998) involved a presentation by Environmental Design Group, Department of Planning and Environment and led to some debate on CCUDS. The theme of the conference was public participation. It was clear that CCUDS was promoting and provoking discussion of good design in Leeds by practitioners and members of the public. The strategic approach to urban design audit and analysis was supported and the developing CCUDS was welcomed at the conference and a series of meetings in 1998.

Leeds Civic Trust produced a report ('Whose waterfront is it?') analysing the riverside area in September 1999. The various booklets of the Walkabout series have also provided good background information for the CCUDS process – observing the distinctive attributes of Leeds, such as its Waterfront, Statues, Civic Pride, Churches, and Briggate Yards and Arcades.

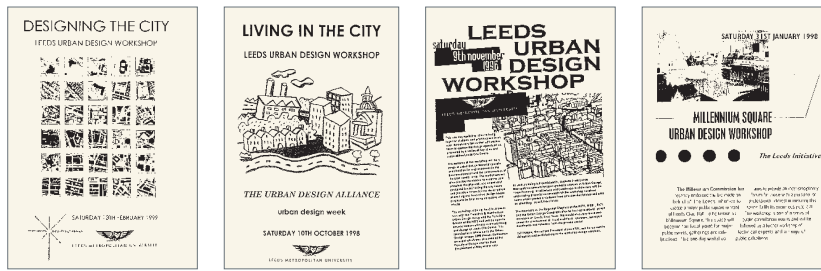
The **Victorian Society** has supported CCUDS and provided some valuable audit and analysis work of two of the Study Areas on the periphery of the City Centre (Area 6 : North Street / Clay Pit Lane, and Area 9 : Western / Little Woodhouse / Kirkstall). A main concern of the Victorian Society is that the peripheral areas should be integrated into the City Centre, with its investment advantages whilst retaining their own particular character.



Workshops

Leeds City Centre became the focus for a series of urban design workshops, commencing in November 1996 with the Urban Design Group Annual Conference. The Millennium Square Urban Design Workshop was held in January 1998 as a joint collaboration between Leeds Metropolitan University and Leeds Initiative.

A Living in the City workshop was held on Saturday 10th October 1998 at Brunswick Building (LMU). This workshop examined the potential for increased housing in the City Centre. The analysis focused on the CCUDS audit of the streets, spaces and buildings of the City Centre. The nine Study Areas provided appropriate character areas to explore the variety of residents and housing types the City Centre should attract.



A day workshop on CCUDS ('Designing the City') was held on Saturday 13 February 1999 at Brunswick Building (LMU). This was jointly run by UDAL, LMU and Leeds City Council. This event was attended by approximately sixty people (professionals, students, community/interest groups and an elected member)

The workshop addressed the work so far on CCUDS and considered possible directions/aspirations for future urban design of Leeds City Centre.

After a brief presentation of CCUDS, the participants split into workshop groups examining:



- What is CCUDS for ?
- Gateways
- New vs. Old
- Riverside (2 groups)
- Emotional / Character Area mapping
- Pedestrian movement

The presentation session at the end of the day demonstrated a number of interesting views and ideas of value to CCUDS (refer to Appendix 3 for detail).

Leeds City Centre Urban Design Strategy has benefited from the broad skills and enthusiasm of local professionals, students, elected members and community/interest groups. The two year programme for CCUDS allowed the team to explore a variety of consultations and participatory processes which enabled valuable ideas to come forward from a number of sources in and around Leeds.



PARTICIPATION

Leeds City Centre
Urban Design Strategy

Next Steps

Leeds City Centre clearly has many distinctive qualities. These are broad ranging across all the themes of form, movement, space and use. Those identified, and others, need to be examined periodically in response to the activities and development pressures of the City Centre.



It has been clearly established that a key characteristic of the City Centre is its rich mix of new and old.

The built environment is an expression of the past, present and future. CCUDS provides a 'picture' of the urban design attributes of Leeds City Centre at the start of the new Millennium. This picture is a palimpsest of centuries of building and demolition. The attributes are responsive to the cultural, functional and commercial needs of the people who live and work in the area. An urban design strategy for Leeds City Centre, should be a balance of protection and enhancement, responding to economic change, providing excellence in new design, and respecting the value of Leeds' past. An essential role of the strategy is to provide a framework for managing change. CCUDS emphasises that there are many opportunities for good design in the City Centre ranging from signs, seats and components of the streetscene to large scale redevelopment schemes. The document encourages exploration of development opportunities in three dimensions and promotes consistency and attention to detail in the design process.

Consultation and participation has been central to the process. The active involvement of a range of local multi-disciplinary professionals, students, elected members, community and interest group members has given the analysis a broad perspective, a local emphasis, and a discursive process. The final document is the product of an inclusive approach which should give CCUDS a unique level of legitimacy.

The document is the beginning of a continuous process which is to become increasingly multi-disciplinary and inter-departmental, to identify, protect and enhance the distinctive attributes of the City Centre.

Further Work

Some further/related work is needed.

This includes :

- Periodic reviews
- Virtual Reality computer model
- Strategies for tall buildings, riverside and trees
- Studies of housing, mixed use and activity in the streets
- Proposals for improved links to outer areas
- Action plans for the nine Study Areas

Further promotion/questionnaires/workshops may be associated with the wider 'Vision' process of the City Council. Continued public participation is vital. This will enable reviews of CCUDS to assess which issues are of most concern to the people of Leeds. The possibility of agreeing particular urban design objectives in the short, medium and long term may be the result of further consultation and participatory work.

Implementation

Protection and enhancement of the distinctive characteristics of Leeds City Centre should take the form of a range of measures and initiatives :

Promotion of urban design attributes

Exhibitions, leaflets, workshops, conferences, possible additional categories to annual architectural awards

Management of change

Development control process and policies

Investment in schemes and partnerships

Grant initiatives, land purchase and development



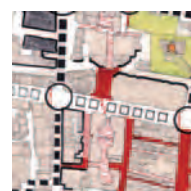
Finally, it is hoped that this document, which celebrates some of the urban design characteristics of Leeds City Centre and explains and develops the urban design approach of the City Council, will be of value to developers, built environment professionals, community/interest groups, students and the general public. It is important that all built environment professionals working in the City Centre retain their specialist skills and expand their concern for the overall urban design characteristics of Leeds.

It is particularly hoped that CCUDS should prove to be of interest to the general public, who use and enjoy the City Centre.

N E X T S T E P S

Leeds City Centre
Urban Design Strategy



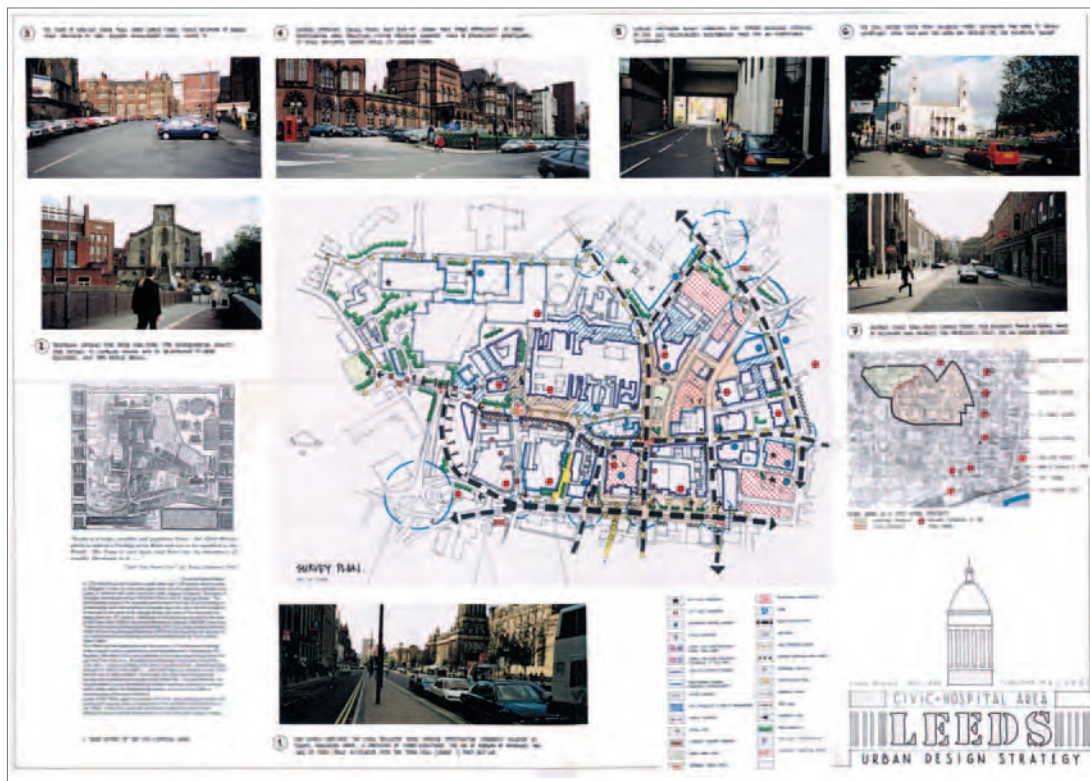
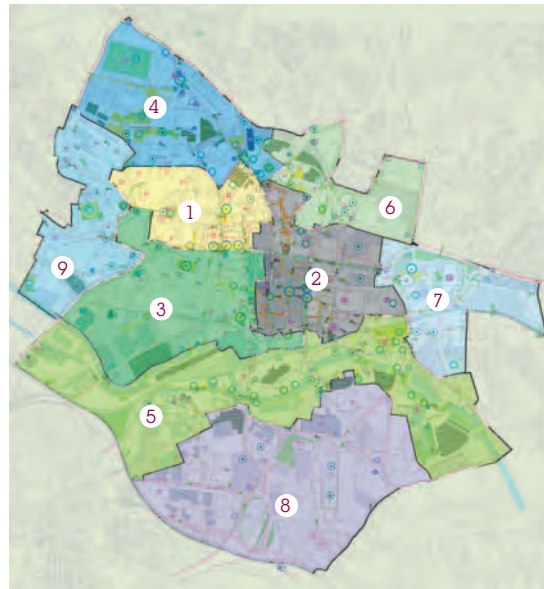


