

South Bank Workshop

Thursday 28th January, The Tetley

The Leader of the Council, Councillor Judith Blake, and Chief Executive, Tom Riordan, introduced and concluded the event. A summary of which is as follows:

- The Leader called this event and was keen that all interested parties in the future of the South Bank were invited rather than separate discussions and meetings with the Council.
- The Council feel it is important that a wide range of stakeholders can shape the future of the South Bank, including ensuring smaller businesses and community interests are represented alongside major investor interests.
- The Leader will oversee the delivery of further workshops throughout the year, and this is the first of many co-production events. The Council will take a lead role in facilitating these and is keen to improve upon engagement on the South Bank.
- The South Bank, as one of the city centre's largest regeneration initiatives, is a major priority for the Council and the Council is committed to working collaboratively with partners and investors to deliver the vision for the area.
- There have been major successes with Sky locating to Leeds Dock, securing Burberry to the city, Vastint's major investment into the area, the HS2 location decision as well as the educational cluster and forthcoming residential developments.
- There will be 'themed' and more focussed discussions on particular matters, based upon the feedback received from attendees to the workshop.

A) Summary of key points and ideas discussed:

1. Clearer messages and vision:
 - More publicity needed around South Bank and more discussion about the identity.
 - The messages aren't currently clear. The term 'South Bank' is generic and not distinctive; there is a need to recognise individual areas, focal points and historic centres.
 - There's a requirement to establish what the need is for the area, e.g. how many residents it will accommodate, how much employment it will bring, how much of the area will be for businesses?
 - Currently too much focus on the station which could take around 10 -15 years to start, however other development needs to start earlier and should not be determined by the station.
 - South Bank Lab' – something that brings together information on the area and what's happening (not specified whether online or similar meetings to workshop).
2. Local residents need to be involved:
 - Engagement work to be done to connect the communities in Holbeck, Hunslet and Beeston.
 - Residents need to be involved and believe that the area is a good place to live and are excited about the future.
 - It needs to be a liveable/ workable area during construction.
 - Boundaries (shown on the map during workshop) are an issue; these should be more blurred.
 - Additional needs of residents need to be considered such as schools, GP surgeries and supermarkets.

3. Working document of what's happening:
 - Something to show the areas that are being developed, who's developing and what's available
 - Information around development is lacking - suggestion to follow Liverpool's model to make it easier for developers.
4. Entrance(s) to the station:
 - Bold architectural statement that creates a sense of arrival
 - Lots of different entrance points to activate the surrounding areas
5. Surrounding space:
 - Spaces between the buildings need to be considered
 - Build incrementally, future proofing with area to expand and not inward facing
 - Retain and capture uniqueness of areas, enable economic activity and life to ripple out of area
 - Focus on quarters
 - Space underneath viaduct needs to be used
 - Is the height of the station a variable?
 - Central business district graded out to residential properties and housing.
6. Who to attract to the area:
 - Institutions, for example part of a university (e.g. University of the Arts in Kings Cross),
 - Attract a good, rich mix of jobs to the area and the right training
 - Doesn't have to be solely large scale organisations.
 - Potential for a conference centre, or a 5* hotel?
 - Should be marketed to national and international companies.
7. Transport around the area:
 - We need to get the connections to the station right
 - Limit car access to the centre and provide better alternatives
 - East/West connections over A621 and river to East
 - Clear legible movement around the station, holistic transport plan to benefit all
 - Increase pedestrian access, reduction in roads and traffic.
 - Consider trams and buses to the area.
8. Waterfront:
 - Great potential embrace the waterfront
 - Give up river frontage for public realm, make it a destination, place of rest/contemplation,
 - Plan development and public realm at same time, bring it right up to the water

Emerging themes from the workshop:

- ***Marketing, engagement and communications***
- ***Place making, public realm and animation***
- ***HS2 and Transport***

B) Summary of the notes and discussions:

Question 1

How do we best engage with stakeholders and together promote and market the area?

- a. How would you best like to be engaged in the emerging vision and activities in the South Bank?**
- b. What can we do collaboratively to improve the marketing of the South Bank to a wide range of audiences?**
- c. How do we make South Bank and the distinct areas within it easily identifiable to help people navigate to and around South Bank?**
- d. How do we best engage the wider city in the proposals?**

Question 2

Feedback on the HS2 South Bank masterplan

- a. What are our aspirations on development close and near to HS2?**
- B. How to we ensure communities in South Leeds benefit from the station?**
- c. How do we make the most of the waterfront with a 'T' station?**
- d. What design principles do you think should be embedded within the design of the station?**
- e. What are your thoughts on the emerging work?**

