

ELLAND ROAD – PLANNING STATEMENT 2026

Leeds CITY COUNCIL

Contents

INTRODUCTION AND BACKGROUND 1

STRATEGIC CONTEXT 4

VISION AND STRATEGIC OBJECTIVES 13

MASTERPLAN AND DEVELOPMENT PRINCIPLES 20

DELIVERY PRINCIPLES 41

Published February 2026

The opportunity

A once in a generation opportunity of national significance to catalyse regeneration and create a mixed-use neighbourhood at Elland Road

- Enhance the City's brand and profile as a football city
- Helps deliver on the ambition for Leeds to become an internationaly competitive global city
- Accelerate economic growth in South Leeds
- Catalyst for wider regeneration, unlocking significant benefits to the city and its communities
- Be recognised as an exemplar of sports-led regeneration

Significant potential to deliver:

A new stadium of **up to 53,000 seats**

c.1,500 – 2,000 New homes

A residential population of **c.3,300**

New **leisure** and **workspace** uses

A significant **economic impact** to the regional economy and **creation of jobs**

The Start of a Journey...

There is an unprecedented opportunity to optimise the regeneration potential of the land surrounding Elland Road Stadium. The site is strategically located between the city centre and White Rose area within the South Leeds Gateway - one of the region's most exciting regeneration opportunities. With Leeds United Football Club embarking on an exciting period of transformation to kick start the stadium's revitalisation, the Elland Road Neighbourhood offers the ability to combine sports-led regeneration with a new neighbourhood-led approach to delivering a brand new place for people to live, work and play in South Leeds.

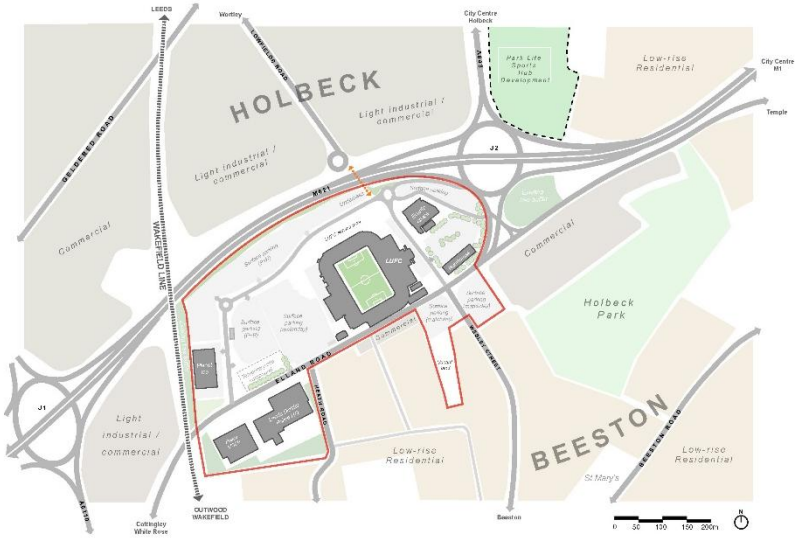


Figure 1: Elland Road Site Boundary







This document refreshes the 2007 informal planning statement and is intended to:

- Provide guidance on regeneration of the site and the mix of uses that would be appropriate
- Outline the strategic, spatial and policy context
- Provide a vision and the strategic and neighbourhood principles that underpin regeneration of a new neighbourhood
- Establish a set of development principles to guide development
- Provide high level delivery principles that influence delivery of the illustrative masterplan

A refresh of the 2007 Guidance

An update to the Elland Road Planning Guidance (2007) is required to ensure that the following key factors are considered:

A New Chapter for Elland Road

The **regeneration, market and economic context** has **fundamentally changed** since 2007. There has been a significant growth of residential development across South Leeds, which includes the nearby South Bank. This provides an opportunity to re-consider the ambition at Elland Road.

However, it is important to acknowledge the **socio-economic challenges** in this part of the city, and the importance of delivering regeneration that serves the neighbouring communities of Beeston and Holbeck.



Source: Leeds United



Source: WYCA

Potential for Mass Transit

In 2024, West Yorkshire Mayoral Combined Authority (WYCA), as scheme promotor, undertook public consultation on the proposed Mass Transit route alignment, publishing the findings in 2025.

Three routes were consulted upon for **South Leeds**: two of which ran adjacent to Elland Road Stadium, L6 and L7.

The proposed L6 option would run via Holbeck, Elland Road Stadium and Beeston Ring Road before finishing at the White Rose centre.

The proposed L7 option would run via Gelderd Road, Lowfields Road, Elland Road Stadium and Old Lane.

Leeds City Council's Executive Board has previously endorsed alignment L6.

In the next stages WYCA will work up more detailed designs and undertake public consultation on the preferred routes. The new tram system is scheduled to be operational in the mid to late 2030's.

At the time of writing, WYCA has not made a decision on which route it will progress. Notwithstanding this, it is acknowledged that, subject to the decision on route, the provision of Mass Transit to serve the neighbourhood, for both stadium and wider regeneration, could be positive.

This document is non-committal regarding potential route selection and sets development principles to guide future development.

Leeds United Football Club (LUFC)

LUFC propose to modernise and **improve seating capacity** at Elland Road Stadium from 37,645 **up to c.53,000** - bringing the stadium in line with UEFA Category 4 status, to be amongst **the elite in European stadia** and the **7th largest club stadium** in the country (as of 2025). This will see growth in capacity, first in the West Stand, followed by the North Stand.

The proposed stadium expansion will facilitate a new Travel Plan as well as new interim and permanent arrangements for match day operation.

The proposed investment in the stadium has the potential to **transform the experience** of spectators for events, as well as increasing the amount of dwell time at the stadium on non-match days.

The planning application was approved on the 8th January 2026 subject to detailed conditions, completion of the legal agreement and other matters identified in the planning report.

A refresh of the 2007 Guidance

An update to the Elland Road Planning Guidance (2007) is required to ensure that the following key factors are considered:

Major Developments – Post 2007

Since 2007, changes within the Elland Road Neighbourhood include:

- Completion of the Leeds District **Police Headquarters.**
- Construction of **Planet Ice.**
- Introduction of the interim **Elland Road Park and Ride.**
- Opening of **Centenary Pavilion** (over 1,500 sqm of conference and events space).

Some uses first envisaged for the Elland Road Neighbourhood - particularly major intensive leisure uses - have been developed or are in development elsewhere:

- **13,500 capacity** entertainment focussed **Leeds First Direct Arena** at Merrion Way (2013).
- Opening of the **Victoria Gate Casino** (2017).
- The council in collaboration with LUFC are progressing the FA funded **Holbeck Sports Hub** – including training pitches, full-sized all-weather pitches, a new medical centre and café.
- Proposals for a major **conferencing and exhibition extension** at the **Royal Armouries** are now progressing.







Evolution of Strategic Priorities

Guided by the Leeds Economic Vision's framework for growth, the untapped potential of the Elland Road Neighbourhood is significant. Located within the **South Leeds Gateway (SLG)** and sitting equidistant between the city centre and the White Rose Hub, it is perfectly located to take advantage of the existing **site connectivity** and attract further travel and transport enhancements.

The SLG is an important driver of the wider economy and is identified as a **"key move"** to deliver on the **"Big Ideas"** within Leeds' Inclusive Growth Strategy and is linked to achieving the objectives of the Connecting Leeds Transport Strategy (which focuses on creating a car-lean city). The city also has an increased focus on delivering high quality new public realm as part of its placemaking DNA.

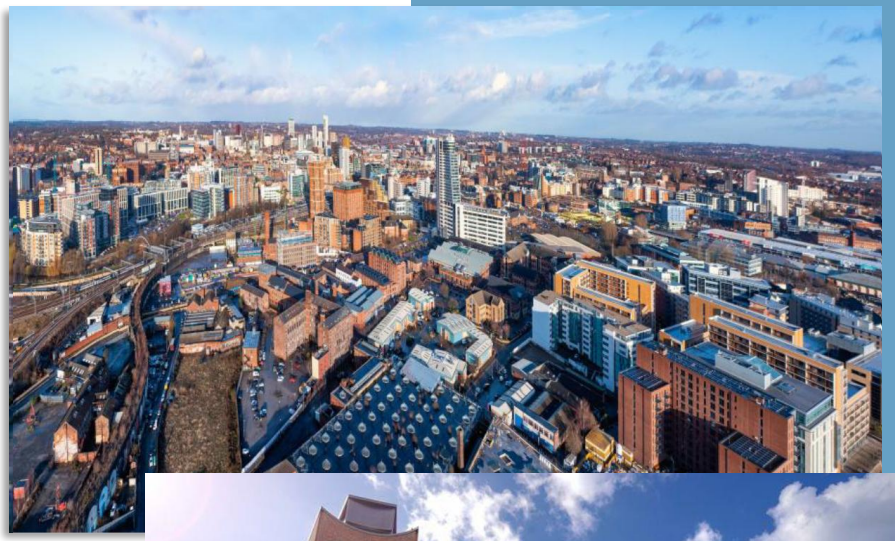
The catalytic potential of the Elland Road Neighbourhood in supporting economic growth is hugely important

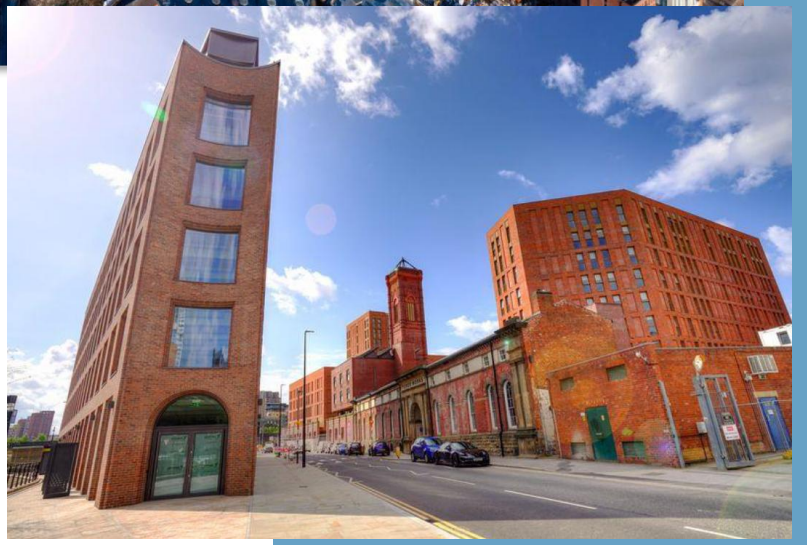
A geographically significant site within the South Leeds Gateway and adjacent to an internationally renowned sporting landmark, the neighbourhood is strategically located within a priority area for Leeds City Council in attracting investment into the city. The site is nestled in a residential area, sitting alongside longstanding residential communities of Beeston and Holbeck.

This section outlines the opportunities for regeneration at Elland Road. These opportunities are embedded into a series of strategic principles and development principles which should underpin future development across the area moving forwards.

The section is structured as follows:

- **Spatial Context**
  Demonstrates the strategic location of the Elland Road Neighbourhood - adjacent to a network of regionally, nationally and internationally significant regeneration projects.
- **Strategy and Policy Context**
  Outlines the policy documents that have informed this Statement to ensure the Vision and Strategic Principles for the site are aligned to the council's policy ambitions.
- **Good Neighbourhood Principles**
  What a good neighbourhood looks like and how these principles can be translated to Elland Road.
- **Neighbourhood-led Approach**
  Aligns the council's priorities with good neighbourhood principles to drive development at Elland Road through the introduction and growth of a mix of uses on-site.





The Elland Road Neighbourhood is located within one of the most strategically significant opportunity areas in the City - the South Leeds Gateway

Several regeneration projects and programmes are located within the South Leeds Gateway and, collectively, the transformative potential of this area is huge both in terms of driving economic growth and delivering on the "Big Ideas" within Leeds's Inclusive Growth Strategy which aims to support residents to thrive.

The site at Elland Road is an important component of the Gateway and has significant regeneration potential to develop as a landmark project, building upon the existing stadium facility and LUFC's expansion proposals.

Major regeneration projects underway in South Leeds:

- **British Library North at Temple Works** – a nationally significant cultural anchor located to the north of the Gateway.
- **Sweetfields** – will support the regeneration of a site that has remained vacant for over a decade, creating a link between Holbeck and the South Bank areas of Leeds.
- **The Heart of Holbeck and St Matthew's Community Centre proposals** – regeneration of the local high street and community centre to create a vibrant meeting space for local people.
- **The Holbeck Sports Hub at the former Matthew Murray High School** – introduction of top-class facilities for football and other sports accessible to the local community. It also includes a new medical centre and café.
- **The White Rose Hub -** a focus on innovation, education and retail along with improved accessibility and connectivity (including links to the proposed White Rose Railway Station).

Collectively, these projects will transform South Leeds, with proposed tram links enhancing connectivity and enabling further development opportunities, subject to the selected route.

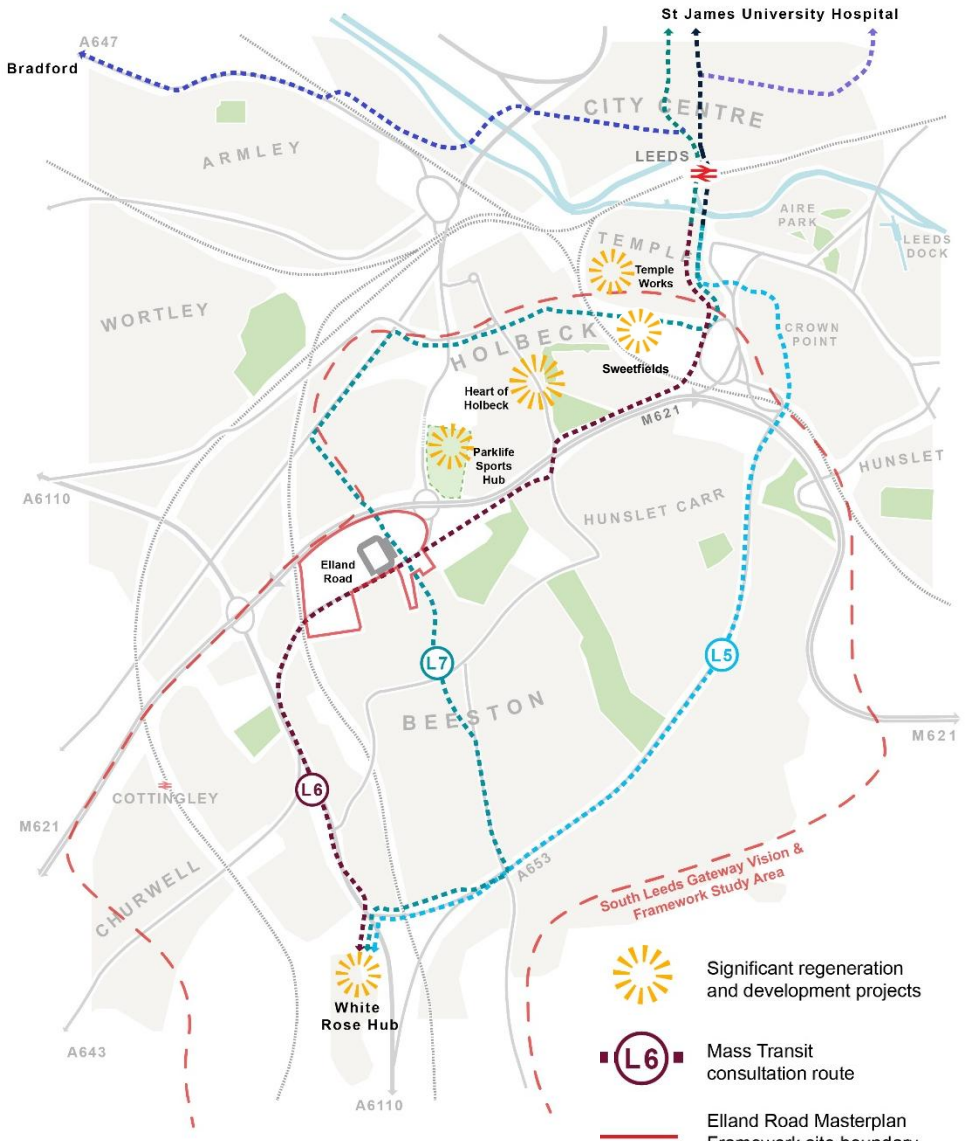


Figure 2: Spatial Context plan (Not to scale)

Note - The 2024 WYCA consultation routes for Mass Transit (L5, L6 and L7) are shown. Not all routes will come forward.