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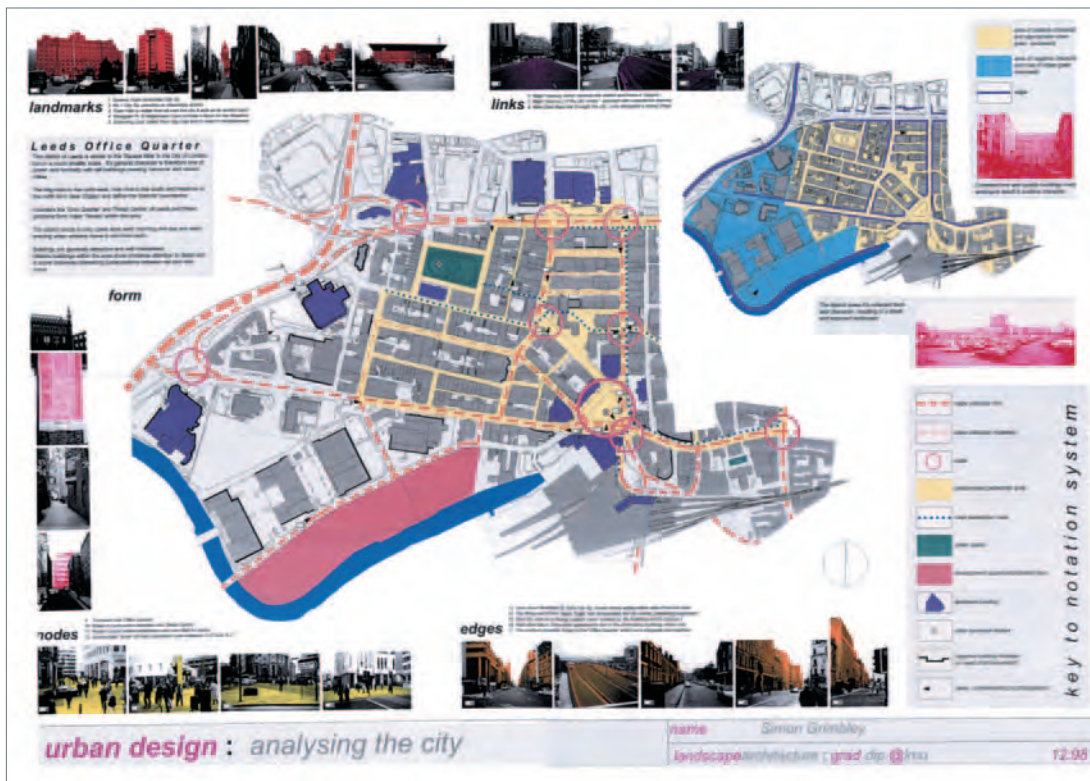
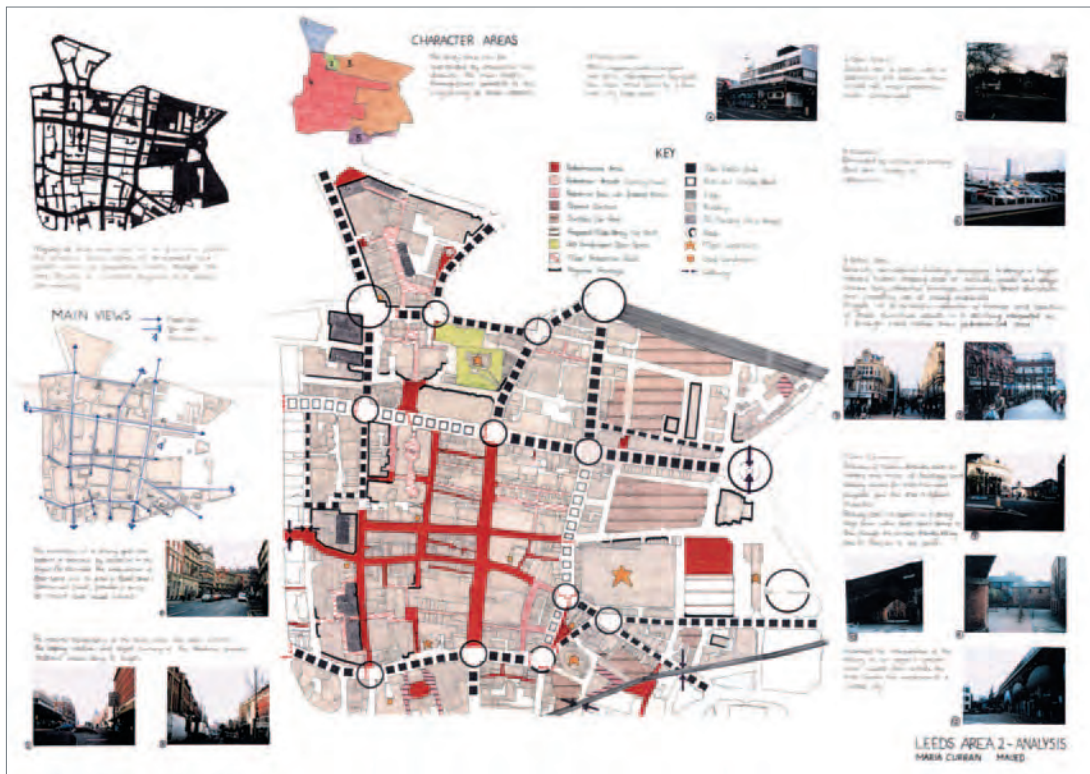
The audit/analysis work in the Study Area stage has been carried out by post graduate urban design students.

- 1 Civic and Hospital
- 2 Retail and Entertainment
- 3 Office
- 4 Education
- 5 Riverside
- 6 North Street/Clay Pit Lane
- 7 Eastern/Quarry Hill
- 8 Southern/Motorways
- 9 Western/Little Woodhouse/Kirkstall



