

Appendix 1: Schedule of Potential Housing Sites Submitted to the SHLAA (proposed for employment uses in the draft AAP)

SHLAA Ref (See Plan 1)	Address	Size (ha)	Proposed AAP Allocation or Natural Resources & Waste Plan	Notional Capacity (dwellings)	Site details and reason for preference for employment use
1076	Phases 3 & 4, Leeds Valley Park	23.7 (8 ha in Phases 3 & 4)	Identified for Offices	240 ¹	<p>This site includes the remaining (undeveloped) land forming Phases 3 & 4 of Leeds Valley Park. Phases 1 & 2 were completed before 2008 and the land formed part of the outline planning permission for an office park. The site was submitted to the SHLAA process in 2008. The landowner has had no further contact with the Council since this time in respect to housing proposals at the site. The SHLAA assessment did not identify potential for the site to come forward for housing during the plan period. The site is not included in the Council's five-year housing supply calculation.</p> <p>It is proposed to identify this site for office development allowing for completion of the final phases of the business park. This will contribute to the requirement to identify 250 hectares of land for employment uses in the Aire Valley and provide a high quality site offering an edge of town location with good access to the motorway network, complementing the city centre which will provide the majority of new office floorspace over the plan period. The site is suitable offices and other B1 uses classes including research & development and light industry.</p> <p>With respect to the site's suitability for housing, the following are</p>

¹ The notional capacity was shown as 711 in the Report to Development Plan Panel of 16 December 2014. This was based on the assumption that the entire site (including existing premises) had been submitted to the SHLAA. A further review of the original submission has indicated that the landowner submitted an 8 hectare area of land representing the undeveloped phases of the business park (Phases 3 & 4). This area has a notional housing capacity of 240 dwellings based on the standard density multiplier used in the SHLAA methodology.

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					<p>identified as significant constraints:</p> <ul style="list-style-type: none"> • Two pylons and overhead power lines across part the site • Motorway noise related to the site's position at the intersection between the M621 and M1 motorways which will require significant mitigation. <p>Whilst it may be possible to mitigate these constraints it will add to development costs of the site and affects its viability.</p>
1083 (part)	Knowsthorpe	7.8	Proposed allocation for railway sidings (under Policy Mineral 13 – Natural Resources & Waste Plan)	234 (additional to 425 dwellings at northern part of the site)	<p>The land shown as Site 21 on Plan 1 is currently part of the wider Hunslet Riverside Strategic Housing and Mixed Use Allocation made through the UDP Review in 2006 which also included land to the north of the site in the same ownership. Although the current allocation is predominantly intended to deliver housing, the text supporting the policy also makes reference to potential for rail freight uses utilising the branch line which runs along the northern edge of the site and serves aggregates operations located in the area (Tarmac and Hansons).</p> <p>Site 21 is part of a wider SHLAA site (ref 1083) which includes land to the north. It is proposed to allocate the northern part of the site for housing in the draft AAP. This site has a capacity for 425 dwellings. This was shown on the draft policies map discussed at the December Development Plan Panel. Members questioned the current status of the land (Site 21) at the December Panel meeting and whether the site could deliver further housing.</p> <p>An allocation for a rail siding and canal wharf at Site 21 was adopted by Full Council as part of the Natural Resources and Waste Plan in January 2013. However, following a High Court challenge the allocation was remitted by the judge and the Council asked to</p>