The Vision for the Elland Road Neighbourhood fully aligns with the strategic aims of the Council

The Leeds Ambitions provide a strategic framework to guide the city's future and achieve the core mission of tackling poverty and inequality and improving the quality of life for Leeds residents by 2030.

The four Leeds Ambitions are:

- **Healthy**
- **Growing**
- **Thriving**
- **Striving**

Healthy
In 2030 Leeds will be a healthy and caring city for everyone: where together we create the conditions for healthier lives so people who are the poorest improve their health the fastest, and everyone is supported to thrive from early years to later life.

Growing
Inclusive Growth: Leeds will be a place where we reduce poverty and inequality by creating growth in our economy that works for everyone, where everyone gets a great education, businesses can find the talent they need to start, innovate and grow, investment is increasing and together we are delivering an inclusive, healthier and more sustainable future.

Thriving
Strong Communities: Leeds will be a welcoming, safe and clean city where people have the power to make the changes that are important to them, with cohesive and united neighbourhoods where people are living healthier lives and enjoying the city's vibrant social, cultural and sporting offer.

Resilient
Sustainable City: Leeds will be the UK's first net zero and nature positive city in the UK, rapidly reducing carbon emissions and restoring nature, a place that supports people and businesses to make increasingly sustainable choices that improve their standard of living while creating a regenerative thriving city.

To achieve this ambition a series of Strategy Documents and commitments have been adopted by Leeds City Council to set out the approach to achieving their ambitions, including:

Leeds Inclusive Growth Strategy (to 2030)

Reinforces the councils's dedication to collaborating with anchor institutions and other partners to ensure growth addresses inequality. The strategy focuses on providing the necessary infrastructure to achieve this ambition, addressing the climate emergency, supporting everyone in society in securing better jobs, enhancing skill levels, and accelerating health improvements for the most disadvantaged.

Leeds Health and Wellbeing Strategy

The council's ambition for Leeds is to be a "healthy and caring city for all ages, where people who are the poorest improve their health the fastest". The strategy states the ambition to create strong, engaged and well-connected communities, improving housing for better health, safe, sustainable places that protect and promote health and wellbeing, and a city where everybody can be more active, more often. Leeds has also become part of the Marmot Places Network. Marmot Places commit to making a more concerted and focused effort to address health inequalities.

The Connecting Leeds Transport Strategy

Sets out the ambition for a network of places and transport modes which make walking, cycling and green public transport the default choice for journeys in, around, and across Leeds. The strategy's ultimate aim is for everyone to have an affordable and accessible zero carbon choice of travel and for the city to be a place where you don't need a car.



Leeds Economic Vision

The Leeds Economic Vision is focused on delivering the growth that will take our city and region to the next level in a sustainable way, supporting city's goal to grow its economy by £15bn and add 100,000 jobs over the next decade underpinning the Leeds Ambitions.

The regeneration of Elland Road presents a flagship opportunity to deliver the ambitions of the Leeds Economic Vision by driving economic growth, attracting investment, and creating new jobs.

Elland Road supports the Economic Vision's ambition to elevate Leeds' global reputation and attract international investment and talent.

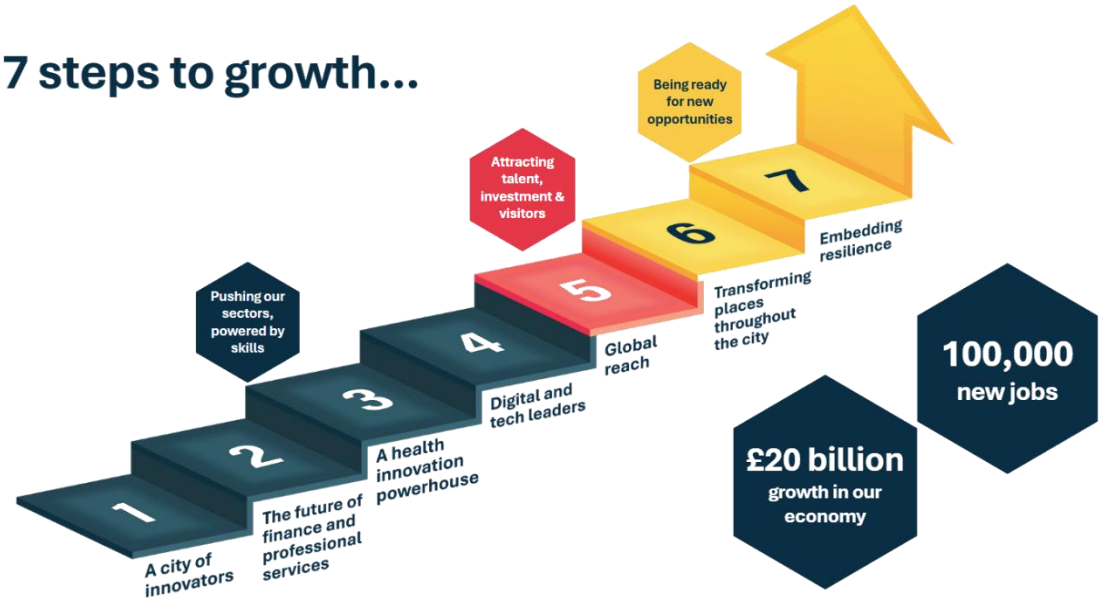
Elland Road is a nationally significant sports-led regeneration scheme which will unlock land for development and deliver change that supports the city's goal to grow its economy through the delivery of homes, commercial space, and a new hotel, alongside leisure, education, and public realm. Together, these elements will boost footfall, generate employment, and create the conditions for businesses to grow.

The location of the Elland Road Neighbourhood within the South Leeds Gateway and proximity to the Leeds Innovation Arc further enhances its potential to contribute to productivity gains and economic resilience, helping Leeds build on its recent gross value added (GVA) growth and outperform regional trends.

The expansion of the stadium and the creation of a destination for major events capable of hosting international sporting competitions and business conferences will contribute to positioning Leeds as a global city. This will generate visitor spend, boost the local economy and support the wider visitor and events sector.

Improved connectivity, through enhanced public realm, active travel routes, and the potential introduction of trams (subject to route decision), will link surrounding communities to opportunity and reduce barriers to employment.

The development of Elland Road is an essential vehicle for delivering the objectives of the Leeds Economic Vision —driving productivity, attracting and creating new jobs, boosting innovation, and strengthening Leeds's position as a globally focused city.



Source: Leeds Economic Vision

Leeds Local Plan

The Leeds Local Plan forms the statutory development plan for the Leeds district. It sets out the Leeds City Council's vision and strategy for the Leeds district between 2012 and 2028 and provides the basis for decisions on planning applications to support delivery against the council's Ambitions.

The Local Plan is currently made up of several adopted development plan documents which need to be read alongside each other. This includes:

Leeds Core Strategy

Adopted in November 2014, with a further amendment in September 2019. It forms an essential part of the Local Development Plan for Leeds and plans for the longer-term regeneration and growth of the city. The Strategy seeks to maintain a balance in managing the competing demands, challenges and opportunities facing the city. The spatial policies outlined in the Core Strategy aim to facilitate residential and commercial development in sustainable and accessible locations with priority given to previously developed land and regeneration sites.

Leeds Site Allocations Plan (SAP)

Adopted in July 2019 (amended January 2024) ensures enough land is identified and available for the delivery of housing and employment development to meet the growth ambitions of the city within the plan period. The SAP identifies sites for housing, employment, retail and greenspace to ensure that enough land is available in appropriate locations to meet the growth targets set out in the Core Strategy.

Natural Resources & Waste Local Plan

Adopted in 2015, sets out where land is needed to help manage resources, like minerals, energy, waste and water over the next 15 years. Relevant to Elland Road are policies around utilising natural resources and improving air quality. The council has a statutory duty as the Local Planning Authority to consider the conservation of biodiversity when making decisions on planning applications. There is also a broader policy driver to enhance biodiversity through new sites, create wildlife corridors between sites, and ensure green and blue infrastructure can thrive providing resilience to extreme events (droughts, floods and heatwaves).

Unitary Development Plan, 2006 (Saved Policies)

Allocates land around Elland Road Stadium for Leisure and Tourism under Policy LT5A. This remains a saved policy:

10.3.8 In accommodating major sporting, cultural and tourism (including business tourism) facilities beyond the city centre, land in the vicinity of the Elland Road stadium, Beeston presents a unique opportunity. This locality exhibits considerable potential due to its strategic location on the Regional Highway Network, its national recognition as a venue for sport, the scale of the available land, and the excellent transport links to the city centre (where visitors can benefit from regional centre facilities). Therefore:

LT5A: LAND IN THE VICINITY OF ELLAND ROAD FOOTBALL STADIUM IS RESERVED FOR LEISURE AND TOURISM PROPOSALS WHICH WOULD ENHANCE THE REGIONAL AND NATIONAL ROLE OF THE CITY

10.3.9 The Elland Road site comprises some 18.5 hectares and therefore has major potential as a location for some or all of the following: an exhibition centre, conference facilities and provision for indoor sports stadia. In the development of such facilities opportunities exist also for integration with enhanced local facilities for Beeston. Parking facilities adequate to meet the needs of the area and all developments will be essential.

Elland Road Planning Guidance, 2007

The Guidance was prepared in response to the Unitary Development Plan (UDP) allocation and to promote the regeneration of the area around Elland Road Stadium. The vision sought to transform the area into a vibrant leisure quarter which would host a mix of activities accessible to all. Building upon the leisure and tourism facilities which enhance the regional and national role of the city the planning statement set out the following potential uses:

- Arena
- Casino
- Conference or banqueting facility
- Concert Hall
- Exhibition centre
- Hotel
- Indoor sports stadium
- Recreational facilities e.g. Pitches and courts

Since 2007, the ambition to locate such uses at Elland Road has evolved, various key developments have also completed, and large-scale intensive leisure uses have developed elsewhere in the city centre – see: **page 3**.

Local Plan Update

Leeds City Council is also undertaking a Local Plan Update, seeking to establish updated policies that will be fit for purpose to 2042. Consultation on Issues and Options (Regulation 18) took place over Summer 2025, with draft policies and sites emerging in 2026.

The ambitions of the Local Plan Update will need to be reflected in emerging developments. However, their materiality will need to be assessed as appropriate to the stage of plan making.

Neighbourhood Plans

These plans form an important part of the Local Plan. Those that influence the future regeneration of the Elland Road Neighbourhood are reflected overleaf.

Holbeck, South Bank SPD (2016)	A major driver for development and regeneration in Holbeck and the surrounding areas. The SDP highlights the area's rich industrial heritage but also the challenges around severance and deprivation which are common to "city rim" areas of Leeds. Elland Road sits outside the SPD boundary, however, the key principles around connection are paramount to the continued success and inclusivity of Elland Road as a destination and the impacts it has on match days to the local streets and communities (such as access, connectivity to the city centre and parking).
Holbeck Neighbourhood Plan (2018)	Provides a clear vision to make Holbeck a more attractive and healthier place for everyone with a clear focus on connectivity (green infrastructure and people) between the city centre and adjoining neighbourhoods. Elland Road sits beyond the boundary of the Neighbourhood Plan, however, the connections and localised impacts of Elland Road to this community are fundamental considerations.
Beeston Neighbourhood Forum (2015)	Designated in 2015, however a draft document has not yet been prepared. Elland Road Stadium and surrounding land is excluded from the designated Beeston Forum area, but there are clear links and relationships to this community that must be considered.

Other Supplementary Documents

Leeds Transport SPD (2023)	Encompasses Leeds Metropolitan District as a whole. The SPD sets out guidance for developers, design teams and others, and seeks to stimulate innovative designs that are appropriate for the context, character and location of a site and can be used safely by the travelling public.
Tall Buildings SPD (2010)	Provides developers, design teams and others, clear design guidance on the location, form and appearance of tall buildings so that they can be successfully integrated into the environment and contribute to the changing skyline of the city.
Our Spaces Strategy (March 2020)	Embodies the council's vision for the creation of vibrant, inclusive and world class city centre public realm. The ambition is that through this strategy public realm will become the city's greatest cultural asset. Whilst Elland Road sits beyond the city centre, the intent and ambition to connect and create safe spaces around the site is high on the agenda and the principles set out in document equally apply.

GOOD NEIGHBOURHOOD PRINCIPLES

To achieve the vision of a new neighbourhood at Elland Road, key principles are proposed

A place with a distinct offering, that is liveable and resilient and enables users of the space to lead healthy lives through inclusive design which is both connected to the wider city and accessible to all. Creating a place which is rooted and intertwined with the surrounding residential communities.

The land adjacent to Elland Road Stadium presents an opportunity to create a place for people to live, work, play and visit in line with good neighbourhood principles whilst simultaneously delivering on Leeds City Council's four Ambitions:

- **Healthy**
- **Growing**
- **Thriving**
- **Striving**

This section provides an overview of good neighbourhood principles and how these will underpin the regeneration of Elland Road.

Resilient

Striving to be a neighbourhood that is based on quality and sustainability credentials

Aiming for net zero is a positive step. Using BREEAM Communities can be a means to do this, if not the following should be considered:

- Focus on local energy resilience. i.e. local connected grids using district heat or other low or zero carbon technology.
- Set out broad aims for minimising operational energy demand, consumption and carbon dioxide emissions.
- Ensure that development minimises water demand through efficiency (including utilisation of rainwater and reuse of grey water).
- Ensure that daylight and sunlight assessments are undertaken.

Liveable

Housing is the foundation upon which liveable neighbourhoods are built. Delivery of quality housing that meets local demand requirements is key to creating happy neighbourhoods where people want to live.