Study Area 1
Ivan Biggs

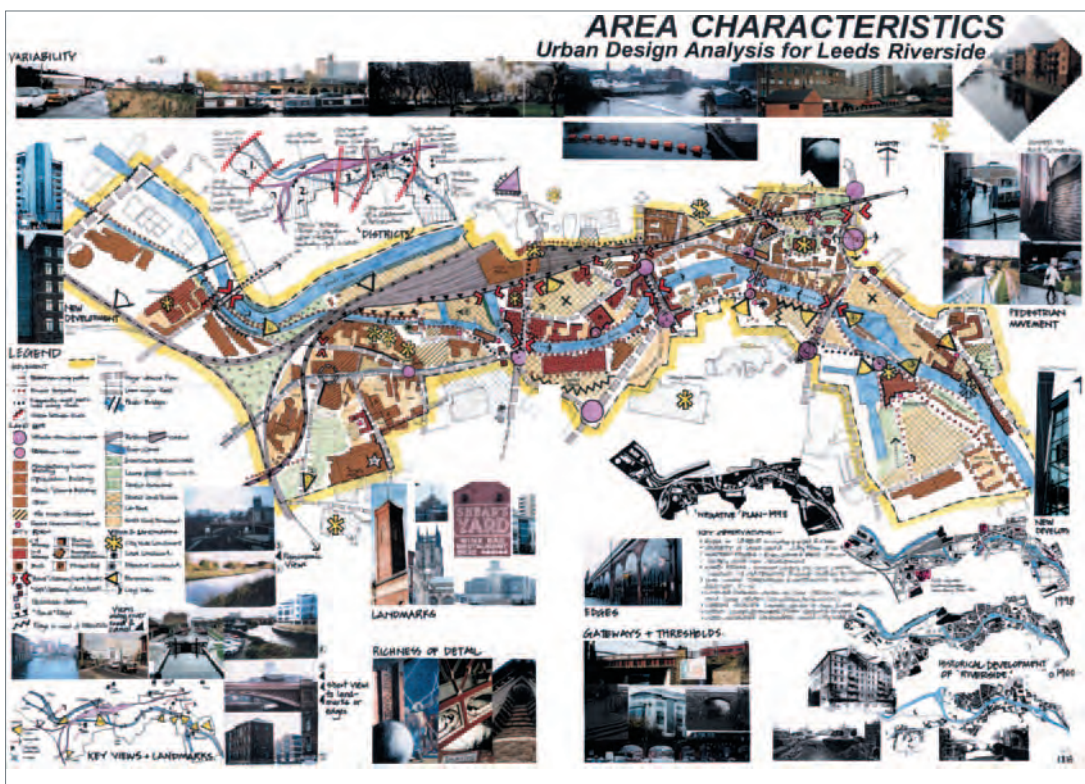
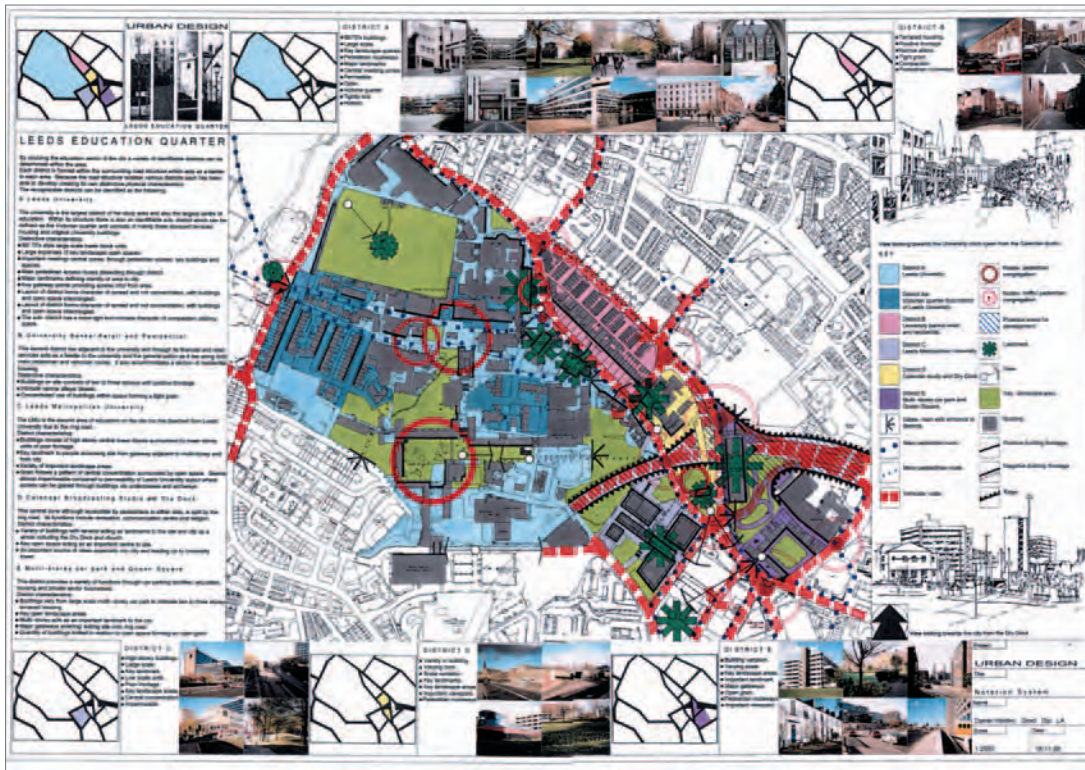
STUDENT WORK



Study Area 2
Maria Curran (top)

Study Area 3
Simon Grimbley

STUDENT WORK

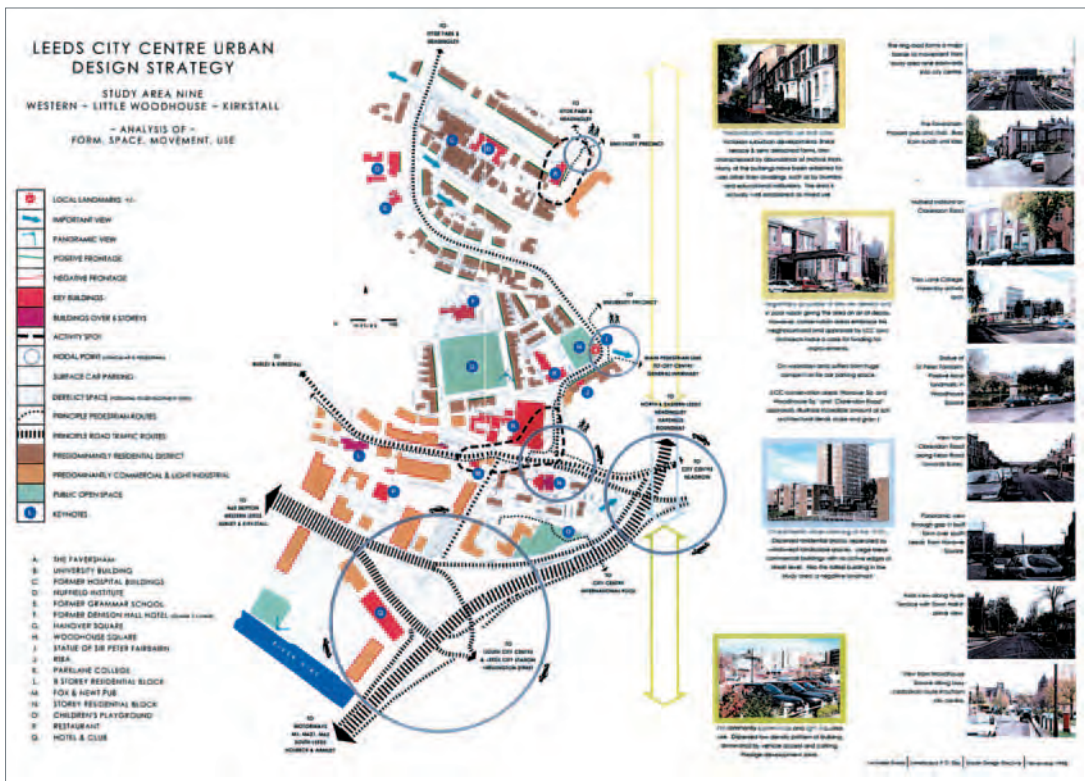
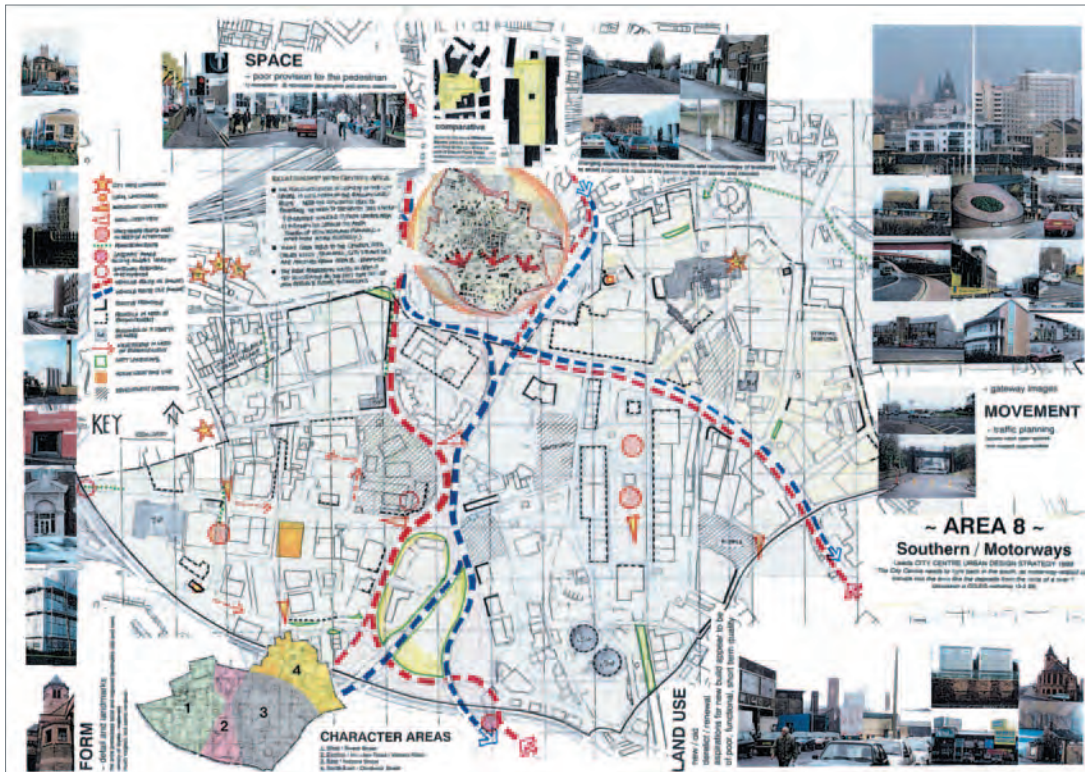


Study Area 4
Daniel Hartley (top)

Study Area 5
Avril Sanderson

STUDENT WORK

A p p e n d i x 1



Study Area 8
Mark Burgess (top)

Study Area 9
Nicholas Bailey

STUDENT WORK

Built environment students from Leeds Metropolitan University have tackled a number of projects relating to the City Centre-wide urban design issues set out in CCUDS

Tall Buildings

The locations of tall buildings were identified on a City Centre-wide map in the CCUDS stage 1 document. An aerial photograph provided further evidence to reveal a pattern to the location. Key views of the City Centre's tall buildings from the south (especially M621) and the west and east show a 'natural' focus and visible centre to the city. A line of north-south orientation leading from Neville Street to Park Row / Albion Street to Cookridge Street / Woodhouse Lane appeared to be the current location pattern.

