

LSDG Open Meeting 28/02/11 - Notes

Comments
<ul style="list-style-type: none"> If the catalyst for the long term vision for the City Centre South is to begin “tomorrow” in the spirit of Evert Verhagen, how do we anticipate this working if we are relying on developers backing? Won’t it be a matter of years not months? Is it realistic to begin the realization of the vision now or is it simply an aspiration that won’t materialise?
<ul style="list-style-type: none"> The current car park on Sovereign Street creates revenue of around £1 million per year. Why would the council bother to create a park on this site when they are gaining money just to leave the land alone?
<ul style="list-style-type: none"> Could we start with the park on Sovereign Street? This would have to be consistent with the vision for the whole site. The bridge could be the second public realm development once the proposed buildings have been built and destinations have been created.
<ul style="list-style-type: none"> Issues with any section 106 agreement. Will developers be willing to pay for a park on Sovereign Street or a bridge?
<ul style="list-style-type: none"> Which is the most important catalyst development, the park or the bridge? Which will have the greatest benefit / effect and should therefore come first?
<ul style="list-style-type: none"> Is there really a requirement for a green space on Sovereign Street?
<ul style="list-style-type: none"> If the site is to include a public green space then better connections to the site will be required.
<ul style="list-style-type: none"> Why start with a “park” here rather than nearer to the proposed development areas for family housing? Won’t families gain more from this type of public space than people working in the city centre?
<ul style="list-style-type: none"> Why not have both? The long term vision includes pockets of green throughout the City Centre South especially around housing areas. These will create a green link out to the existing residential areas of Beeston and Hunslet.
<ul style="list-style-type: none"> Will people want to use a park surrounded by tall commercial developments?
<ul style="list-style-type: none"> The LSDG’s remit is that the park is responding to the huge capacity for residential development to the south.
<ul style="list-style-type: none"> How can we break the impression that the green space is owned by the surrounding offices? People won’t appropriate the space if they aren’t sure if it is public realm.
<ul style="list-style-type: none"> We need to remember the capabilities of strategic infrastructure. The bridge to Sovereign Street is a strategic piece in the same way as the pedestrian bridge to Brewery Wharf was when it was built. At the time that the bridge from the Calls was built it was named “the bridge to nowhere”. However it acted as a catalyst to the development of Brewery Wharf as would the bridge we’re proposing. Is the council in control of the process? In its heart it is, however the money and other capacity isn’t available at the moment. Sheffield is a great example where council owned land was given to the public as a resource for the population of the city.
<ul style="list-style-type: none"> Perhaps there are concerns about the lack of revenue created by a park and the amount of land it would use? Is it viable to develop the green space on first floor with the car park remaining on ground floor?
<ul style="list-style-type: none"> Was the existing multistory car park on the site as a response to the proposed loss of the car park during the development of Criterion Place? Therefore if we now remove the car parking do we need to provide elsewhere?
<ul style="list-style-type: none"> Isn’t the removal of barriers between north and south the most important move rather than worrying about a small park? Why is the loop proposed on Sovereign Street?
<ul style="list-style-type: none"> The Aire Valley Leeds Area Action Plan misses out a large chunk of the City Centre South area. Why? Won’t this planning boundary create another “barrier” through the developable areas?
<ul style="list-style-type: none"> The area that we have called the City Centre South is not technically “City Centre” in planning terms; therefore it is harder for developers to develop on this land.
<ul style="list-style-type: none"> Why has it been called City Centre? We’re proposing to develop housing, especially family housing, not just more retail or commercial space normally associated with “City Centre”.
<ul style="list-style-type: none"> What is Carlsberg Tetley’s plan for its site? Are the company’s aspirations entirely at odds with ours? We currently have no idea, so it is quite important that we find out soon. We need to establish a sensible dialogue with the company.

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<ul style="list-style-type: none">Remember the main driver is the longer term vision. There is no point in smaller pragmatic attempts if they don't respond to and spur on the long term development.
<ul style="list-style-type: none">Is the wider vision for a town where people live near work or are we aiming for a city with iconic buildings and employees all commute from outside the city?
<ul style="list-style-type: none">There is the danger that by "attaching" small areas of the City Centre South to the north we will try to replicate the North in the South. Why? Shouldn't we have a unique vision for the South that creates a different character to that of the North?
<ul style="list-style-type: none">When we are thinking about the feasibility of a small gesture being done tomorrow to generate interest and development we need to find the funding from somewhere. A potential cost of a pedestrian bridge at Sovereign Street would be £2 million (the landings are the most expensive element).
<ul style="list-style-type: none">Rachael Unsworth is writing an academic paper exploring the possibilities for the next phase of City Living. How will people inhabit urban spaces by the time that our vision is in action? We need forward thinking so that our framework for development will enable changes in dwelling habits.
<ul style="list-style-type: none">Could this paper change the Council's opinions on how people will live in the Leeds of the future? Will this create an enthusiasm and allow people to fathom the length of the proposed vision? As it stands, the vision may need to be even longer than the 20-30 years already spoken of. What will the inhabitants of the City require in 70-80 years?
<ul style="list-style-type: none">But in the spirit of Verhagen.... Get on with it now!
<ul style="list-style-type: none">There are many layers of the past structure of the City still visible; could this framework mix with the current structure help to guide the development of the area. Use Hunslet lane as a pedestrian route to give a visual link direct into the City Centre from the approach to the South.
<ul style="list-style-type: none">Companies like Tetleys and Asda aren't based in Leeds; they maybe don't understand the City which could lead to further inappropriate developments in the future.
<ul style="list-style-type: none">To be Sustainable we need incremental thinking. We need big visions for infrastructure mixed with small interventions.