As well as being a vibrant destination for sport-related leisure activities, the Elland Road Neighbourhood should also be a desirable place to live.

The vision is to create a strong community that thrives beyond match days, with enhanced pedestrian connections and high-quality open spaces linking it to the neighbouring communities of Holbeck and Beeston. The neighbourhood will provide a range of community and public services to support local residents.

The emerging Leeds Local Plan: A Framework for Development in Leeds 2022-2042, outlines a new target of 3,811 new homes per annum (as set out by the National "Standard method" of Local Housing Need). To support the neighbourhood, any retail provision at Elland Road should be ancillary to residential use / the activity at the stadium.

Distinctive

*Neighbourhoods should capitalise on their individual histories and characteristics to create **distinctive** and unique places to live, work and play.*

With Elland Road Stadium at its heart, sport is a defining feature of the Neighbourhood DNA. LUFC has an international fanbase with future growth plans. The Elland Road Neighbourhood should be an equally vibrant place to visit on non-match days.

This requires the creation of a distinctive offer that will attract footfall and visitors from a wide demographic beyond the LUFC fanbase.

On match days, the neighbourhood sees c.37,000 visitors to the stadium and surrounding area, transforming the site into a hive of activity with fans travelling to watch LUFC from all over the globe. This number is anticipated to grow as plans to expand the Elland Road Stadium are delivered and stadium capacity increases up to c.53,000.

Expansion plans have been driven out of a need to modernise the stadium and increase capacity to accommodate more fans.

Neighbourhoods that play to their individual strengths and defining characteristics are more successful than those that do not. Such neighbourhoods create a sense of authenticity and ownership among local communities. The regeneration of the wider site should leverage its key strength, the Elland Road Stadium, and explore a range of uses that complement an expanded stadium and the LUFC brand.

Early investment into public realm and curating space in and around Elland Road will also contribute to the creation of a “destination” one in which people want to visit and dwell.

GOOD NEIGHBOURHOOD PRINCIPLES

The neighbourhood should feel integrated and connected with established neighbourhoods and communities. There should be provision of affordable housing in accordance with policy, alongside a mix of tenures, size and type of residential units to ensure that the area is both diverse and a liveable place for all.



Connected and accessible

*Creating **connected and accessible** neighbourhoods goes hand in hand with liveability.*

Good neighbourhoods offer convenient connectivity to local facilities and green space to encourage residents to live healthy lifestyles and support them to utilise active travel modes.

The Elland Road Neighbourhood already has, or is working towards introducing, several of these ingredients:

- **The Mass Transit Vision 2040** - has informed the design and delivery of the proposed West Yorkshire transport system. There are three Mass Transit route options for the South Leeds section (south of the River Aire). Two of the three options under consideration (L6 and L7) for the South Leeds line have transformative potential for the Elland Road site creating significant access and mobility improvements that would support a range of future land uses alongside matchday access. Optioneering and business case development are underway.
- **Active travel routes** - Elland Road is c.2 miles from Leeds Railway Station and is connected to the city centre via the City Connect Cycle superhighway. The current informal walking route between the stadium, train station and city centre crosses through Holbeck. The delivery of co-ordinated improvements to the pedestrian routes to and from the site, as part of the 'Yellow Brick Road' will improve the connectivity and accessibility of Elland Road.
- **Interim Park and Ride Facility** - opportunities to consolidate the number of surface level car parks including the delivery of a multi-storey car park (subject to demand) on site will support the uses proposed within the illustrative masterplan. The stadium planning permission secures extensive sustainable transportation measures, including travel planning to create a significant modal shift and reduce reliance on the private car. Additionally, a large proportion of the site is occupied by an interim Park and Ride facility (c.1,350 capacity). A surface car park, currently utilised by the interim Park and Ride, at this scale and location does not align with the City's long-term vision for the site.



Healthy

*A **healthy** neighbourhood is one in which all its inhabitants feel supported to not only live but thrive.*

Delivering quality physical and social environments is essential to creating a healthy neighbourhood. These environments should support communities to come together to access local services and facilities that support quality of life and improved health outcomes.

Elland Road will become a "neighbourhood within a neighbourhood". This site lies adjacent to some of the city's most deprived areas. Addressing health inequalities, tackling poverty and striving for a healthy city for all is a key principle underpinning the redevelopment of Elland Road. To support this, there is an opportunity to leverage the presence of LUFC on site to drive social and economic growth through the redevelopment of the site. Over the next five years, it is expected that sporting organisations will increasingly focus on delivering local impact to build trust in their communities, investing in transformative sport-led regeneration programmes to catalyse social and economic growth.

Supporting people to thrive includes ensuring they are equipped with the skills and knowledge required to not only enter employment but secure a job of their choosing.

To support residents in Leeds, there is potential for the site to support Further and Higher Education uses whether focused on opportunities for reskilling and / or upskilling, sector-led specialisms such as elite sport or those driven by the Leeds Innovation Arc, as well as education uses linked to the LUFC Foundation or Holbeck Sports Club.

Providing a place-based approach to drive growth of a blend of potential uses to deliver a neighbourhood of choice



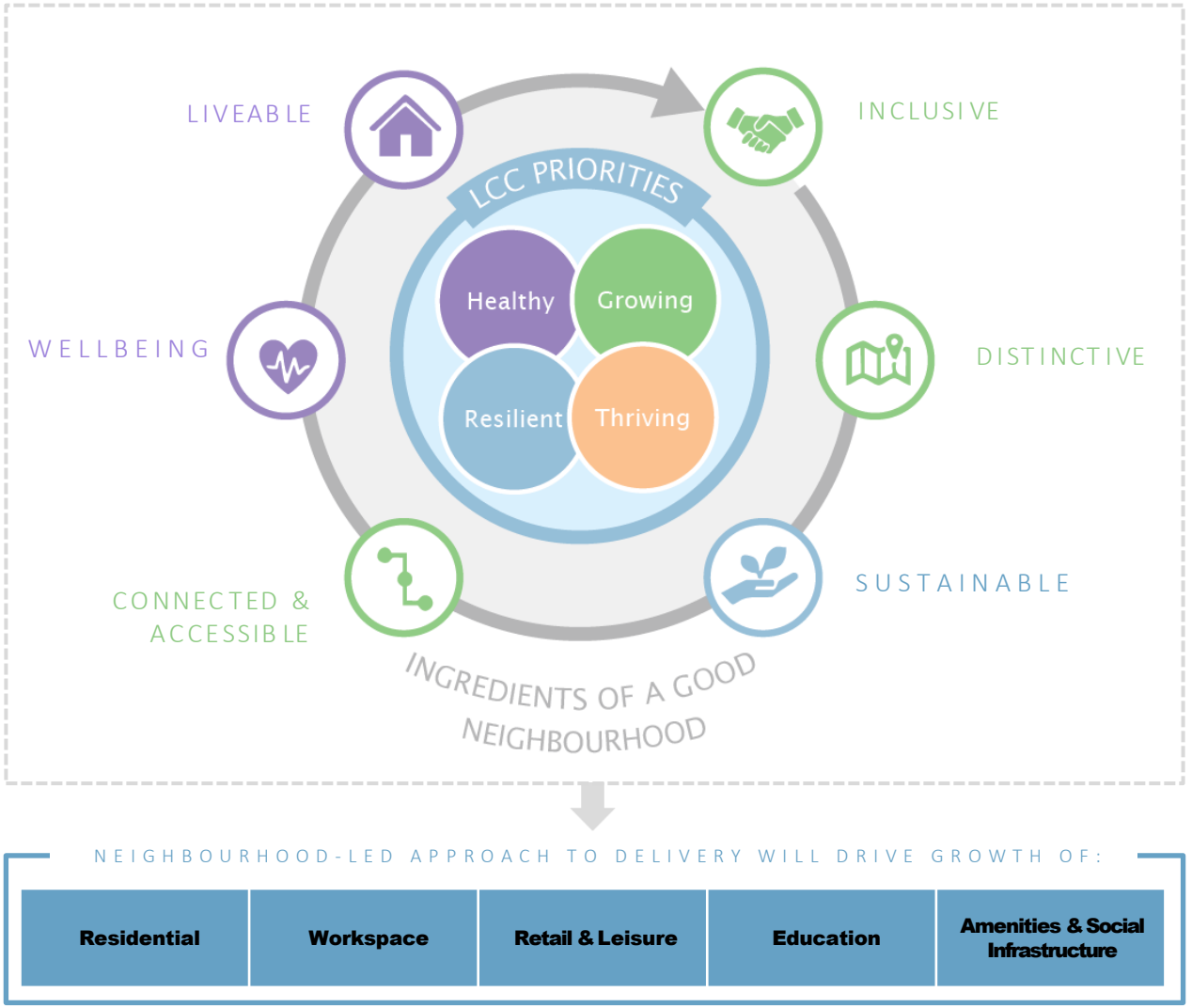


Figure 3: Neighbourhood-led approach to delivery demonstrating relationship between the council's priorities and the good neighbourhood principles.

The Vision

The Elland Road Neighbourhood has a unique DNA combining sports-led regeneration with a neighbourhood-led approach to delivering a brand-new place for people to live, work and play in Leeds. Delivery of the neighbourhood will be underpinned by five strategic objectives

- A destination for sport & leisure
- A liveable neighbourhood
- Catering for the community
- A genuine mixed-use destination
- Connected & accessible location

A destination for sport & leisure

With Elland Road Stadium at its heart, the Elland Road Neighbourhood will be a destination for sport.

WHAT MIGHT THIS LOOK LIKE:

Leveraging the stadium to create a distinct offer on both match and non-match days

There is an opportunity to leverage the stadium, and future expansion plans to support sports-led regeneration, across adjacent land parcels, utilising precedents set by major stadia redevelopment globally.

In many instances, the redevelopment of major stadia is accompanied by the provision of black box-style venues and facilities which can accommodate events and generate footfall to the site on non-match days. This includes (but is not exclusive to) facilities which can host concerts and alternative sports events (including e-gaming competitions, boxing, ice, darts, netball and padel).

Leeds already has a well-established network of events spaces and leisure venues. Therefore, leisure provision on the Elland Road site should enhance the site's distinctive offer and emphasise the area as a destination for sport. With this in mind, the neighbourhood could potentially accommodate:

- A black box-style venue (hosting alternative sporting events / concerts)
- Experience-based leisure activities*

The current allocation for the neighbourhood includes an arena and indoor sports stadium. There remains potential for an indoor community sports arena with capacity up to c.2,000-5,000 at the eastern boundary of the site. This would focus primarily on sport and local sporting franchises, competitions and events, rather than duplicating the entertainment provision at Leeds First Direct Arena.

Delivering educational facilities onsite linked to sport, health and wellbeing

The Elland Road Neighbourhood lies to the south of the Leeds Innovation Arc. Utilising its unique position close to the Arc and adjacent to the stadium, the Elland Road Neighbourhood could become a location for training and education linked to elite sport (or other specialisms within the Arc). This could include co-locating educational facilities on site that directly link to the sports sector (i.e. co-locating a college / university department on site) or focused on the local community / economy (reskilling / upskilling residents). There is also scope to provide education uses linked to the LUFC Foundation or Holbeck Sports Hub.







Precedent Images

*subject to not undermining the vitality and viability of identified centres.

STRATEGIC OBJECTIVES

A destination for sport & leisure

A liveable neighbourhood

Elland Road will be a liveable neighbourhood, capitalising on its location as a gateway into Leeds city centre and future opportunities for delivery of trams to the site.

WHAT MIGHT THIS LOOK LIKE:

Higher density living with new homes of mixed type and tenure

The Elland Road Neighbourhood has the capacity to support higher density living given its strategic location and urban context. This must be balanced with a need for new development to blend in with surrounding communities and the stadium. Higher density living provides the opportunity to deliver a greater number of new homes. These new homes will be of mixed type and tenure that cater for local demand for affordable housing. More specifically:

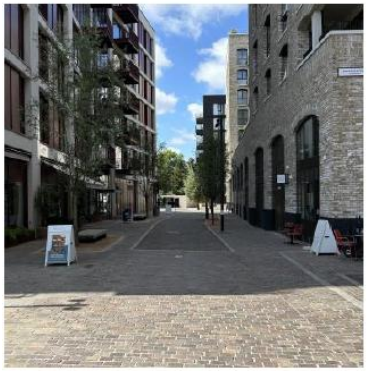
- *Affordable & Key Worker Housing* - The Leeds Strategic Housing Market Assessment outlines a considerable annual net shortfall of affordable housing of 2,136 units each year. With c.16% of Leeds's workforce employed in the health and social care sector, there is an opportunity to deliver key worker units and supporting social infrastructure (as the population grows) as part of the wider regeneration of the Elland Road Neighbourhood.
- *Populations with future growth potential* – Leeds has a "brain gain" which sees more undergraduates and graduates moving into the city than leaving. Residential typologies delivered at Elland Road have the potential to capitalise on this market.
- The residential markets continue to evolve in Leeds and there is demand for new homes across the City. Investment appetite for Elland Road will be strong based on the mix being brought forward.

On-site residential development could be supported by potential tram links into the city centre.

Net Zero and Sustainability principles built into development and delivery of new homes

Placing net zero at the centre of design and delivery across the neighbourhood by supporting new development to deliver to net zero standards, including delivering green roofs, sustainable urban drainage systems (SuDS) and connections to the district heating network.







Precedent Images

STRATEGIC OBJECTIVES

A destination for sport & leisure

A liveable neighbourhood

Catering for the community

The Elland Road Neighbourhood represents a community-first approach to delivering a brand-new place for people to live, work and play in Leeds.

WHAT MIGHT THIS LOOK LIKE:

On-site public services and facilities

On-site public services will be required to support a growing residential population. These services may also support adjacent communities which face some of the greatest health challenges in Leeds.

Opportunities exist to leverage the Elland Road Stadium expansion plans and deliver suitable health and wellbeing offerings adjacent to the stadium which focus on addressing existing health challenges in adjacent neighbourhoods whilst providing active, animated frontages within the Neighbourhood. These offerings should be accessible both to residents of the Elland Road Neighbourhood and those who live in adjacent communities.

Use classes should be flexible to be able to accommodate a range of uses including, an onsite GP, dental surgery, childcare facilities, gym or other associated health and wellbeing offerings.

The opportunity also exists for the neighbourhood to be a location for training, education and research and development linked to elite sport (or other specialisms present within the Innovation Arc such as digital health).

Public transport and active travel will be promoted to serve the new neighbourhood.

High quality public realm

New high quality public space will be designed for use by all communities in South Leeds with access and permeability designed in (including on match days). This may include delivering urban greenspace and public gardens which increase local biodiversity and support sustainable drainage whilst also providing residents and visitors access to greenspace. The public realm could also host community focussed events, supporting the network of public spaces in South Leeds, such as Holbeck Moor and Cross Flatts.







Precedent Images

STRATEGIC OBJECTIVES

A destination for sport & leisure

A liveable neighbourhood

Catering for the community

A genuine mixed-use destination

Provision of an attractive mixed-use offer including workspace, homes, leisure and ancillary retail which will increase dwell time within the Elland Road Neighbourhood.