The materials and form of the majority of tall buildings in Leeds City Centre were considered to be of poor quality, with particular concern about unimaginative, diminutive plinth buildings which do not respond well to the sense of enclosure of the streetscene.

Whilst there is little demand for new tall office buildings, there is some market demand for new tall residential buildings. The study will therefore address this in terms of its implications on a strategy.

A group of six undergraduate interdisciplinary students from the School of the Built Environment at LMU (Paul Ellison, Kenny Cheok, Rhys Priestman and Tairk Rasul) have begun to examine a possible tall buildings strategy for Leeds City Centre, focusing on two main tasks :

- **Strategy Map** - complete survey, analysis (including views to the City Centre) - aspirations map
- **Detailed Analysis** - complete survey of style, construction, streetscene - good practice (internationally) - different uses.

The tall buildings study needs to develop to produce a strategy. Combining the modified RDUDP policy of prestigious 'gateway' buildings and an approach to the existing stock of tall buildings should provide a cohesive strategy.





Railings in Leeds City Centre

CCUDS stage 1 identified railings as a particular feature of Leeds City Centre, with a wide and varied range of styles from different eras.

The study (by Martyn Tallon BA Urban Development course) set out the functional basis for railings in the past, present and future. A glossary of terms was established for the detailed components of a railing system.

Examples of the wealth of existing railings in Leeds were photographed (96 photographs were provided). These ranged from c 200 years old to less than 1 year old. However, the precise locations need to be clarified.

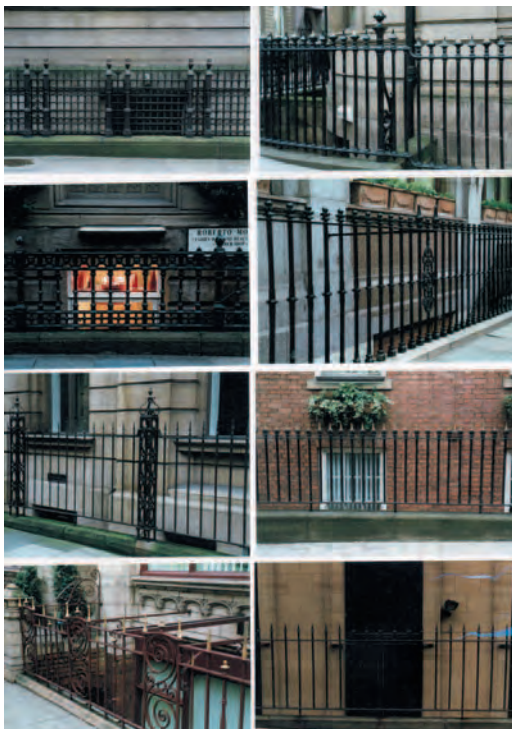
Research of English Heritage guidance and other authorities formed the basis of a good practice guide to materials, finishes, repairs and maintenance.

The study is a thorough analysis inspired by a key attribute of Leeds City Centre, and should form a good starting point to encourage exciting new bespoke railings. The study should also go some way towards ensuring good repair/replacement of our historic examples.

City Gates

The process of entering the City Centre was explored in the Millennium Bid of 1996.

Twenty-nine students on the European Landscape Education Exchange (ELEE) Intensive Programme (Sept 1999) developed further dramatic ideas for the six City Gates. Design solutions included public art, lighting, landscape, new bridges and major new buildings. Students were from the Netherlands, Belgium, Denmark, Portugal, Sweden and UK.



City Centre Land Use Analysis

Leeds has boasted a '24 hour city' initiative for a number of years, and has aimed to enable a mix of uses to occur within the land use Quarters of the City Centre. The balance of mixed uses is recognised as providing vitality and security in the street.

This study (by Tim Fryer BA Urban Development course and followed up by Jeff Manners BA Urban and Regional Planning course) began to examine the issue in detail by providing an audit of which land uses were active at different times of day in the Retail Quarter. The related information about activity in the street (security by natural surveillance) is central to planning for safe, enjoyable environments where people are confident to walk day and night.

Land Use maps of the Retail Quarter and a photographic survey at 9am-5pm, 7pm-11pm, and after 11pm provided the basis for the audit. This identified a number of key reasons for the lack of fulfilled potential regarding vitality after hours in the Retail Quarter :

- general lack of 7-11pm and after 11pm uses on the main retail streets (arcades and yards have a few)
- most bars/nightclubs are on the periphery of the Retail Quarter (especially Boar Lane / City Square / Assembly Street)
- little residential use at all

The study also recognised the potential for uses such as residential on the upper floors over many of the shops. Possible upper floors for residential have been identified on a map, together with existing unused ground floor properties.

This audit and analysis has tackled the issue of mixed use / 24 hour city in the Retail Quarter by examining the land use data of Leeds and the resulting activity in the streetscene. The findings indicate that we may need to develop/apply policy to enable livelier, safer environments in the area after retail opening hours. Particular concerns/opportunities are the lack of use of empty ground/upper floors, the need to spread active uses across the Retail Quarter and the possibility of introducing a greater residential component to the mix.

Greening the City

This study (by Sifa Tesha – BA Urban Development course) commenced with an analysis of the value of trees and provided a methodology for auditing trees in the City Centre. The technique was derived from good practice in discussion with Geoff Lomas (Leisure Services) and Alan Simson (LMU lecturer).

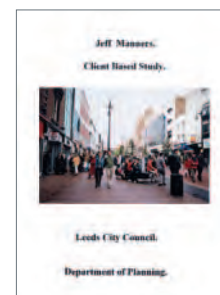
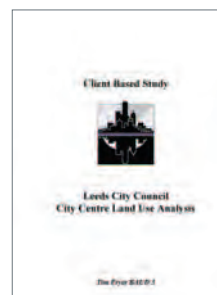
The audit examined :

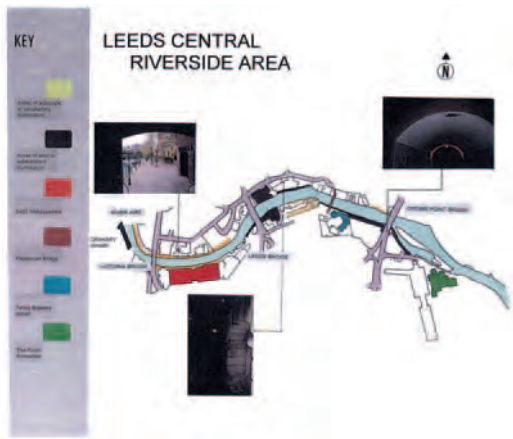
- **location** - where in Leeds, which Quarter ?
- **concentration** - grouping of trees, which Quarter ?
- **size** - height of tree, canopy cover
- **condition** - dead/alive, disease, weeds, damage, soil pH
- **quality** - contribution to streetscene, aesthetic value
- **species**

Sample areas in three of the City Centre Quarters were examined to illustrate the variety of the character areas. Development pressure and attitude to trees vary between the different Quarters of the City Centre. The Civic Quarter, the Office Quarter, and the Retail Quarter provide the focus for the audit work of this study.

It was clear, for example, that the Retail Quarter does not provide a good framework for trees. The location of services in the highway, the need for delivery access have limited the planting of trees. The study needs to progress to question whether and how we should integrate more trees in this Quarter and how much this would cost.

This study began a useful process of auditing our City Centre trees, and provided an excellent methodology for future work.





Riverside - Lighting study

This study (by Phil Meldrum BA Urban and Regional Planning course) provided an audit of lighting of spaces and buildings, examining the effect at night and the appearance of the fittings by day.

Some comparison was made with other cities, but it was confirmed that the riverside of Leeds City Centre was unique in its variety of spaces (intimacy/secretcy of some space, disjointed nature of riverside walkway as buildings abut river's edge, few large open areas)

Materials – many good quality floodlights to buildings, many poor decaying lampstands

Riverside - Floorscape and furniture study

This study (by Laura Mepharn BA Urban and Regional Planning course) provided an audit of floorscape and street furniture along the central part of the riverside)

Floorscape

Good in parts, lack of corporate style was not considered a problem in Leeds without grand swathes of riverside promenade.

'Ad hoc' floorscape changes were identified as a problem (eg. where land ownership changes on an arbitrary line providing a seemingly incongruous change of material and style).

Range of materials and products from yorkstone flags and setts, granite setts, to brick paviors, concrete slabs, tarmac, gravel and timber decking.

Furniture (seats, bins, lighting, balustrades, bicycle stands, planters)

A variety of street furniture style is encouraged as there are individual character areas along the riverside, but more consistency of quality is needed.

Leeds needs to develop a policy regarding safety at the river's edge (eg. Bristol generally has an open edge to the riverside, where the public have become used to the need for care and attention; Newcastle has a policy for balustrades and an implementation strategy; Birmingham appears to be like Leeds with an unpredictable mixture).

Riverside – Access study

This study (by Ian Cyhanko BA Urban and Regional Planning course) recognised that there was a number of development sites abutting the riverside, which prevented some access temporarily (this also expresses the significant development potential currently perceived along the riverside).