- Brief for the station - what is it, where is it and where can it be seen?
- Use local consultants, there currently isn't a local buy in
- No communication, nobody knows who's doing what
- Leeds is the worst for finding out what development is happening
- Open discussion place - 'South Bank lab'. A public forum/ working document to share information on what's happening, stages of development
- Breaking the area down into districts, not just looking at the bigger picture, needs to feel like a community
- Substantial involvement with communities around the area, should there be a specific Cllr. for the area?
- Need to be shouting about it being the largest European development for landsite
- South Bank development corporation – maybe responsible for the area
- Station needs to be a gateway and give a big sense of arrival into Leeds
- Looking at limited car access into the city, cut car access around the station
- East & West connections, North & South and extending southern connections into communities and making it more accessible
- Looking at development opportunities in the station and around it – payback of initial cost
- Look at land value that goes to public ownership
- Look at making sure a framework is set up early so local communities are involved in construction – apprenticeships, training, university involvement
- Making sure that any development is future proof in terms of high quality realm
- Cutting out traffic and cars, arrive at a place they can park before coming into the area
- Involvement with schools and universities in workshops, making people aware of what goes in to regeneration
- Remain sceptical about whether HS2 will happen – area must work with or without it. Station must touch down on top of long term place
- Have a Leeds sustainable development corporation
- Issues about parking – something like park and ride
- Look at things such as schools and how they will be delivered into the area
- Link communities to the south and access to the area
- Cycle path as a connection in there
- Mechanisms for delivery – prevent problems of obstruction
- Pop up space, pocket parks, sense of space within the city
- Primary and secondary schools are needed
- The connectivity is a problem, opp to green area
- Arts community populating this area, The Tetley, they can see potential for working here

- Business engagement is high with South Bank.
- Interaction between the new station and the wider area
- open spaces around the station
- Aspire to have a good view from the *from* the station and *of* the station
- Get rid of Crown Point shopping centre? Or make it more of a distinct centre
- Start zoning the area
- Public service and health centres need to be put in together and early
- Conflict between 'permeability' aspiration and wrapping the new station round with buildings
- To give wow factor should we build upwards from the station?
- The station has to become part of the street scene with active frontage
- Flow of the people – how people leave and enter the station – how will that be managed in 20 years-time?
- Key designs, stand alone as an architectural statement
- What's the front door? Should there be one or lots? Different entrances for different communities and different purposes
- Highway designs
- Districts or quarters, where are the focal points, are opportunities such as Temple Works and areas.
- Opportunity to look at Sovereign Square and ASDA
- Big grand linear space or series of pop up spaces
- A lot of meanwhile uses until its developed
- Signs saying you are entering 'South Bank'
- Waterfront festival and free city bus are good
- Legibility, identity, branding, temporary public art – important
- Promote the outstanding education provision for under 18s. Attach it to South Bank (reputation)
- Pull out the brilliant and surprising things around here
- Mould 'South Bank' into business addresses
- There is almost NO pedestrianisation in South Bank. Roads and highways are interfering
- Priority should be to take out traffic
- Reducing the width of the roads
- Increasing the amount of shared space
- Making streets engaging and active with active ground floor frontages
- Green spaces as a way to navigate the city – like High Line in New York
- Creating a park as part of a flood alleviation scheme
- Riverside green space/open space should be provided as a way to open up the waterfront
- Waterfront navigability important – consistent walking route beside the river
- Having a park as a centre of community activity
- Have another public building in the South Bank
- Use this opportunity to create good cycle links between the North Bank, South Bank and South of the city
- Promote the independent retail and leisure offer by introducing small footplate units
- Encourage a creative and inspirational uses
- Pedestrian bridge over the motorway needed
- The station should be an open and celebrated piece of high quality architecture
- Provide family housing
- Artistic interventions to define the area – give the area a more artistic and creative appeal than the more commercial north bank
- Develop the Hunslet stry, enliven hoardings with artwork, improve the route to New Dock, look at as many options for greening as possible
- Removing litter, improving dilapidated buildings, vegetation cutback – making the area look more cared-for.
- South Bank Resident is looking for a high 'Quality of Life'