WHAT MIGHT THIS LOOK LIKE:

Mixed-use development

Elland Road should support mixed-use development catering for a full live, work and play experience within one neighbourhood. This includes provision of attractive workspace and ancillary retail alongside residential and leisure use classes. Potential opportunities in this space include:

- Building on Elland Road's USP as a destination for sport, there is an opportunity to target sports brands or associated health and wellbeing organisations as anchor tenants for ancillary retail and commercial space delivered within the neighbourhood.
- Delivering workspace that enables people to come together, collaborate and build relationships. This could include provision of larger meeting spaces and / or hybrid and co-working Facilities.

Ancillary retail offer

Retail provision at Elland Road should be ancillary to residential development and contribute to the vibrancy and activity across the site. The offer will meet a local need potentially providing small scale food retail as the residential population grows as well as supporting the need of the stadium and the other proposed uses.

Hotel accommodation

Provision of hotel accommodation was initially proposed in the 2007 Planning Guidance for Elland Road. Providing hotel accommodation* on site would support the existing conference facilities and events calendar whilst also accommodating football fans on match days.



Precedent Images

*subject to not undermining the vitality and viability of identified centres.

STRATEGIC OBJECTIVES

- A destination for sport & leisure
- A liveable neighbourhood
- Catering for the community
- A genuine mixed-use destination
- Connected & accessible location

Improving perceived connectivity and accessibility between the Elland Road Neighbourhood and Leeds city centre will support in driving footfall.

WHAT MIGHT THIS LOOK LIKE:

Proposed Introduction of Mass Transit

The potential to introduce Mass Transit (subject to route decision) to the site will support connectivity between the Elland Road Neighbourhood and Leeds city centre. This could also generate opportunities to create a car-lean environment on site through provision of alternative modes of transport beyond the car.

Surface Car Park Consolidation

A surface car park, currently utilised by the interim Park and Ride, at this scale and location does not align with the City's long-term vision for the site. There is an opportunity reconfigure or relocate the interim Park and Ride and consolidate the amount of surface level car parking and deliver a multi-storey car park / Mobility Hub on site to serve the uses set out in the illustrative masterplan. In addition, Bobby Collins Way currently serves as interim access for event day parking, match day operations and for the provision of interim Park and Ride. This use is not formally adopted, and the location of the access is not fixed (see **Page 25**).

Yellow-brick Road Walking Route

Providing a processional route (or 'yellow-brick' walking route) delivering a flagship active travel corridor connecting Leeds city centre to Elland Road via Holbeck, on both match days (processionary route) and non-match days. The engaging, safe, and memorable route, with consistent placemaking and public realm, will contribute to developing out the neighbourhood's distinctive offering and could be lined with murals making the walk an experience to enjoy on both match and non-match days. There is also an opportunity to deliver cycling infrastructure alongside the route – including the Leeds city bikes e-bikes scheme, to diversify the number of active travel modes available to people travelling between the Elland Road Neighbourhood and Leeds city centre.

Digital Infrastructure Built In

Digital infrastructure will be built into the neighbourhood from the outset. This is key to delivering a resilient neighbourhood, fit for the future.







Precedent Images

WHY ELLAND ROAD? The Elland Road Neighbourhood presents an opportunity to…

- …have a unique atmosphere and offer that is centred on people and experience-based leisure
- …be a neighbourhood centred on a community that is supported and sustained by local services both on-site and nearby
- …cement the connected nature of the site, binging forward connectivity plans removing the perception of distance from the city centre and capitalise on the close proximity to the White Rose Hub
- …have a distinctive look and feel, facilitated by its unique location adjacent to a football stadium
- …support playful public realm that contributes to a unique sense of place and cements the perception of the neighbourhood as a place to live, work and play
- …create a genuine mixed-use neighbourhood that provides a compelling offering that supports the needs of users on both match days and non-match days
- …support health and wellbeing benefits through provision of green space, well designed public spaces, walking and cycling routes
- …reduce fragmentation and disconnection – using public realm in a different way to create healthy streets, and developing a high-quality connection to the city centre
- …create interest and activity at the ground floor that reflects the identity of the area, such that it provides a compelling and enticing place to live, work and play
- …capitalise on regenerative potential within the South Leeds Gateway, current and proposed transport connectivity and the opportunity to positively support adjacent neighbourhoods

MASTERPLAN AND DEVELOPMENT PRINCIPLES

An illustrative masterplan has been prepared for the Elland Road Neighbourhood which is both ambitious and transformative

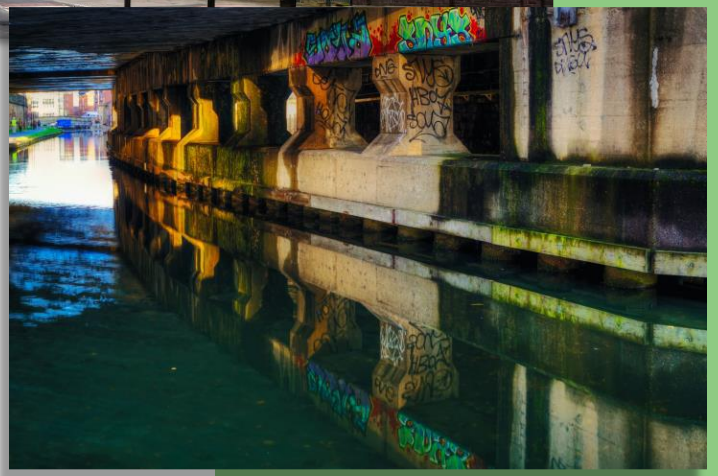
The masterplan is supported by a series of development principles which outline how the site may be brought forward.

The practical application of these development principles should play an important role in bringing forward the masterplan and the overall vision for the site.

The section covers the following key items:

- Development principles
- Masterplan focus areas
- Site zoning plans
- Car park options and phasing
- Illustrative masterplan





The central concept for future development is the creation of a sustainable mixed-use residential neighbourhood integrated alongside the stadium and matchday activity

A sustainable, place-led, mixed-use neighbourhood

A new neighbourhood, optimising the place potential of the land, introduces urban living alongside amenities and commercial use at ground floor level, all tied together through a cohesive public realm and green landscape strategy to create a vibrant and liveable environment.

Areas of robust public realm would be used to integrate the existing stadium and matchday operations alongside new commercial, leisure, and residential uses. With the future introduction of trams (subject to route decision) to South Leeds, the site will also benefit from exceptional transport links to both the city centre and wider region.

The site therefore offers an opportunity for significant residential and mixed-use densification within a highly sustainable neighbourhood setting.



Embassy Gardens, London



Monks Bridge Viaduct, Leeds



Wembley Park, London (Source: Marshalls)

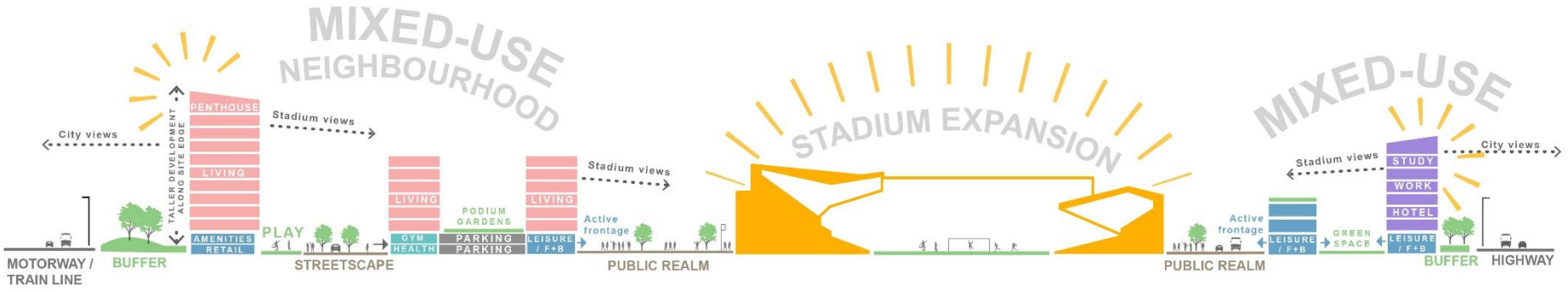


Figure 4: Mixed-Use Neighbourhood Concept

DEVELOPMENT PRINCIPLES

1 Phased transition from functional transport use to a mixed-use neighbourhood and sporting destination used 365 days a year

A surface car park, currently utilised by the interim Park and Ride, at this scale and location does not align with the City's long-term vision for the site.

The site currently facilitates a number of parking uses. The masterplan framework has been developed on the assumption that the interim Park and Ride provision will be reconfigured or relocated elsewhere in South Leeds to continue to provide this essential strategic function for the city.

2 Seamless interface with LUFC matchday operations and the club's future stadium expansion plans

The club's application was approved on the 8th January 2026 subject to detailed conditions, completion of the legal agreement and other matters identified in the planning report.

The long-term opportunity for the Elland Road masterplan is to create an inviting, multifunctional 360-degree interface between the stadium and neighbourhood that operates as a stadium concourse on match days but is accessible and attractive to the wider community for the rest of the year.

3 A framework that could potentially integrate Mass Transit if required

Three options for the Leeds Line were consulted on by WYCA during 2024. Of these options, two routes (L6 and L7) would directly benefit the Elland Road site, offering sustainable connectivity to both the stadium and mixed-use neighbourhood.

Development of the preferred tram option is ongoing, with further engineering assessments and consultation prior to the confirmation of a preferred route alignment and stop locations.

4 High-density development knitted together with high-quality green spaces and public realm

Key to the success of a new Elland Road Neighbourhood would be the creation of vibrant, inclusive, high-quality public realm and greenspace. This is vital to tie together the mix of uses on the site, integrate the existing and expanded stadium, embed new communities, and to provide flexibility to provide everyday as well as matchday functionality. Planet Ice is operating in its current location. The Planning Statement shows one potential vision only if Planet Ice choose to relocate in the future.

5 Improved pedestrian connectivity to Holbeck and the city centre via a 'Yellow Brick Road' processional route

Leeds City Council have an ambition to establish a 'Yellow Brick Road' route to enhance connectivity and accessibility between the city centre, Holbeck, and Elland Road.

Building upon existing infrastructure, street art trails, and future development in South Leeds, the aim is to create a welcoming and legible route that aims to reduce car use and congestion, particularly on matchdays.

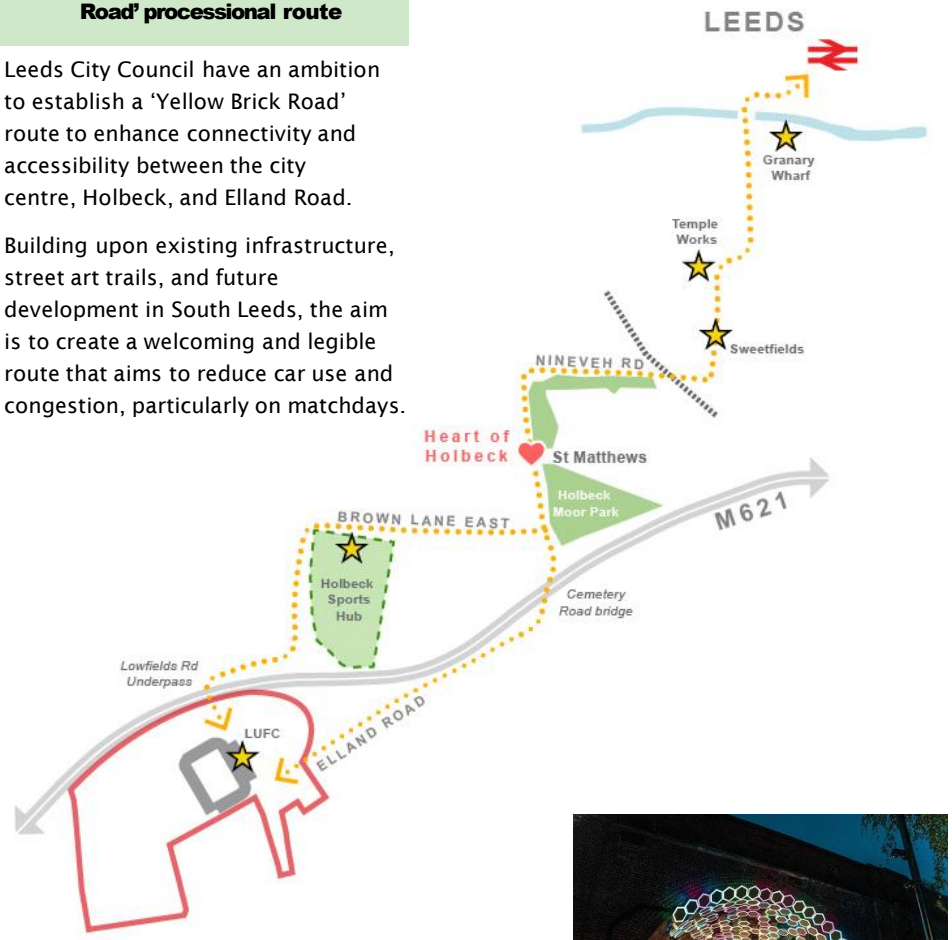


Figure 5: 'Yellow Brick Road' route map



Citilink' walking route, Manchester

MASTERPLAN FOCUS AREAS

The Masterplan Framework site boundary covers a total area of approximately 23 hectares

In response to the varying opportunities, constraints and existing land uses across the site, the masterplan has been divided into six focus areas:

Zone 1 - Land to the west of the stadium - currently occupied by the interim Elland Road Park and Ride, Planet Ice, and matchday parking, and bisected by Bobby Collins Way (approximately 7 hectares).

Zone 2 - Land to the east of the stadium and Lowfields Road - currently occupied by Centenary Square Pavilion, warehousing, and matchday minibus / coach parking (approximately 3 hectares).

Zone 3 - Stadium, concourse, and service areas, including future expansion zone. *This lies within the council's ownership / Framework boundary, relates to expansion proposals developed by LUFC and their project team.*

Zone 4 - Land to the North of the stadium and Bobby Collins Way – currently occupied by the interim Elland Road Park and Ride (approximately 0.5 hectares).

Zone 5 - Two plots south-east of Elland Road off Wesley Street (approximately 1.7 hectares in total).