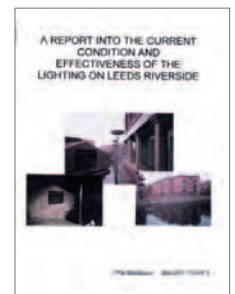
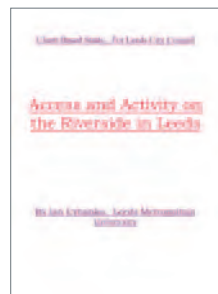
There is still a perception of a considerably disjointed riverside walkway, with problems north and south of the river. The problems identified were : private land / barriers, buildings abutting river's edge, poor quality floorscape, and busy traffic routes on bridges (limited access under)

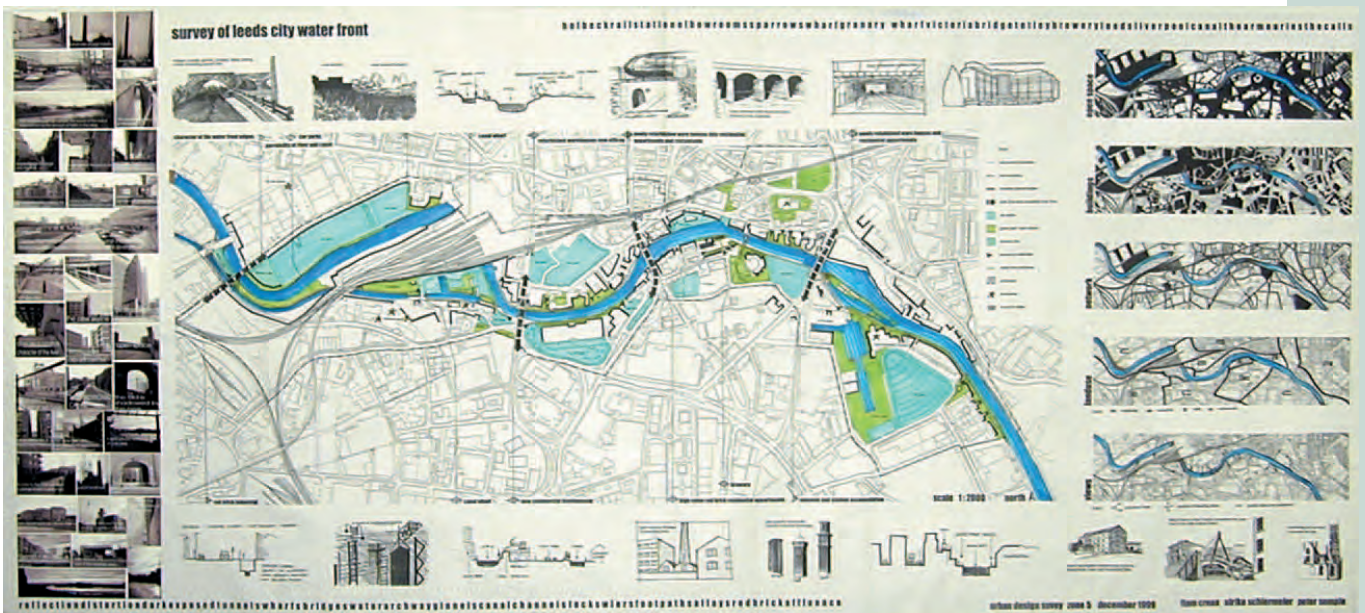
Activity was also measured in this study and the area between Victoria Bridge and Leeds Bridge (generally dominated by office use) is considered to be lacking vitality at most times of the day.

Note

Riverside work is currently being carried out by a multi-disciplinary team in Leeds City Council with British Waterways Board.

Leeds Civic Trust has recently completed a report : 'Whose waterfront is it ?' (1999)





Spaces in the City Centre – types and purpose

A group of approximately 15 final year Landscape Architecture students have provided a clear development of the identified hierarchy/range of spaces (ginnels, yards, arcades, malls, streets and squares).

The work was split into the Study Areas :

Education (Study Area 4)

Some characteristics : Clear gateway spaces, east-west and north-south pedestrian movement, spaces used for varied activity (not just movement), pocket park, large park, 1970s concrete landscape

Retail (Study Area 2)

Some characteristics : Large range (ginnels, yards, arcades, malls, streets, small squares, large public car parks)

Riverside (Study Area 5)

Some characteristics : Variety of spaces along and adjacent to riverside – dark arches, narrow walkway, grand promenade, section through The Calls is very different from section at Holbeck (three waterways – River Aire, Leeds and Liverpool Canal, and Hol Beck)

Eastern / Quarry Hill (Study Area 7)

Some characteristics : This area is disjointed by major roads. The existing types of space are largely sprawling around buildings - lack of containment of space.

Office (Study Area 3)

Some characteristics : Large range (ginnels, yards, traffic streets, pedestrian dominated streets, green square). The area is pedestrian-friendly with permeability through the built form (particularly east-west)



Riverside (Study Area 5) Liam Crean, Ulrike Schiermeier and Peter Semple (top) and Retail (Study Area 2) Sarah Holland, Andrew Clarey and Mike Swan

Workshop Report

A

day workshop on CCUDS ('Designing the City') was held on Saturday 13 February 1999 at Brunswick Building (LMU). This was jointly run by UDAL, LMU and LCC. This event was attended by approximately sixty people (professionals, students, community/ interest groups and an elected member).

The workshop addressed the work so far on CCUDS and considered possible directions/aspirations for future urban design of Leeds City Centre.

After a brief presentation of CCUDS, the participants split into workshop groups examining:

- What is CCUDS for ?
- Gateways
- New vs. Old
- Riverside (2 groups)
- Emotional/Character Area mapping
- Pedestrian movement

The presentation session at the end of the day demonstrated a number of interesting views and ideas of value to CCUDS :

What is CCUDS for ? This group also tackled Study Area 8 (Southern/ Motorways).
Proposed need to engage the area between the River Aire and the motorway in the function of the City Centre and its users by :

- providing a key civic or leisure use at the crossing of the River Aire, to enable the centre of gravity of the City Centre to move south from The Headrow.
- encouraging walking as an option from this new centre of gravity to land uses in the southern area.
- increased/intensive housing use south of the river
- green buffer in the south to shield the City Centre from motorway and proposed 'park and ride' and motorway-related uses / retail park

Gateways group was concerned with strategic entry points to the City Centre for different modes of transport, and proposed some detailed ideas about gateway images and the presence of Leeds City Centre on arrival :

- green buffer in the south/motorway
- boulevards for walking and Light Rail Transport (LRT)

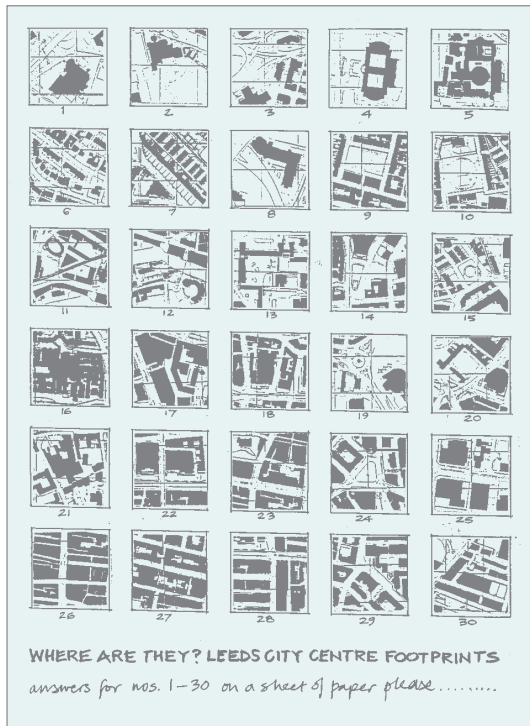
Riverside group confirmed the view that Leeds City Centre's riverside is different from other cities, it consists of discrete (even secret) quality rather than expansive civic spaces. It was considered that the riverside consists of a number of character areas :

- Clarence Dock tourist area in the east
- The Calls - exclusive residential and restaurant area (Crown Point Bridge to Leeds Bridge)
- Office area (Leeds Bridge to Victoria Bridge)
- Granary Wharf - tourism and market
- West fringe - towpath and scrubland

Some proposals were developed for the varied character areas, where buildings are fronting river edge (The Calls), and where opportunities exist for new riverside spaces (West fringe). A 'grand arche' gateway was also proposed.

W O R K S H O P

A p p e n d i x 3



The 'City Centre Footprints ... Where are they?' quiz provided an interesting distraction throughout the day, with a student listing the most correct answers.

Where is the Workshop being held?

The workshop is being held in the studios of the Brunwick Building of Leeds Metropolitan University.

Workshop Program

9.15	Registration and coffee
9.30	Welcome and presentation
10.00	Introduction to organisation of the day (designate talk into groups)
10.15	Group (approx) registration agreed
10.30	Group based writing
12.30	Buffet lunch
15.00	Presentation of Group ideas
16.45	Concluding thoughts
17.00	Workshop ends

Who can Attend?

The workshop is open to all those with an interest in urban design and the quality of the built environment. The Urban Design Alliance is an umbrella organisation with members from a wide range of disciplines groups, including the RIBA, RICS, CI, the Landscape Institute, The Urban Design Group, and the Civic Trust. This booking form and associated eventing has therefore been sent to members of all the regional branches of these institutes and a range of other organisations associated with Leeds. Each of the groups will also include staff / students from Leeds Metropolitan University's School of the Built Environment, and officials from Leeds City Council will be present on the day.