- opp for a sustainable development that will provide most of the elements not available in the current North Bank city centre
- would like the history and heritage of this part of Leeds to be given prominence, would love future to tell these stories
- need to look at precedents such as Bucharest, Riga, Spain, Stratford - a real dialogue is required but must ensure we 'do not overestimate our ambitions'
- priority for Asda is to ensure that ASDA has an HQ close to the station and maintains exclusive parking for the staff
- people of Leeds don't know what is happening we need to be bolder and ensure that information is shared
- Need to emulate Manchester and obtain same growth deal. Leeds has an opportunity to use the South Bank to create a national/international future
- Station should be something that 'deserves to be seen'
- Need to be careful to not allow the design and delivery of the station and the area 'close and near' to not eclipse the equal if not greater, currently perceived, opportunity presented by the much wider area of the South Bank and its critical relationship to the existing communities to the south.
- Station should be multi-functional with day and night activity beyond transport function
- Concern that it will be difficult for the station alone to 'glue the city together'
- Concern about existing 'sub-urban' communities to the south becoming a part of or at least connected to the regenerated South Bank
- Opportunity to take Leeds forward as a leading UK city
- Great European cities have good and bad examples of new high speed stations that should be studied to establish the elements that work and, more importantly, those that do not
- Asda's aspiration is to remain close to the station with dedicated parking for staff
- It is apparent that there are no significant representatives from the existing neighbouring communities so it is very important to have much more than 'statutory community consultation'
- Concern about potential for a 'pragmatic car driven design/policy. Car versus pedestrian/cycle. Opportunity to be bold about starting now with a policy for removing cars from our city centre
- Use flood alleviation to extend the Waterfront
- Consider retail within the footprint of the station itself - St Pancras excellent example of integration of 'destination' retail,
- Consider residential floating homes within and adjacent to extended waterside activities etc.
- Look at creating a complete loop of 'waterfront' to create a positive and attractive 'city island' or use flood alleviation as an excuse to extend the proportion of water perception
- Okay for the entrance to be 'iconic!' but it must be in the right location to relate and be legible to the city centre - not easy with T shaped station so consider secondary and hierarchy designed access and egress so that there is 360 degree relationship to the both north and south of the river
- The high speed railway infrastructure will be complete in 15 years (at best) so the station will not be open for a decade and a half so please can we have a strategy that starts regenerating the South Bank now
- There are some key decisions/ideas that could be made/already in place that could/need to be implemented now and in the immediate future even if they are temporary/meanwhile uses - we need to develop a 'what can we do now' culture
- Emerging principles seem absolutely fine however more, very high level and well communicated, inclusive 'bottom-up' dialogue is now essential to avoid the perception or reality that honest and effective community involvement is not taking place
- Encouraging use of shared space
- Navigating the city for green spaces, rather than necessarily wide open park
- Opportunity to create good cycle links to city centre
- Good opportunity to look at independent offer – not Starbucks and Tesco's

- Must not be too hijacked by HS2, need to buy in and dig deeper.
- Temporary uses need to be looked at
- Framework to give weight and developers some certainty, a framework that all the key people agree, help determine land values, roads, joined up big scale decisions
- Can we have more workshops, to help plan the site?
- Access to the river, potential for reveals and hides for the station.
- It's got to be done that we're not caught up with the station, station is a long way off
- Emerging design principles must take on board that there is something to do now
- Possible that development near the station can glue the city together, shedding light on the South Bank, not only the area on the plan but the links with the communities to the South
- Not apparent that there is anybody represented from the south communities
- Limit car access, however need to be careful how we deal with the car
- Entrance that is clear and unequivocal.
- Key point is engagement: phenomenal interest expressed by the people in the South Bank workshop. LCC need to sit down and put together ideas using the skills and expertise in the room, be open and engaging.
- Start with blank sheets or a draft plan? What are the boundaries for the area?
- Will it bridge the M621?
- Boundaries are artificial; buildings can have a different impact on area to expect.
- Need to think about the significance of places and names (eg. Holbeck Urban Village wasn't liked by Holbeck proper) What does South Bank mean outside this group? Thought needs to go into names and the identity of the surrounding area, avoid new names that have no meaning and get it right this time.
- Similar situation to East London (Strand East). We need to rebrand the site back into its history
- Links – to city centre, docks, station etc. Think about the separation of the area – has been impenetrable, we need to remake connections
- Connection of water – why the Tetley is here, pottery industry etc.
- River link through site – water taxi from station to dock which is not well known
- River needs to be more accessible, safer, connected, tidy
- Opportunity to deal with scale, screening parts to give prominence to waterworks rather than building making statement.
- Arup's 10 principles – do we need some public talk about this, bring into public domain? Do we want to challenge them? Aspirations are great so need to talk about this before the station arrives.
- This isn't just about HS2. Need to liaise and set agenda in terms of groundwork. Start thinking about connections, liveable city etc. before HS2 and this should inform all our work
- Capital of Culture importance – city needs to look ready for this and not waiting for HS2
- Culture and development strategy needs to start now and build
- Safeguard land for development and allow city to develop around
- Place making – setting the scene with infrastructure and investment in public realm. Look into public sector funding.
- Planning working with communities – helping them benefit and articulating to communities how they will benefit from development. AND how HS2 will benefit from those communities (2 way process)