Zone 6 - Leeds District Police Headquarters. *Since the original allocation, the site has seen the delivery of the Police Headquarters. The Police HQ site is within the Framework boundary, however, has been excluded from the Masterplan Framework.*

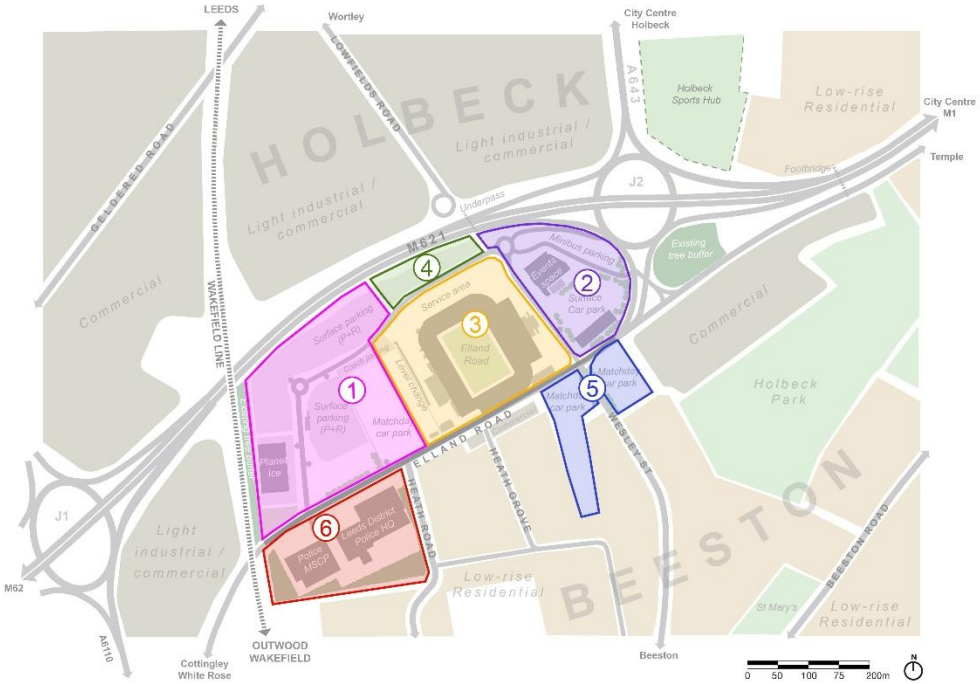


Figure 6: Site Zoning Plan

The starting point for the updated Elland Road Masterplan Framework has been an analysis of the constraints and opportunities afforded by each focus area, with consideration of both day-to-day and matchday functionality.

Whilst these focus areas are helpful to determine potential land uses across the site, a key principle of the Masterplan Framework is the development of a cohesive spatial and public realm strategy that unifies and integrates different parts of the site within the wider neighbourhood.

Massing and Urban Design Strategy

Overarching principles

The following text describes the overarching principles for the massing and urban design strategy. Refer to fig.7 for details of the site zoning.

An integrated and carefully considered approach to massing and urban design is fundamental to delivering a development that maximises quality of place-making and responds sensitively to its surrounding context.

The approach to massing should follow urban design best practice, ensuring that all new development is designed in a way that contributes to a distinctive neighbourhood character. Massing (i.e. building heights and volumes) should respond to key nodes and views, open and green spaces, and the enclosure of streets and other routes. Massing should be designed to optimise solar and daylight access, as well as responding to prevailing wind patterns. Proposed development should respond to the conditions around the site, with an appropriate 'buffer' in place to separate the neighbourhood development from significant transport infrastructure and other noise generators.

Land to the west of the stadium (Zone 1) has been identified as having greatest potential within the site for mixed-use residential development. This is due to its overall size (c. 6 hectares of developable area) and location away from the highest stadium-related pedestrian and traffic flows around Lowfields Road and Lowfields Road underpass. The redevelopment of this zone is key to the aims of creating a **high-density mixed-use neighbourhood** with a critical mass of development alongside high-quality public realm.

Bobby Collins Way and its junction with Elland Road would be retained as a blue light / service road but downgraded (i.e. narrowed and resurfaced with pedestrian and cycle priority crossings) to reduce traffic movements and prioritise pedestrian and cycle movements through zone 1. Refer to the **Movement Strategy** section for further details. Some realignment of Bobby Collins Way through Zone 1 may be required to optimise future development parcels.

The area to the north of Zone 1 (i.e. north of the Bobby Collins Way access road) has potential to accommodate **taller mixed-use development** to add overall neighbourhood density whilst avoiding overshadowing the rest of the site. Taller development in this location (zone 1b) would help to screen the M621/rail line from the neighbourhood whilst also creating a 'gateway' marker when viewed from the motorway approach.

Massing in zone 1a should respond to the height of the Elland Road Stadium and step down gradually towards the south of the site. However, there are also opportunities to create **marker buildings at key nodes** that may be significantly taller than the 2-3 storey existing buildings south of Elland Road.

Land to the west of Bobby Collins Way (Zone 1c) is currently occupied by the Planet Ice facility. Future development in this location has potential to mediate between the taller developments in zone 1b and existing lower buildings to the south of Elland Road by gradually stepping down in height (see fig.8).

Land to the east of Lowfields Road (Zone 2) has been identified as having the greatest potential for stadium-related leisure and commercial development due to its **high visibility and the high levels of stadium-related pedestrian footfall** around Lowfields Road and underpass. The massing in this zone should respond to the height of the Elland Road Stadium with opportunities to create marker buildings at key nodes that may be significantly taller than the 2-3 storey existing buildings south of Elland Road.

Land between the stadium, Elland Road and Bobby Collins Way has been identified as the potential **heart of a future mixed-use neighbourhood**. However, to mitigate potential daylighting and privacy issues from the proposed West Stand expansion, massing should be set back c.40m from the proposed West Stand building line (fig.9).

(continued overleaf)

Massing and Urban Design Strategy

Overarching principles (cont.)

Land to the south of Elland Road either side of Wesley Street (zone 5) is suited to commercial uses, car parking, or stadium-related logistics. Where new development is proposed, the massing should respond sensitively to the surrounding low-rise residential context, whilst potentially stepping up to a larger scale towards Elland Road.

The area of Zone 5 immediately adjacent to Elland Road has potential to be developed as flexible, high-quality public realm that could accommodate the high levels of matchday footfall as well as providing amenity and event space for local communities.

Landscaped Infrastructure Buffer

A potential for a **'Landscaped Infrastructure Buffer**' has been identified around the western, northern, and eastern perimeter of the site. The primary purpose of the buffer is to mitigate the visual, acoustic, and air quality issues associated with the adjacent highway and rail.

The buffer also provides a zone to accommodate future transport infrastructure, should public transit systems or higher volume vehicular movements need to be accommodated within the site. This principle is key to ensuring that transport infrastructure or higher volume vehicular movements does not bisect the neighbourhood in Zone 1.

The buffer also creates an opportunity to integrate areas of accessible parking provision at key locations.

The width of the buffer is shown at approximately 20m wide, but this width should be flexible depending on specific requirements and final alignment is subject to design development.

In addition, the buffer could provide areas of biodiversity contribution and SuDS. Soft landscaping, landscaped banking, and dense tree/ shrub planting could contribute additional visual screening from the adjacent motorway and train line.

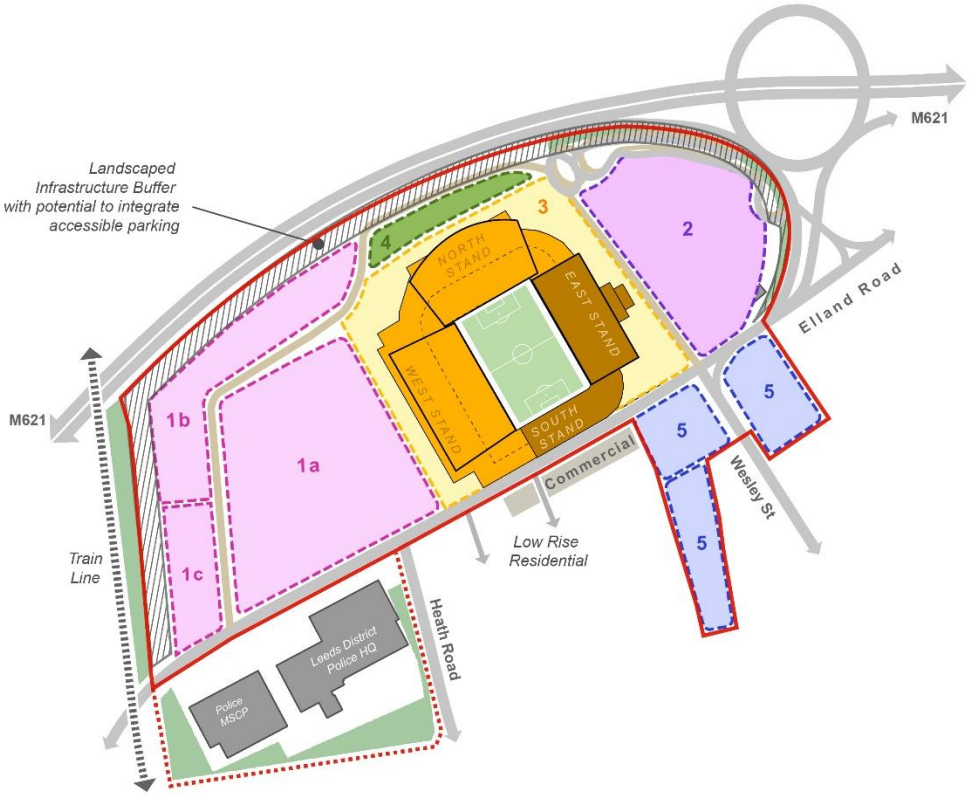


Figure 7: Development Zoning Plan (Not to scale)

Massing and Urban Design Strategy

Zone 1a

1. This zone covers an area of c.3.2ha between the Elland Road Stadium, Elland Road, and Bobby Collins Way. This part of the site has been identified as the potential **heart of a future mixed-use neighbourhood**.

2. Massing should reflect the scale of the proposed Elland Road West Stand expansion proposal (the height of the proposed West Stand is approximately equivalent to a 12-storey mixed-use development).

3. New mixed-use development adjacent to the proposed Elland Road West Stand should be setback approximately up to 40m from the proposed stadium facade (fig.9). This setback would ensure adequate daylighting and privacy to residential development and enable the integration of an additional strip of hard and soft landscaping in addition to the stadium concourse and emergency vehicular access route.

4. Where mixed-use residential is proposed, podium-type blocks residential amenities and undercroft car parking at ground floor are considered (fig.10). Maximising the potential for active ground floor use, whilst avoiding the privacy issues associated with ground floor dwellings.

5. It is anticipated the massing of larger mixed-use blocks should generally be broken down into smaller, legible components (e.g. top floor set-backs) to reduce the bulk of new development blocks and avoid overwhelming the streetscape.

6. The neighbourhood should be knitted together with the stadium concourse using a network of pedestrian-priority 'Healthy Streets', incorporating soft landscaping and SuDS. There is potential for larger areas of Publicly Accessible Open Space (PAOS) to be located at the centre of the mixed-use development to provide amenity to the neighbourhood, incorporating soft landscaping, play and other outdoor activity space.

Zone 1b and 1c

1. This zone covers an area of c.1.3ha north of Bobby Collins Way and the existing Planet Ice facility. However, the depth of this zone is flexible depending on the realignment of Bobby Collins Way to suit future development parcels.

2. This zone could accommodate taller development of circa 25 storeys – providing acoustic and visual screening of the M621 motorway and train line. Locating the tallest development within this zone (to the north of the site) would avoid overshadowing other development plots.

3. Massing along the site edge could be designed to preserve glimpsed views of the stadium from the western approach (via M621 Motorway and / or train line).

4. Taller developments offer the potential to be a 'gateway marker' to South Leeds when viewed from the M621 motorway and / or train line. This should be reflected in the massing and architectural treatment.

5. In line with the Leeds Adopted Tall Buildings SPD, early-stage wind modelling and design mitigation should be undertaken to address any issues created by the proximity of tall buildings adjacent to the motorway.

6. Consideration should be given to the incorporation of parking decks, amenity spaces, and/or commercial uses to lower levels to raise residential uses to upper storeys.

7. For residential development near the existing motorway, air quality and acoustic assessments should be undertaken to inform the design and specification of high-performance glazing / facades and mechanical ventilation (MVHR).

8. Tall buildings should be orientated and designed to minimise the impact of motorway noise to apartments, avoid north-facing only apartments, locating balconies and terraces away from existing noise sources.

(continued overleaf)

Massing and Urban Design

Zone 1b and 1c (cont.)

9. Zone 1c covers an area of c.0.6ha currently occupied by the Planet Ice facility and the adjacent parcel of land (currently a grassed area) alongside Elland Road.

10. This zone should follow the principles of Zone 1b, but the overall height and scale of building massing should generally step down towards the lower scale of the existing Police HQ buildings (the Police HQ height is approximately equivalent to a 4-storey mixed-use development).

Zone 2

1. This zone covers an area of c.2.0ha to the west of Lowfields Road. It is currently occupied by the Centenary Pavilion, the bus/coach loop and parking, and other commercial uses. The area identified on the zoning plan is subject to the future reconfiguration of the existing bus/coach loop and coach parking area.

2. Development within this zone should respond to the proximity of the Elland Road East Stand, Lowfields Road access and underpass, and surrounding motorway slip road. Due to the surrounding site conditions and proximity to the highest footfall on matchdays, this zone is more suited to commercial, leisure, and educational uses.

3. Massing should respond to the scale of the existing Elland Road East Stand, with appropriate set-back from Lowfields Road to allow for the safe flow of pedestrians on both matchdays and other days.

4. There is potential for taller landmark developments such as hotel, offices, or educational uses towards the Elland Road and western site boundary.

Zone 3

1. This zone covers the Elland Road Stadium, concourse, and service areas, including future expansion zone within the council's ownership / Framework boundary.

2. The stadium expansion application was approved on the 8th January 2026 subject to detailed conditions.

Zone 4

1. This zone covers an area of c.0.3ha to the north of the stadium and Bobby Collins Way.

2. Due to the surrounding site constraints and proximity to the future expansion of the North Stand, this parcel of land is **most suited to functions such as matchday operations** including outside broadcast, car parking, and/or commercial development related to the stadium use.





Waterloo Road Regeneration, Havering

Massing and Urban Design Strategy

Zone 5

1. This zone covers a combined area of c.1.5ha and is divided by Wesley Street. The plots are bounded by Elland Road to the north and existing residential areas to the south.

2. Where new buildings are proposed, the massing should respond sensitively to the surrounding low-rise residential context, whilst potentially stepping up to a larger scale towards Elland Road.

3. Active ground floor uses and frontages should be promoted along Elland Road and Wesley Street.

4. Existing mature trees on zone 5 should be retained where possible (subject to future arboricultural and ecological surveys).

5. Zone 5 could accommodate a zone of flexible, high-quality public realm that could be used for matchday logistics. Refer to the **Matchday Logistics** section for further details.