List of Workshops

City centre wide issues:

- What are urban design strategies for? - Gateway - New vs. old
- Pedestrian movement/ hierarchy of spaces - Emotional character area exp

Study cases:

- Civic and Hospital - Retail and Entertainment - Office - Education - Riverside
- South Street/ Chapel Lane - Eastern/ Quarry Hill - Southern/ Woodhouse
- Western/ Little Woodhouse

The New vs. Old debate in Leeds

City Centre emerged as an issue in CCUDS stage 1. The lively mix of modern architecture contrasting with the varied Victorian buildings of our central area was identified as a positive attribute of Leeds City Centre as a whole. The workshop group explored a number of interesting ideas :

- new and old not new vs. old
- distinctiveness is at many tiers (neighbourhood, local, city and regional)
- not just Conservation Areas (conservation dimension to whole City Centre)
- sense of character is not just buildings but whole environment
- new design respecting old does not mean copying styles and materials

Office Quarter group assessed the character of their area and underlined a need to integrate it into the adjoining areas of the City Centre. The group provided a number of interesting aspirations/ design ideas :

- pedestrian bridge over the Inner Ring road
- sculpture trail
- increase amount of mixed use in the area

Emotional/Character area mapping group spent the day brainstorming the issue using all the senses, highlighting a large map, building models to illustrate key characteristics of Leeds, and recording sounds in the City Centre. The presentation was a combination of visual and performance art, and expressed that Leeds City Centre is certainly an interesting place. Colours, sounds, symbols, greenery, Victorian and 60s legacies, all combine to provide a varied sense of place throughout the City Centre.

The pedestrian movement group considered permeability throughout the City Centre and tackled the issue of conflict with traffic. Key pinch points which were located on a map included :

- City Square - where the group proposed diverting the Loop
- crossing Inner Ring Road at the International Pool needed improvement to encourage walking to and from the City Centre
- Little London area needs improved links to the park as part of integrating this area into the City Centre

Design Framework

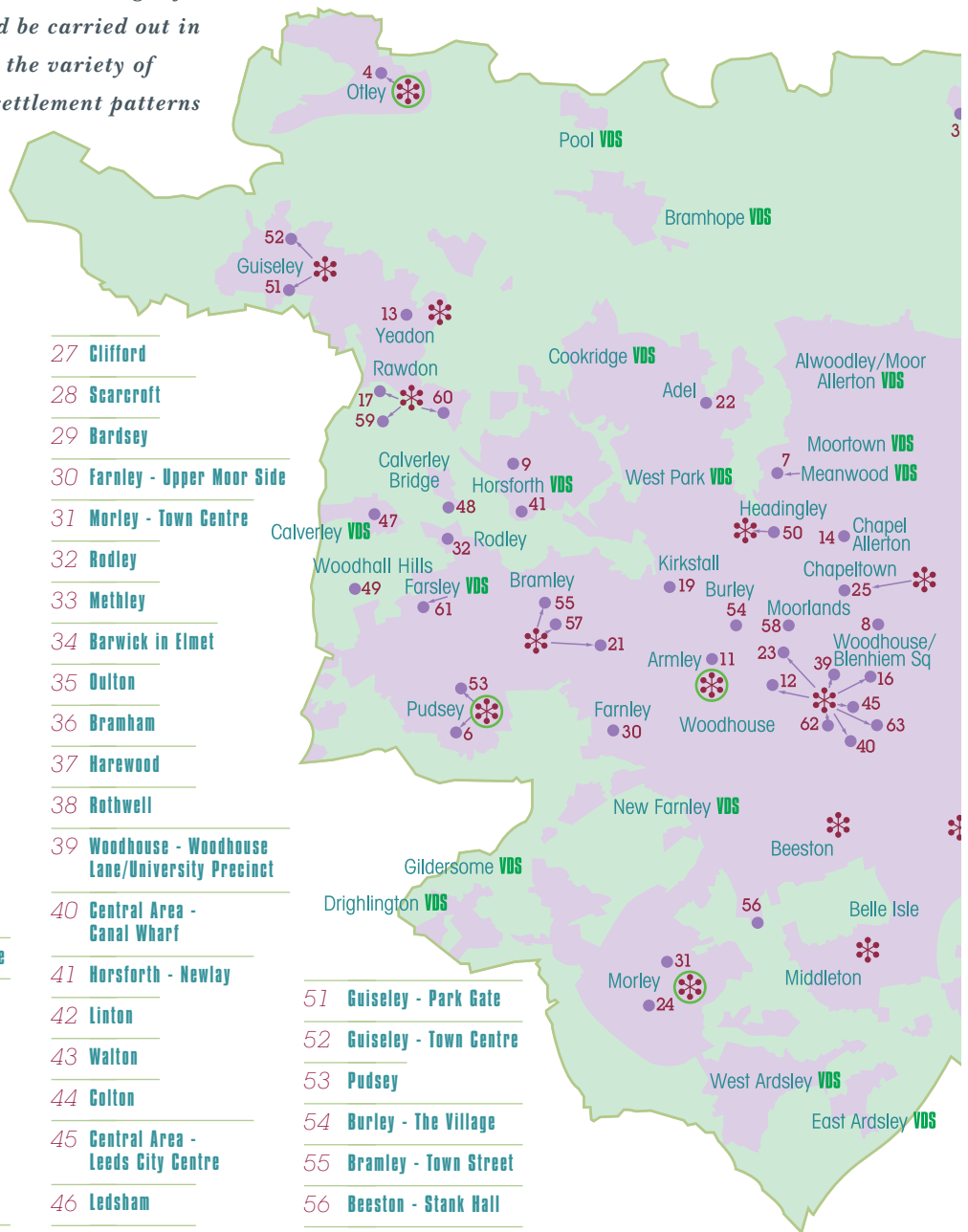
It is recommended that a range of strategies should be carried out in Leeds reflecting the variety of townscape and settlement patterns

Conservation Areas

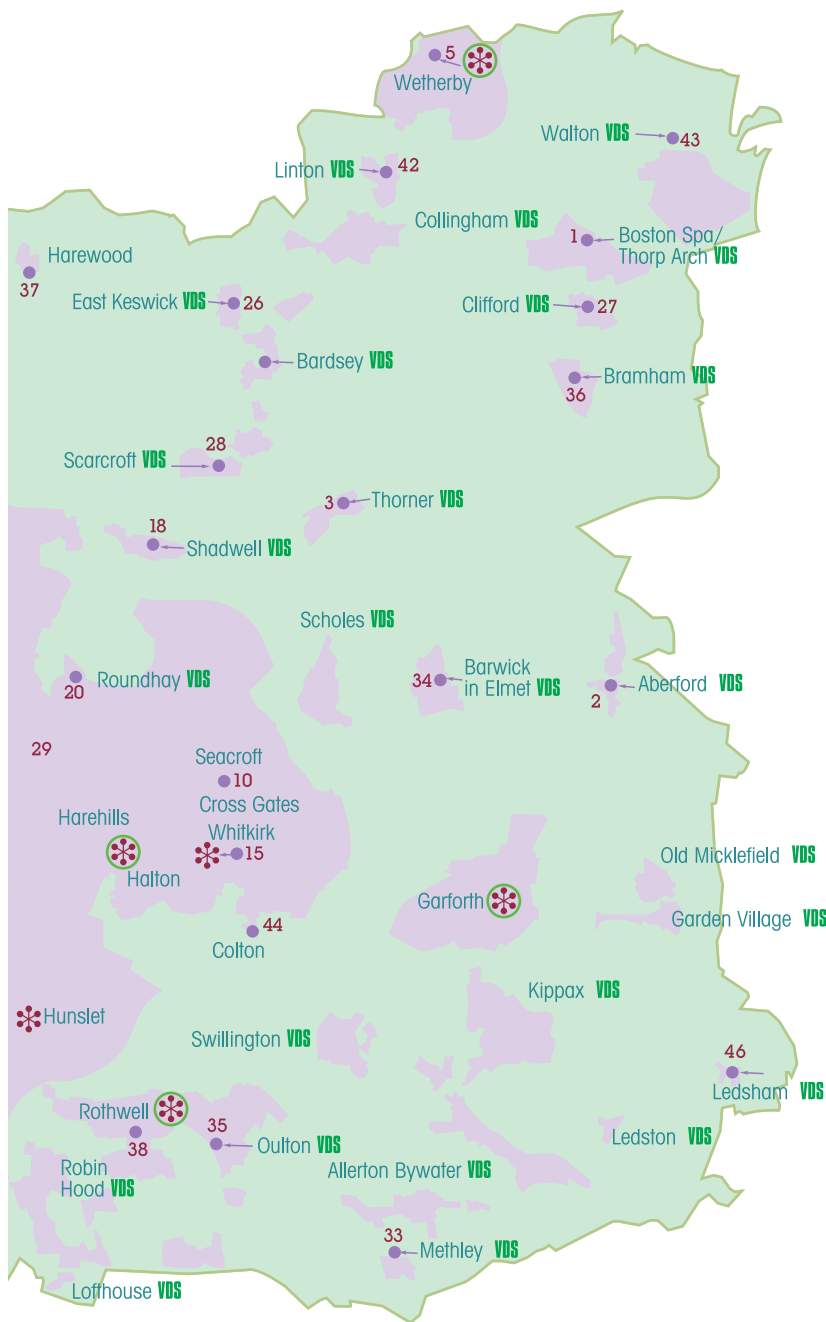
- 1 Boston Spa/Thorpe Arch
- 2 Aberford
- 3 Thorner
- 4 Otley
- 5 Wetherby
- 6 Pudsey - Fulneck
- 7 Meanwood - Meanwoodside
- 8 Woodhouse - Blenheim Square/Hanover Square
- 9 Horsforth
- 10 Seacroft - Dawson's Court
- 11 Armley - Armley Mills
- 12 Woodhouse - Hanover Square/Woodhouse Square
- 13 Yeadon
- 14 Chapel Allerton
- 15 Whitkirk
- 16 Central Area - Queen Square
- 17 Rawdon - Little London
- 18 Shadwell
- 19 Kirkstall - Kirkstall Abbey
- 20 Roundhay
- 21 Bramley - Hill Top
- 22 Adel - St. John's
- 23 Woodhouse - Clarendon Road
- 24 Morley - Dartmouth Park
- 25 Chapeltown - St Mary's Road
- 26 East Keswick

- 27 Clifford
- 28 Scarcroft
- 29 Bardsey
- 30 Farnley - Upper Moor Side
- 31 Morley - Town Centre
- 32 Rodley
- 33 Methley
- 34 Barwick in Elmet
- 35 Oulton
- 36 Bramham
- 37 Harewood
- 38 Rothwell
- 39 Woodhouse - Woodhouse Lane/University Precinct
- 40 Central Area - Canal Wharf
- 41 Horsforth - Newlay
- 42 Linton
- 43 Walton
- 44 Colton
- 45 Central Area - Leeds City Centre
- 46 Ledsham
- 47 Calverley
- 48 Calverley Bridge
- 49 Woodhall Hills
- 50 Headingley

- 51 Guiseley - Park Gate
- 52 Guiseley - Town Centre
- 53 Pudsey
- 54 Burley - The Village
- 55 Bramley - Town Street
- 56 Beeston - Stank Hall
- 57 Bramley - Hough Lane
- 58 Woodhouse - Moorlands
- 59 Rawdon - Cragg Wood
- 60 Rawdon - Low Green
- 61 Farsley
- 62 Holbeck
- 63 East Riverside



DESIGN FRAMEWORK FOR LEEDS DISTRICT



- Green Belt
- Town Centre Strategy
- ✱ Urban Design Strategy
- Village Design Statement
- Conservation Area Appraisal
- | Conservation Area Appraisal linked to Strategy/Statement

Proposed Approach

- Prepare Urban Design Strategies for the City Centre and those urban areas for which Town Centre Strategies are already being prepared
- Support the preparation of community-led Village Design Statements
- Prepare Conservation Area Appraisals and Enhancement Strategies in conjunction with Village Design Statements and Urban Design Strategies

Urban Design Strategy

- Provides an audit and analysis of the distinctive qualities an urban area possesses
- Issues can be categorised into four broad themes: movement, use, form and space
- Examines possible enhancement with public participation

Conservation Area Appraisals and Enhancement Strategy

- Aims to promote preservation and enhancement of a conservation area
- Involves detailed historical research to trace the social and economic basis for the built form and current development pressures in the area
- Provides Enhancement Strategy following public debate regarding the issues

Village Design Statements

- Demonstrates 'how local character and distinctiveness can be protected and enhanced' (Countryside Commission, 1996)
- Involves an analysis of the geographical and historical context, the landscape setting, the settlement pattern and the buildings and spaces in the village
- Prepared by local community groups, usually with some assistance from the Local Planning Authority

Landscape Appraisals will normally form part of the Urban Design Strategies, Village Design Statements and Conservation Area Appraisals

Contributors

Inter-departmental Working Party

Chair : David Smethurst,

Assistant Director, Department of Planning and Environment

Project Manager : Mark Burgess,

Senior Design Officer, Department of Planning and Environment (City Centre Wide analysis, editor of Study Area work/Case Studies)

John Thorp, Civic Architect

Steve Hacker / Keith Darch, Dept

of Highways and Transportation

Rob Matley, City Centre Management

Martin Smith, Leisure Services

Paul Stephens / Mike White, Leeds

Development Agency

Department of Planning and Environment - advice and support

Cllr McKenna / Cllr Blake, Former

Panel Chairs

Cllr Congreve / Cllr Bedford, Panel

Chairs

Dave Girt, Policy

Rob Buchan, Development Control

Peter Vaughan / Chris Bateman /

Jackie Whelan / Nadir Khan, Design

Richard Taylor, Conservation

Nigel Lees, Landscape

Jan Belton, Sustainable Development

Graphics Team

Lindy Dark, Layout/Design

Ian Stafford, Maps/Artwork

Andy Wood, Maps

Steve Buckley, Maps

Barry Crabtree, Maps

Mike Peace, Photographs/Sketches

Micky Roo / Angie Rycroft, Photographs

Mark Burgess, Photographs/Sketches

Nigel Lees / Alan Simson, Photographs

Paul Dean, Sketches

John Thorp, Millennium bid illustrations

Geoff Jones / Martin Searle, Management

Leeds Civic Trust

Peter Baker, Planning Group

Dr Kevin Grady, Director

and members of the Planning Group

The Victorian Society (West Yorkshire Group)

Dr Sue Powell, Conservation Secretary

Urban Design Alliance (Yorkshire Group)

Tony Ray, Chair of UDAL

(UDAL - involving Royal Institute of British Architects, Royal Town Planning Institute, Royal Institute of Chartered Surveyors, Landscape Institute, Institution of Civil Engineers, Urban Design Group and Civic Trust)

Leeds Architecture and Design Initiative

Cllr Liz Minkin, Chair of LADI

(LADI - involving Leeds Initiative, West Yorkshire Public Arts, Royal Institute of British Architects, Royal Town Planning Institute, Leeds Metropolitan University, University of Leeds, Henry Moore Sculpture Trust, Leeds Civic Architect, Department of Planning (elected members and officers), Leeds Civic Trust, and developer interest)

Leeds Metropolitan University, School of the Built Environment and School of Art, Architecture and Design

Staff

Dr Lindsay Smales, Urban Design (key role)
Tony Rees, Architecture
Edwin Knighton, Landscape
Alan Simson, Landscape
Trudi Entwistle, Landscape
Alistair Taylor, Landscape
David Whitney, Town Planning
Hilary Davies, Workshop Liaison

Study Area Students

Area 1

Ivan Biggs
Gary Jones
Simon Russell

Area 2

Maria Curran
Jennifer Tatlock
Tim Fryer

Area 3

Claire Matthews
Simon Grimbley
Edward Freeman
Morgan Foye

Area 4

Daniel Hartley

Area 5

Avril Sanderson
Stijn Matteredne
Adam Jones
Mike Huddleston
Pamo Sikoki
Andrea Guardo

Area 6

Paul Ramshaw
James Wells (student at Oxford Brookes University)

Area 7

Richard Hutson
Dieter Hauwaerts

Area 8

Mark Burgess

Area 9

Nicholas Bailey
Jenny Ackroyd

Client-based studies (year 3)

BA Urban Development and BA Urban and Regional Planning

Tim Fryer, *City Centre Land Use Analyses*

Sifaeli Tesha, *Greening the city*

Martyn Tallon, *Railings in Leeds*

Ian Cyhanko, *Access and Activity on the Riverside in Leeds*

Phil Meldrum, *Lighting on Leeds Riverside*

Laura Mepham, *Leeds Waterfront Flooring and Street Furniture*

Jeff Manners, *Analysis of Activity in Leeds City Centre*

Spaces studies (Year 3, BA

Landscape Architecture)

Liam Crean

Ulrike Schiermeier

Peter Semple

Simon Prunty

Stuart Peck

Jonathan Noble

Stephanie Bassford

Adam Moore

Kate Ward

Sarah Holland

Andrew Clarey

Mike Swan

Nick Bowman

Christopher Bridle

Paul Stanger

Tall Buildings study (Year 1

Multi-disciplinary group of students)

Paul Ellison

Kenny Cheok

Rhys Priestman

Tairk Rasul

Trees in the City Centre

(Final year Graduate Diploma in Landscape)

Simon Higson

Ian Greenhalgh

Elizabeth Kiff

Ken Regan

City Gates (European Students)

Daniel Czechowski

Anna Thott

Joao Antonio Duarte

Jolande Van Looy

Elke Gabriels

Patricia Dias

Ringoot Bart

Joao Carlos Cardoso

Anas Freitas

Timo Herrmann

Jan Maas

Andre Eduardo Ribeiro

Signe Hertzum

Ana Lemos Ferreira

Mintske Sijmsa

Stijn Jansseens

Nina Madsen

Maria Jorje

Claire Alder

Jette Krogh Kristensen

Mark Van Maastricht

Hugo Miguel Santos

Wim Rombaut

Melek Ergen

Simon Hall

Nick Jackson

Liz Kiff

Jamie Rayner

Craig Stamp

C O N T R I B U T O R S

A p p e n d i x 5

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Leeds City Council, (*ongoing*) : **Leeds Lighting Code of Practice**