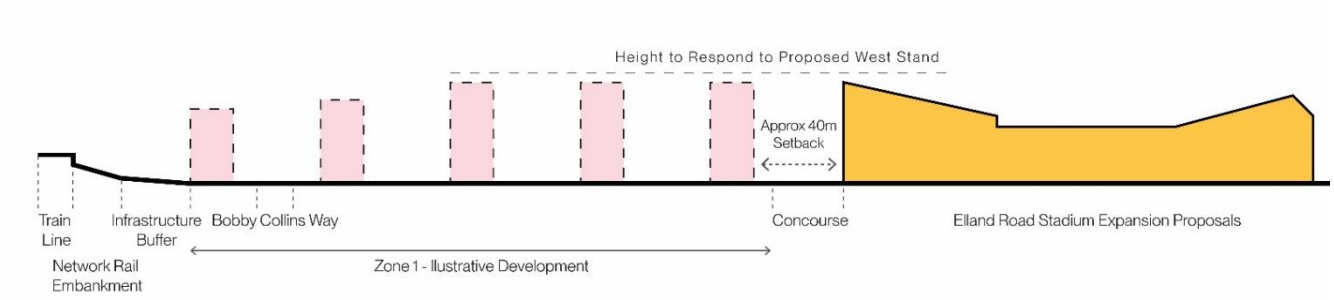


Figure 8: East-west section (looking north) through Zone 1 indicating key massing principles

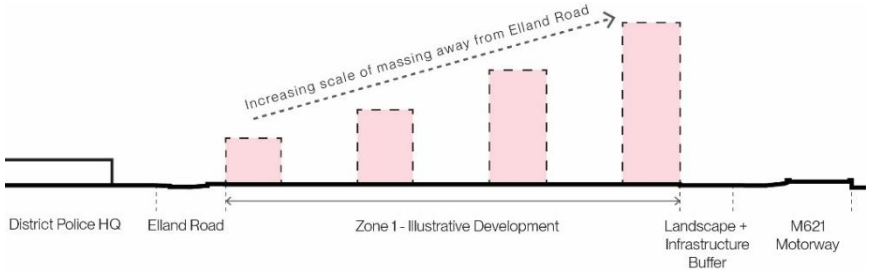


Figure 9: North-south section (looking west) through Zone 1 indicating key massing principles

Movement Strategy

The Elland Road Neighbourhood revitalisation is an unprecedented opportunity to maximise the potential of the land surrounding Elland Road Stadium. It is envisaged that comprehensive regeneration of the site will require refreshed and realigned serving routes for the stadium and any future developments, and that this could potentially include a more formalised public transport route within the '**Landscaped Infrastructure Buffer'** should it be required (refer also to the Massing and Urban Design Strategy).

In support of the masterplan vision, a movement strategy for the site has been developed in line with the following key principles:

1. The location(s) of public transport routes through the site within the **Landscaped Infrastructure Buffer** should respond to the vision for Elland Road Neighbourhood as provided in this guidance. The provision of any public transport routes should support the redevelopment of the site and the delivery of the council's strategic aims for the site.

2. Vehicular access to zones 1-4 would be via the existing signalised junctions at Elland Road / Lowfields Road and Elland Road / Bobby Collins Way.

3. Bobby Collins Way currently serves as interim access for event day parking, match day operations and for the provision of interim Park and Ride. This use is not formally adopted, and the location of the access is not fixed, therefore the junction and alignment of Bobby Collins Way could be redesigned to suit future development requirements.

4. A future relocation of interim Park and Ride could result in an overall reduction in vehicular traffic within the site, offering the potential to increase priority for pedestrians and cyclists, particularly within Zone 1. Bobby Collins Way would be downgraded, becoming a lower-trafficked service road to provide access to the mixed-use plots in Zone 1. This could be achieved with features such as lower kerbs, planting, raised tables with pedestrian/ cycle priority crossings.

5. Pedestrian approach routes to the stadium from all directions (including the 'Yellow Brick Road' routes) could be enhanced through improved public realm design and future interface with Elland Road and public transport nodes.

(continued overleaf)

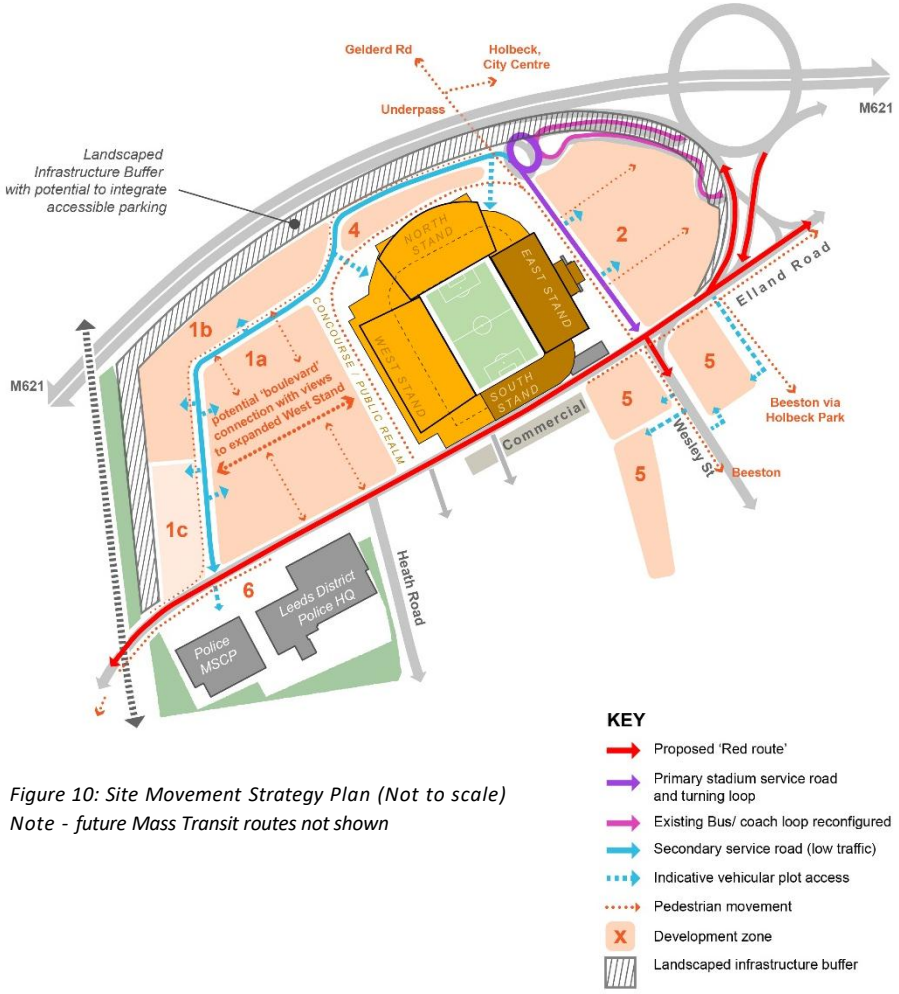


Figure 10: Site Movement Strategy Plan (Not to scale)
Note - future Mass Transit routes not shown

Movement Strategy

6. The public realm to the west of the proposed Elland Road West Stand would need to provide emergency and service vehicle access, however this could primarily be a pedestrianised area.

7. Areas of accessible parking would be integrated across the site – including within development zones and within the Landscaped Infrastructure Buffer.

8. Lowfields Road and roundabout could be retained to provide vehicular service access to the stadium and Zones 2-4, as well as access to the bus/ coach loop. There is potential to realign this section of highway and the bus/coach loop to suit future development and stadium expansion proposals.

9. Improvements to the Lowfields Road underpass are an important priority for the regeneration of the site and it could be enhanced with upgraded feature lighting and improved surface finishes. The introduction of active uses and new public realm to the areas immediately adjacent to the underpass entrance would help to signify arrival into the site on both matchdays and other times.

10. Future matchday access, car parking, servicing, and outside broadcast arrangements have been considered as part of the planning process and are secured through the planning permission. The location of these facilities should not fetter the regeneration and redevelopment potential of the neighbourhood should they need to be located within any of the identified development zones.

11. It is anticipated that the section of Elland Road between the Lowfields Road junction and Heath Grove and Lowfields Road would be temporarily closed to all vehicular traffic on matchdays to ensure pedestrian safety (as per current arrangements).

12. A proposed red route has been indicated on the Movement Strategy Plan (fig.10). A Red Route restricts vehicles from stopping and dropping off passengers (apart from in designated areas such as bus stops and taxi ranks) to tackle congestion and keep traffic moving more freely.



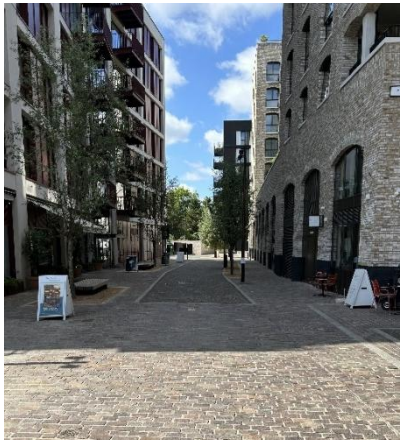
Marine Wharf, London



Canal Reach, London



St Pauls Place, Sheffield



Brentford Waterside

Matchday Logistics

Existing arrangements

There is currently extensive provision of matchday parking in the vicinity of the stadium, which contributes to very high levels of vehicle traffic on and around Elland Road, Wesley Street, and the M621 slip road.

A temporary traffic management system operates on match days. Part of Elland Road and Lowfields Road are closed to provide a traffic free environment.

This is done 30 minutes before the final whistle on egress. Elland Road is closed for 90 mins after the final whistle. No vehicles are allowed to move until fans have cleared the area.

LUFC currently has several key access routes on matchdays.

a) The emergency access (blue light) route uses Bobby Collins Way, Lowfields Road, and the bus/ coach loop (via M621 slip road).

b) Stadium servicing and access for players/ officials is currently provided via Bobby Collins Way. The proposals for the expanded West and North Stands include amendments to these access arrangements, which are indicated on fig.11.

Future strategic principles

The masterplan will be brought forward by Leeds City Council and LUFC, and the detail of the future matchday logistics strategy for the site will therefore be developed in partnership (including the Highways department) and consultation with National Highways. However, the Planning Statement masterplan has been developed around a series of strategic matchday logistics principles:

1. Stadium operations are an essential consideration in the long-term regeneration of the site. Any proposals for redevelopment of the wider site will need to effectively harmonise with the safe and effective operation of the stadium. Some current uses for match day operations may need to be densified on site and/or relocated elsewhere. Any redevelopment proposals and stadium application will need to carefully consider on site accessible parking, on site public transport pick up and drop off, match day parking, away fans provision and zones for safe ingress and egress.

2. An overall phased transition from the site's current predominant function as surface parking to a mix of uses is anticipated. Further details are provided in the 'Car Parking Options and Phasing' section of this document.

(continued overleaf)



Elland Road on a matchday



Figure 11: Matchday Logistics Diagram (Not to scale)

Matchday Logistics

Future strategic principles (cont.)

3. New public realm across all zones will be designed to accommodate matchday pedestrian movements as well as everyday community use. Robust, high-quality spaces will integrate ground floor commercial and leisure uses in the neighbourhood, ensuring the site functions effectively as a stadium concourse on matchdays while remaining accessible and attractive to the wider community throughout the year.

4. Development Zone 2 has been identified as having the potential to accommodate accessible matchday parking provision alongside new development.

5. Zone 4 has been identified as accommodating the outside broadcast facilities and ancillary parking and facilities. The outside broadcast requirements are dependent on the type of LUFC fixture therefore the scale of this compound will be flexible.

6. The land in Zone 5 will enable improvements to the pedestrian environment around the junction of Wesley Street and Elland Road, which is one of the busiest matchday areas by the stadium.

7. There is potential to use the section of Zone 5 along Elland Road to widen the pavement to create an area of high-quality public realm that functions to manage footfall on matchdays whilst offering amenity space to the local community throughout the year (see examples below).

8. The section of Zone 5 dedicated to new high-quality public realm along Elland Road would be c.5-10m wide and should be robust in its design whilst potentially accommodating signage, public artwork, seating, crossings.

9. The remaining land to the west of Wesley Street will provide a flexible area of public realm capable of supporting matchday logistics without compromising its function as robust and high-quality public realm.

10. Land to the east of Wesley Street (bounded by Hoxton Mount) has been identified as a potential location within the masterplan for a Mobility Hub with multi-storey car parking provision (subject to evidence of demand).



Stevenage 'Event Island'



Pedestrian crossing, Barbican

Landscape and Public Realm Strategy

To realise the optimum potential of the site, an overarching landscape strategy has been set out, following **6 key principles**:

1. A '**Landscaped Infrastructure Buffer**' is incorporated in the layout to the northern, eastern and western boundaries of the site. As described in the 'Massing and Urban Design Strategy' section, this buffer could accommodate transport infrastructure and/or accessible parking, set within landscaping including potential for dense tree and shrub planting. This could be strengthened to support biodiversity and could add further visual screening from the motorway and rail line.

2. A network of Healthy Streets incorporating green and SuDS infrastructure, tree planting, rain gardens, bioswales, to enhance biodiversity and manage surface water.

3. A central green public open amenity space (POAS) for play and recreation, potentially located at the heart of the mixed-used neighbourhood (zone 1a).

4. Pocket play, activity, and recreation integrated into the public realm to cater for a wide range of users including children and families. Creative, nature-inspired play equipment to encourage physical activity and social interaction, while flexible active zones will accommodate sports and fitness.

5. Robust hard landscaping to interface with the stadium concourse, incorporating trees and raised areas of planting where appropriate.

6. The incorporation of additional residential amenity space in the form of terraces, balconies and Landscaped Infrastructure podium decks above areas of undercroft parking.

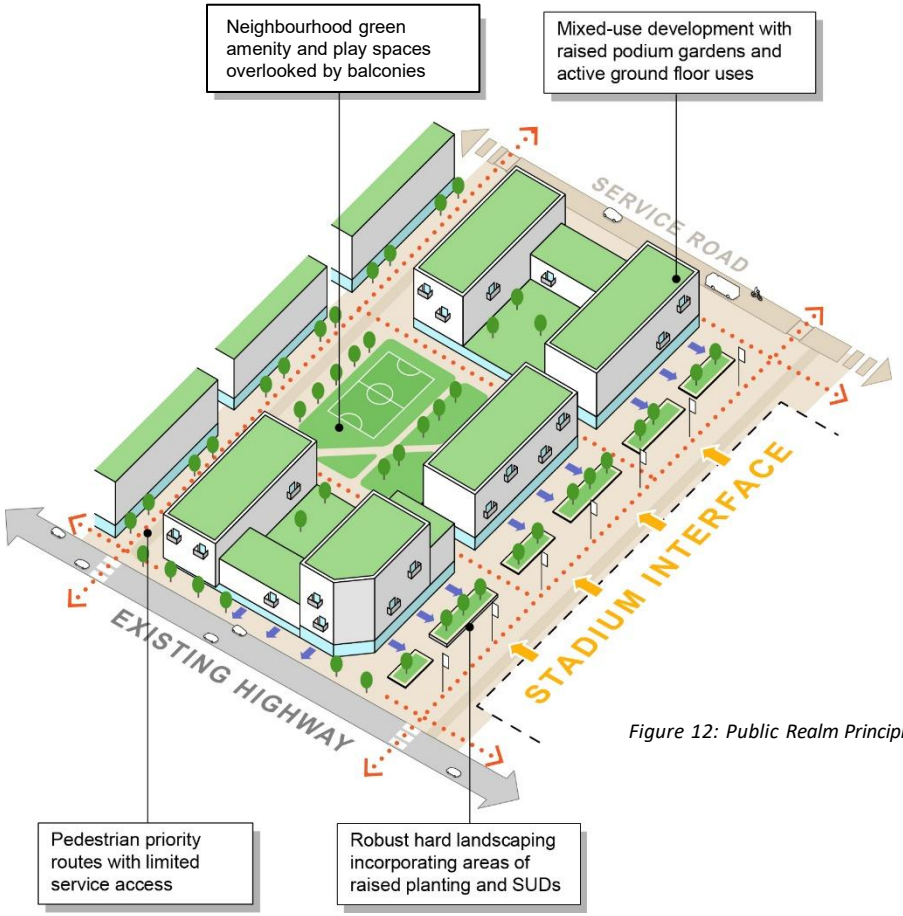


Figure 12: Public Realm Principles



Sovereign Square, Leeds



Hale Village, London

Mobility Hub and Multi-Storey Car Parking

The shift from a predominant use of surface car parking to a mixed-use development offers the opportunity to create a sustainable neighbourhood that could benefit from future tram connectivity, subject to the route decision, as well as pedestrian priority streetscapes and public realm.