Leeds City Council (*ongoing*) : **The City Centre Facelift Programme and Lighting Initiative** (*grant schemes*)

Leeds City Council (*ongoing*) : **City Centre Yards and Arcades Improvement Programme** (*Recently completed – Hirsts Yard, St John's Court, Pitfall Street, Pine Court, Ship Inn Yard*) **Footway Improvement Programme** (*highway improvement schemes*)

Leeds City Council, (*ongoing*) City Centre Capital Projects – Streets and Spaces schemes (*City Square, Briggate, King Edward Street, Lower Albion Street, Bridge End / Water Lane, Kirkgate (Call Lane – Wharf Street), Dortmund Square, Lands Lane, Greek Street, Merrion Gardens, Park Square, Civic Square (Millennium funds), Railway Bridges Environmental Improvement schemes*)

Leeds City Council, with partners (*developing*) **Waterfront Strategy including lighting**

Leeds City Council, Dept of Planning & Environment (*ongoing*) : **The City of Leeds Award for Architecture**

Leeds City Council, Dept of Planning & Environment (*ongoing*) : **The Leeds Lighting Award**

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B I B L I O G R A P H Y

...lavishly illustrated with hundreds of specially commissioned photographs, maps and sketches – this is a portrait of the urban design qualities of Leeds City Centre

...a city of contrasts

intimate/grand – enclosed/open – quiet/lively – uniformity/contrast – old/new

...a place to shop/ work/ relax/ live

"This document has been produced following a wide range of successful participatory processes – presentations, discussions and workshops – spanning over three years. I would strongly recommend this process and commend the resulting content of this document as an exemplar of analysis of urban form and design"

Tony Ray (Chair of Urban Design Alliance (UDAL) Yorkshire region)

City Centre Urban Design Strategy will help to :

- Provide background to the issues of 'urban design'
- Explain policies
- Provide principles
- Examine strategic issues
- Explore character areas
- Locate appropriate sites for development
- Imply development opportunities
- Identify places/features in need of improvement
- Explore programme and audit techniques for an urban design strategy
- Provide some good practice examples
- Express the wealth of skills of designers (past and present)
- Appoint suitable design/development teams

Contacts

Leeds City Council
Department of Planning
and Environment
Selectapost 5, Merrion House
110 Merrion Centre
Leeds LS2 8SH
website : www.leeds.gov.uk/planning

Department of Planning
and Environment
0113-247 8000 - Mark Burgess/
David Smethurst

Civic Architect
0113-247 5398 - John Thorp

Department of Highways
and Transportation
0113-247 7500 - Keith Darch/ Mike
Darwin/ Cathy Barlow (access)

City Centre Management
0113-247 4471 - Rob Matley

Leisure Services
0113-247 8384 - Martin Smith

Leeds Development Agency
0113-247 7893 - Paul Stephens/
Mike White

e-mail : mark.burgess@leeds.gov.uk

Institutes and Interest groups
– local and national

Urban Design Alliance [UDAL]
Yorkshire Region
0113-246 5714 – Tony Ray (Chair)
020-7636 9107

Royal Institute of British Architects
[RIBA] 0113-245 6250
020-7580 5533

Royal Town Planning Institute
[RTPI] 0113-246 5714
020-7636 9107

Landscape Institute
0113-283 2600 X4064
020-7350 5200

Royal Institute of Chartered
Surveyors [RICS]
0113-244 2928 020-7334 3751

Institution of Civil Engineers [ICE]
01977 703775 020-7222 7722

Urban Design Group [UDG]
0113-283 2600 X4093
01235-851415

Leeds Civic Trust
0113-243 9594 020-7930 0914

The Victorian Society
0113-275 6538 020-8994 1019

General/ Arts

Leeds Architecture and Design
Initiative [LADI] 0113-247 8140
e-mail : peter.vaughan@leeds.gov.uk
CONCOURSE 0113- 246 6250

West Yorkshire Public Arts
01924-215550

RIBA Competitions Office
0113-234 1335

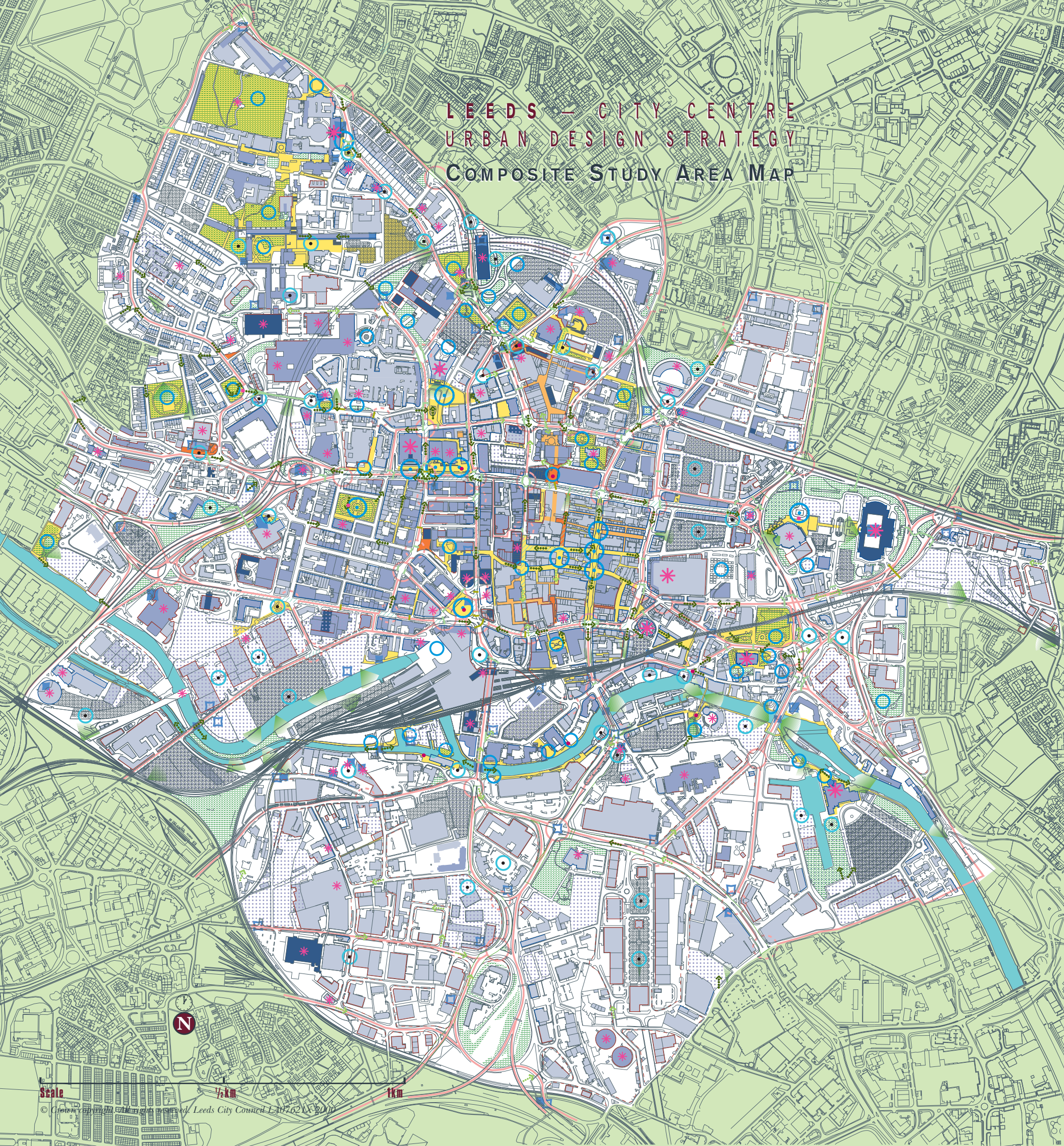
Leeds Metropolitan University
0113-283 2600

Department of Environment,
Transport and the Regions [DETR]
020-7944 3000

Commission for Architecture &
the Built Environment [CABE]
020-7839 6537

Resource for Urban Design
Information [RUDI]
website : <http://rudi.herts.ac.uk/>

LEEDS — CITY CENTRE
URBAN DESIGN STRATEGY
COMPOSITE STUDY AREA MAP



Scale 0 1/2 km 1 km

	Main Vehicle Route		Predominantly Pedestrian Space
	Major Vehicle Nodes		Pedestrian Space (Restricted Times)
	Vehicle Nodes		Pedestrian Space in Need of Improvement
	Key Gateway Feature		Local Space
	Gateway Feature		City-wide Space
	Improved Gateway required		Improved Space required
	Building Height 10+ Storeys		Improved Pedestrian Crossing required
	Building Height 5-9 Storeys		Important Pedestrian Crossing
	Building Height 1-4 Storeys		Panoramic View
	City-wide Landmark		Green space
	Local Landmark		Surface Car Park
	Development Opportunity		Important Street for Tree Planting
	Statue /Sculpture		Strategic Corridor for Tree Planting
	Possible New/Restored View		
	Important View		
	Generally Positive Frontage		
	Frontage in Need of Enhancement		
	Boundary in Need of Enhancement		

M A P K E Y

S t u d y A r e a s



LEEDS — CITY CENTRE
URBAN DESIGN STRATEGY