1. The delivery of this long-term vision requires the reconfiguration or relocation of the interim Park and Ride. The responsibility for this is outside of the remit of the developer and landowner, therefore careful synchronisation by the responsible authorities will be required, alongside the phased management of car parking supply across the site to service new development and matchday demand.
2. As part of this phasing, it is anticipated that one or more multi-storey car parks would be constructed, subject to evidence of demand, which could accommodate car parking demand from retained uses on the site, new mixed-use development, potential Park and Ride use, tram connectivity and matchday demand.
3. Future multi-storey car parking provision could be provided as part of a 'Mobility Hub and multi-storey car park'. This combines a multi-storey car alongside a range of other features including active ground floor commercial uses, cycle parking, and EV compatibility.
4. The location of Mobility Hub car parking is flexible, with one potential location identified on the parcel of land at Wesley Street (zone 5).
5. Further highways / traffic modelling will be required to determine the most suitable locations for multi-storey car parking on the site, with consideration to be given to the proximity of future tram stops, accessibility of the existing highway network, and minimising the quantum of vehicular traffic within the neighbourhood to promote pedestrian and cycle priority.
6. In addition to multi-storey car parking provision, residential and visitor car parking could be provided within mixed-use blocks via podium arrangements. Podium parking can be provided alongside other active ground floor uses, and reduce the negative impacts associated with surface car parking within residential developments.
7. Accessible and disabled parking will also be provided across the site in accordance with demand modelling and in line with the relevant local planning policy.

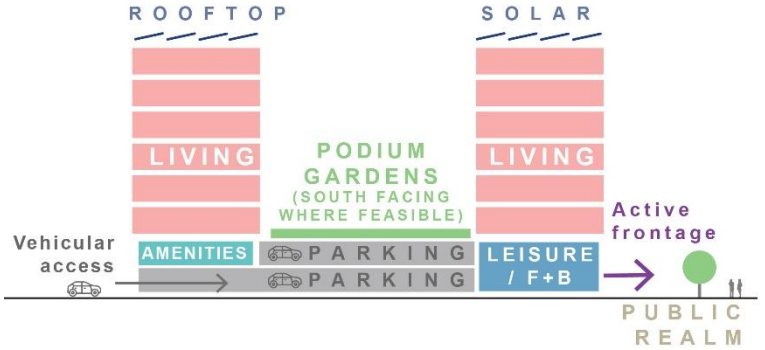


Figure 13: Podium Parking Concept Section

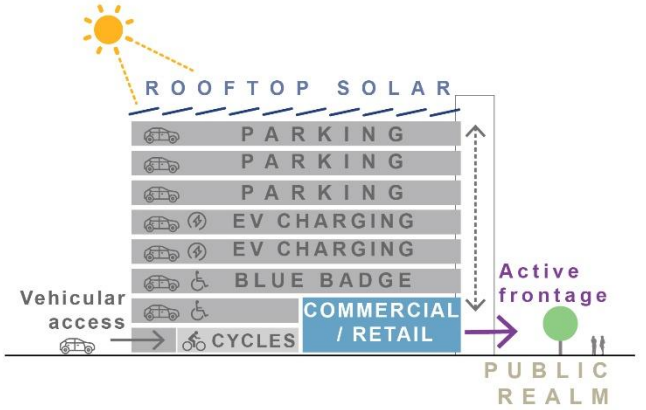


Figure 14: Mobility Hub / MSCP Concept Section

CAR PARKING OPTIONS AND PHASING

Sensitive phasing of parking provision, including the interim Park and Ride, by the relevant authorities will contribute to matchday functionality and to avoid adverse impacts on the highway network and surrounding residential neighbourhoods.

All car parking shown is illustrative at this stage. Transport assessments, including traffic modelling and predicted car parking demand, will be carried out during future design phases and submitted as part of any future planning submissions to ensure a robust and evidenced-based approach to car parking.

Existing Car Parking Provision

- Approximately 2,870 car parking spaces are currently provided across the site (excluding the Police HQ), matchday coach and minibus parking are also located on the site.
- Approximately 1,350 spaces are associated with the Elland Road interim Park and Ride.
- Approximately 1,250 spaces are privately-operated and predominately used for LUFC matchday parking.

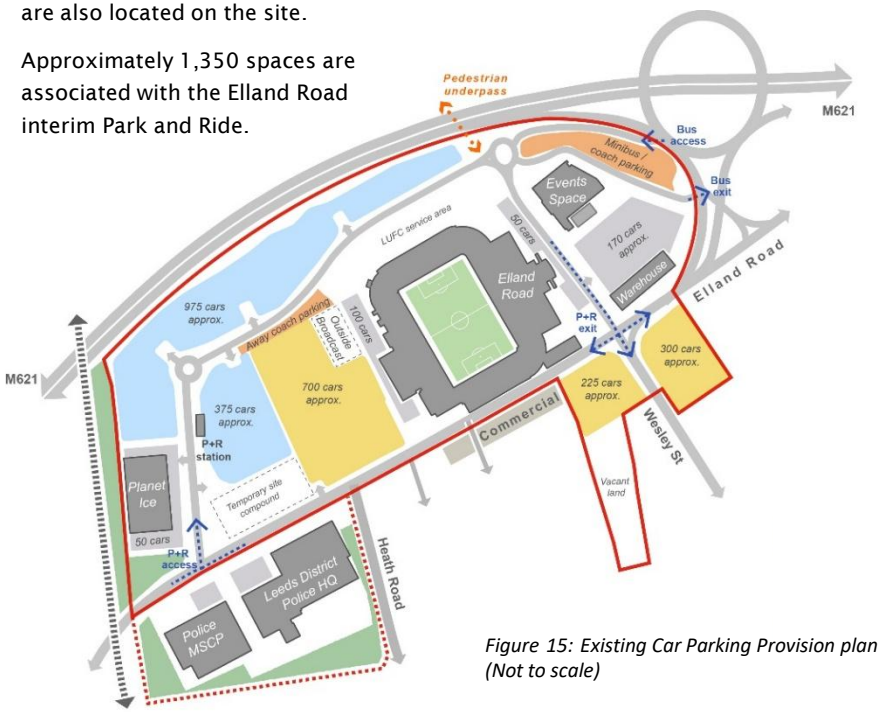


Figure 15: Existing Car Parking Provision plan (Not to scale)

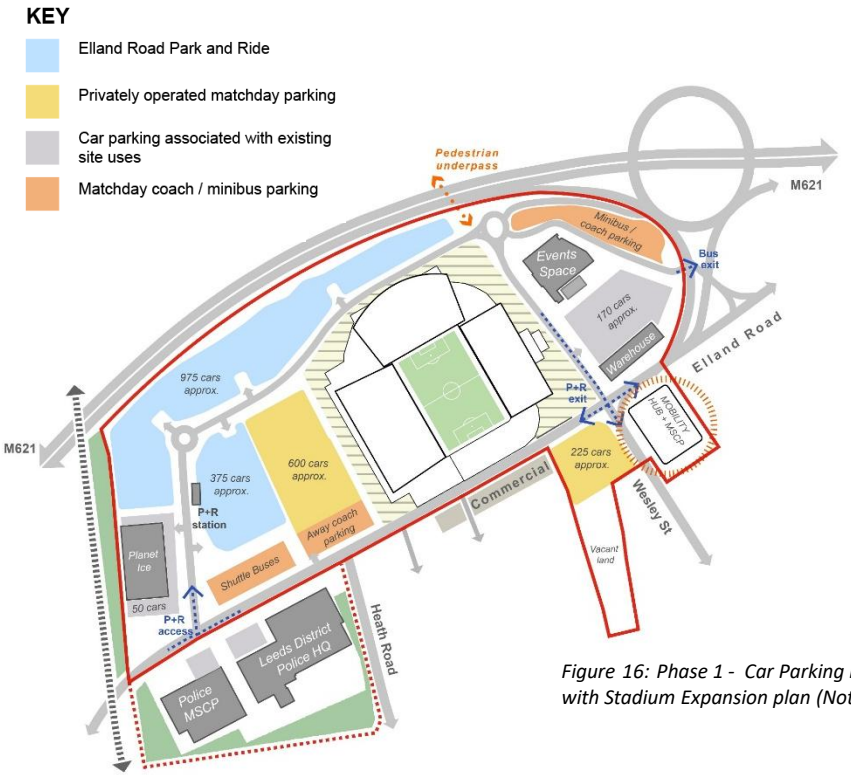


Figure 16: Phase 1 - Car Parking Provisions with Stadium Expansion plan (Not to scale)

Phase 1: Post Stadium Expansion

- Stadium and concourse expanded (subject to approvals), resulting in loss of some matchday surface car parking provision.
- Delivery of mobility hub and multi-storey car parking (a potential location has been indicated on land off Wesley Street in zone 5).
- Away coach parking potentially relocated towards Elland Road (subject to stadium access arrangements).
- Undeveloped land potentially retained for matchday surface car parking as a meanwhile use.

Phase 2: Relocation of interim Park and Ride

- The release of the 0.95 hectare interim Park and Ride site will unlock significant land for future development to the west of the stadium (zone 1).
- Development on the site would be phased over several years, with undeveloped land potentially retained for matchday surface car parking as a meanwhile use.

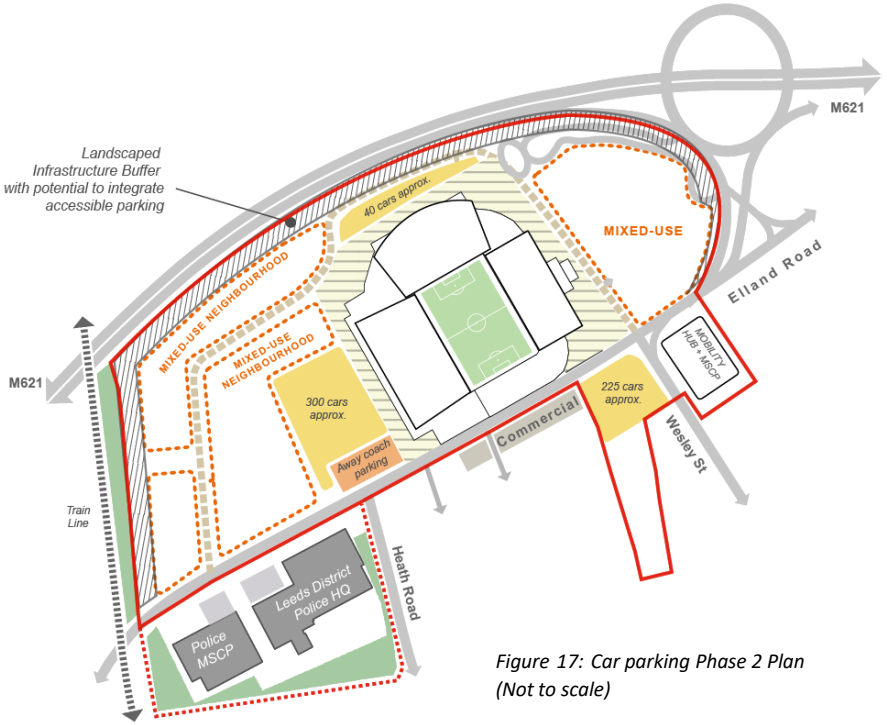


Figure 17: Car parking Phase 2 Plan (Not to scale)

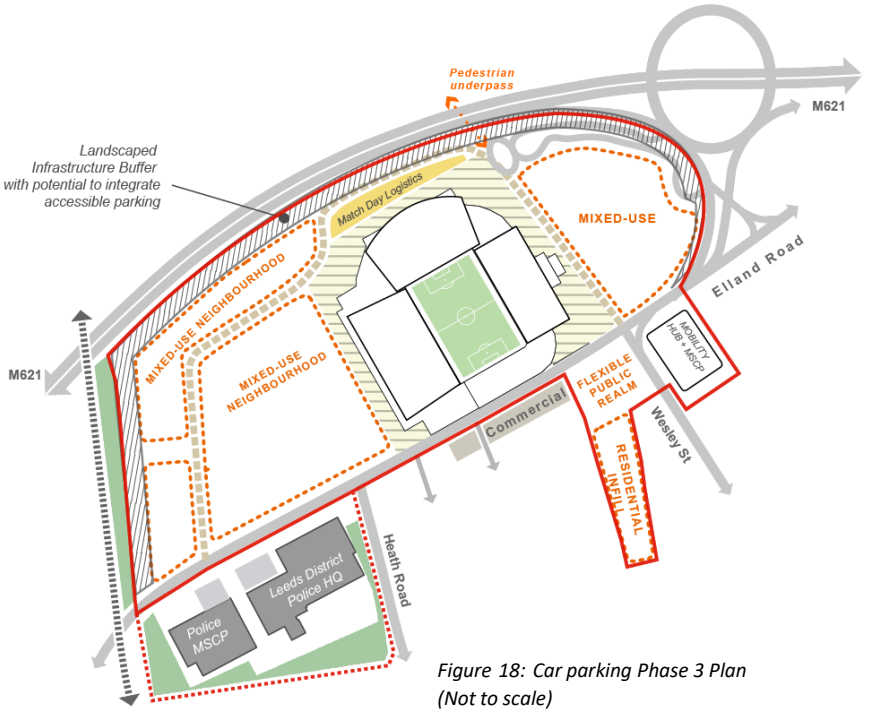


Figure 18: Car parking Phase 3 Plan (Not to scale)

Phase 3: Completion of Masterplan

- Transition from the remaining surface car parking.
- Phased development of remaining plots (with potential for integrated podium parking).
- Over the longer term, the proposed introduction of Mass Transit, subject to route decision, and the delivery of the 'Yellow Brick Road' route will support a modal shift away from private vehicles, with the aim of reducing demand for car parking on and around the site.

An illustrative masterplan has been developed to indicate one potential future development scenario

The plan demonstrates one version of how the parameters and principles could be translated into a high-quality masterplan, delivering sustainable mixed-use development that is seamlessly integrated with the existing stadium use and expansion proposals.

The non-prescriptive and illustrative proposals seek to reflect best-practice urban design principles in creating distinctive buildings and landscaping, whilst providing flexibility for a range of future potential uses.

The plan demonstrates how proposed development would be set within a distinctive landscape, providing high-quality public realm, recreational / play spaces, and extensive green infrastructure.

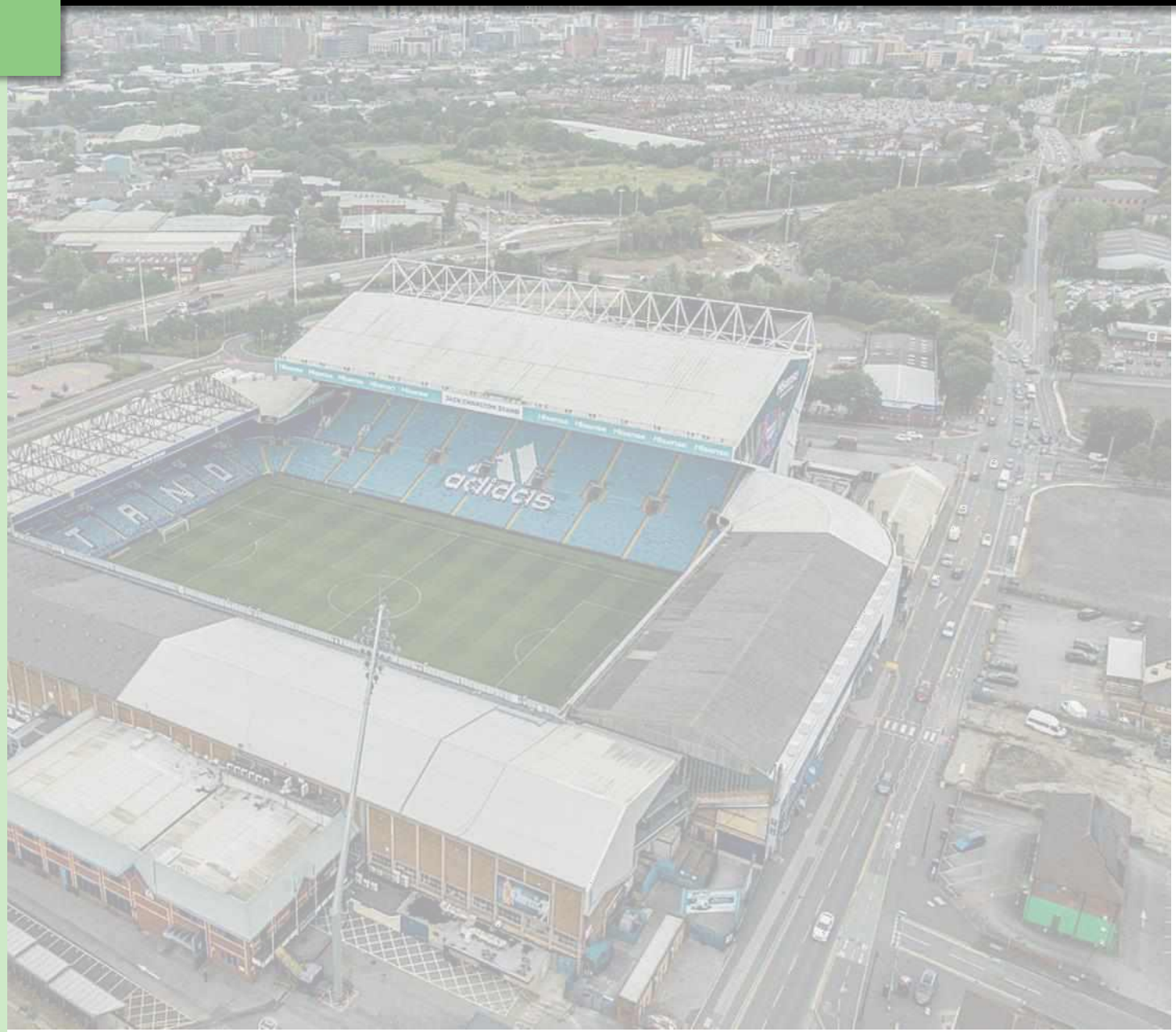


Figure 19: Aerial view of Elland Road

An illustrative masterplan has been developed to indicate one non-prescriptive future development scenario

Headline Uses and Quantum

- **1,500 apartments**
- **25,000 m² of commercial floorspace**
  Workspace, leisure, retail or F&B, with potential for a proportion of education space.
- A **175-bed hotel**



Figure 20: Aerial 3D - Illustrative masterplan

ILLUSTRATIVE MASTERPLAN

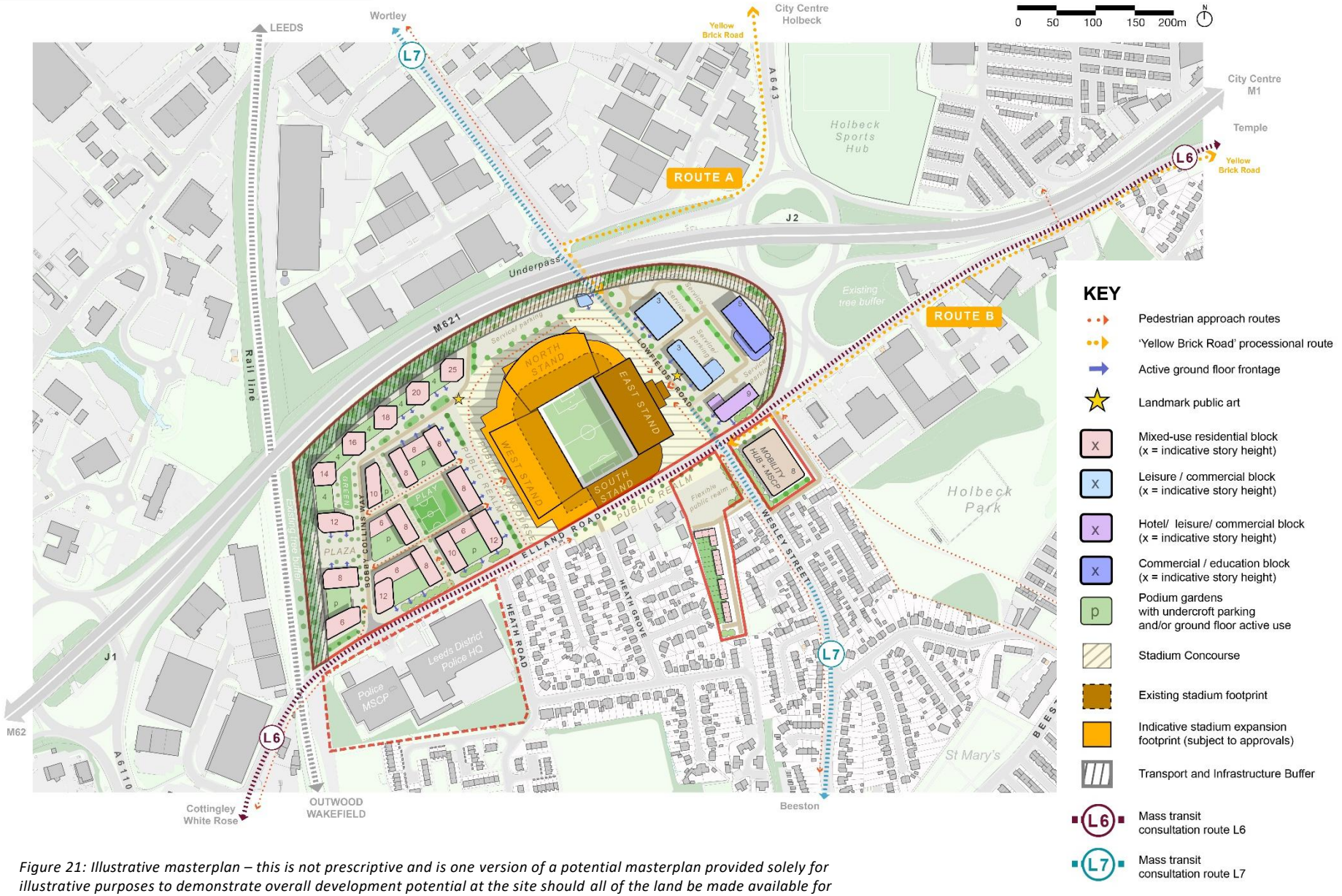


Figure 21: Illustrative masterplan – this is not prescriptive and is one version of a potential masterplan provided solely for illustrative purposes to demonstrate overall development potential at the site should all of the land be made available for redevelopment

Illustrative Sections

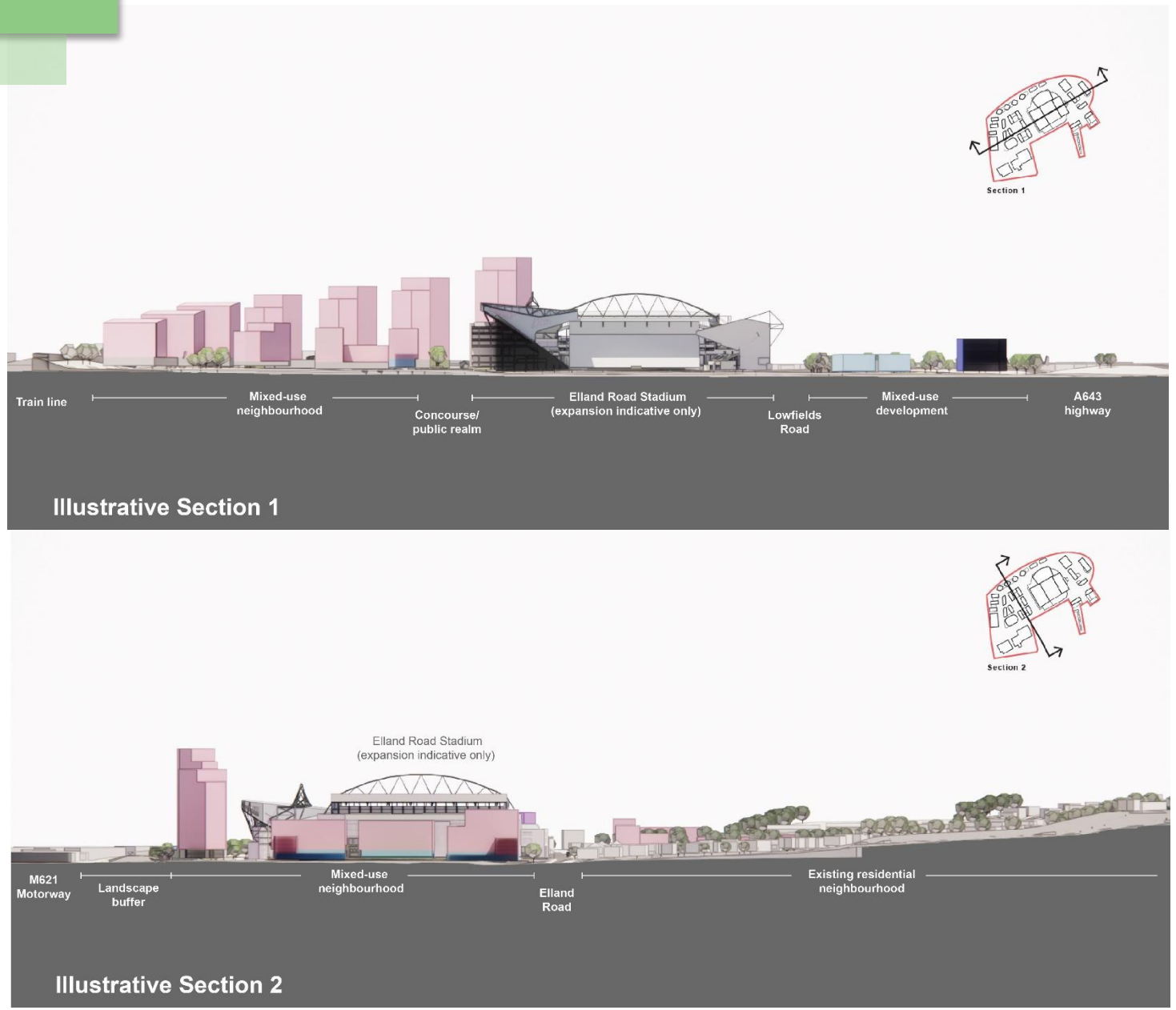


Figure 22: Illustrative sections

The site requires comprehensive redevelopment to fully deliver the masterplan

The illustrative masterplan demonstrates one of the ways development could be delivered to meet the vision, strategic objectives and development principles.

Development brought forward on the site will be in the context of several factors including the introduction of trams to the site, LUFC's stadium expansion plans and operational requirements which will impact on phasing and timescales for delivery.

Timescales & Phasing

Regeneration of the site will take place on a phased basis over a 10 to 15 year period. Phasing will be important particularly given there are numerous intricacies relating to this area.

There are two major development projects in the pipeline in particular that will directly influence delivery at the Elland Road Neighbourhood. These projects are outlined below alongside anticipated delivery timescales:

- **LUFC Expansion** – enabling the functional and operational requirements of the club. Current estimates suggest that expansion plans would progress over a 6-8 year period if they were to proceed as proposed.
- **Potential for Mass Transit to serve the neighbourhood** – enabling the future potential tram route through the site and the potential tram stop location(s) required. Phase one is anticipated to be operational in the mid to late 2030's.

In addition, the Elland Road interim Park & Ride currently provides a strategic transport function to Leeds city centre and to / from the southwest. Park and Ride is an essential part of Leeds' city wide transport strategy. To maintain this city wide offer; careful synchronisation over the relocation of interim Park and Ride is needed with the responsible authorities.



Monk's Bridge Viaduct, Leeds

Key Considerations

There will need to be a series of first moves to kick start regeneration at Elland Road. A detailed masterplan for the Elland Road Neighbourhood will work alongside the design and delivery of these two major projects.



Wellington Place, Leeds

DELIVERY PRINCIPLES

Phase 1 Delivery Plan & Principles

Leeds City Council will develop delivery strategies considering its role as landowner and the various tools available to the council.

This includes entering into a memorandum of understanding with Lowy Family Group, Leeds United's Development Partner, to develop a delivery strategy for the site.

Funding, Finance and Implementation

The council's role as Local Planning Authority will be central to delivering on the strategic objectives and development principles which underpin the Elland Road Neighbourhood vision.

Where appropriate the council will pursue planning obligations as planning applications are made to support in the delivery of on-site infrastructure (and off-site) where this is deemed necessary to make the development acceptable in planning terms.

The council will request a Community Infrastructure Levy (CIL) payment from applicant(s) (unless an exemption or relief is claimed) in-line with the council's CIL Charging Schedule which was implemented on 6 April 2015. CIL payments are used to mitigate against the impact of development on local social, economic and physical infrastructure.



Tower Works, Leeds



Leeds Dock

Publication, Consultation & Engagement

The Elland Road Planning Statement 2026 was published in February 2026.

Preparation of this document:

In 2025 Leeds City Council held a public consultation on the draft Elland Road Planning Statement refreshing the 2007 Planning Guidance.

The consultation ran for over 6 weeks and followed Leeds City Council's Statement of Community Involvement (SIC) Principles.

Following the consultation the final Elland Road Planning Statement was prepared.



Figure 23: Illustrative eye-level view looking towards the proposed Elland Road Stadium expansion



Figure 24: Illustrative Aerial View