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					<p>reconsider and re-consult on the proposal. As a result the canal wharf proposal was deleted from the allocation but the rail siding allocation has been taken forward as part of further work on the Natural Resources and Waste Plan (Minerals Policies 13 & 14). This has been presented to the following meetings</p> <ul style="list-style-type: none"> • Development Plan Panel: 11 December 2013 • Executive Board: 25 June 2014 • Scrutiny Board (Sustainable Economy and Culture): 1st July 2014 <p>Executive Board approved a 6 week consultation of the publication draft of the remitted policies and also recommended to Full Council that they approve the submission of the revised policies to the Secretary of State for independent examination providing no new significant issues are raised in the consultation. Providing no new significant issues have been raised by 19th December, the next meeting of Full Council on 14th January 2015 will be asked to agree the submission of Minerals 13 and 14 to the Secretary of State, which includes the rail siding allocation shown on Plan 1.</p> <p>An application for an Energy Recovery Facility on this part of the site was considered and refused at City Plans Panel in March 2014. Reasons for refusal related to the site not being allocated for waste uses, the lack of evidence that the facility will utilise rail freight and the potential impact on the housing allocation at the northern part of the site. No part of the land (the proposed allocation and the proposed rail sidings site) has ever had planning permission for housing. Capacity assumptions for the site in the SHLAA have assumed that only the</p>

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					<p>northern part of the site will come forward for housing.</p> <p>On the basis of the rail sidings allocation proposed in the Natural Resources and Waste Plan, the site would not be available for housing. Furthermore, it is considered that the rail sidings allocation will assist in the delivery of housing on the northern part of the site by facilitating the relocation of existing aggregate operations, which utilise the rail sidings and are currently located on the northern part of the site, to Site 21 thus releasing the land for development.</p>
1084	Former power station, Skelton Grange	44	Strategic Waste site (Natural Resources & Waste Plan) & General employment (residual land)	880	<p>This site comprises the land formerly occupied by Skelton Grange Power Station which closed in the 1990s and adjoining land to the south and east in the same land ownership. The site was submitted to the SHLAA by its former owners RWE Npower in 2008. The land has recently been purchased by Harworth. The publicity accompanying this deal highlighted the potential for distribution and energy generation uses. The SHLAA (2012) assessed the site as unlikely to deliver housing during the plan period. The site is not included in the Council's five-year housing supply calculation.</p> <p>The western part of the site is allocated in the Council's Natural Resources & Waste Plan (Adopted 2013) as a Strategic Waste Site (shown as Site 200 on Plan 1). A housing use on this part of the site would be contrary to this allocation in the development plan. This part of the site has a planning permission for an Energy Recovery Facility. Whilst it is understood that it is unlikely that this application will be implemented the permission remains extant, the Strategic Waste Allocation still applies to the land and the site remains part of the Council's portfolio of sites for waste management uses. The site lies some distance away from existing residential areas.</p>

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					<p>The site also has a wider outline planning permission (over 23 hectares) for employment uses (industry and storage & distribution) which will not expire until 2017.</p> <p>With respect to the site's suitability for housing the following are also identified as significant constraints:</p> <ul style="list-style-type: none"> • Contaminated land and costs of land remediation for housing use; • Odour nuisance from the Knostrop Waste Water Treatment Works immediately to the west of the site; • Motorway noise at the eastern edge of the site; • Highway access; • Access to existing services (schools, shopping and health facilities); and • Flood risk on part of the site <p>Abnormal costs of developing the site for housing are therefore likely to be very significant and the deliverability of such a scheme within the plan period is considered to be unlikely, even if site constraints can be fully addressed. Given the balance of need for housing and employment land in the area the site is preferred for employment as constraints relating to this use are much less significant and the site is considered to be deliverable within the plan period.</p>
1091	Haigh Park Road, Stourton	38.1	Proposed Canal Wharf (part of site) in NR&W Plan General	1144	This area of land is a mixture of existing employment uses and vacant parcels of brownfield land between the River Aire and Pontefract Road. The site was submitted to the SHLAA process in 2008 and a further submission made as part of the Call for Sites in 2012. The landowner has continued to seek a housing (or mixed use) allocation to allow potential to redevelop the site later in the plan period. The site is not

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			employment (parts of site not in existing employment uses)		<p>included in the Council's five-year housing supply calculation.</p> <p>Two areas of site are proposed for canal wharf allocations/ safeguarded sites in the Natural Resources & Waste Plan (under Minerals 13). The Stourton area is also proposed as an area of search for an Intermodal Freight Area in the Natural Resources & Waste Plan where rail and water freight opportunities are encouraged based on the area's good access to the rail and canal network. These proposals have been presented to the following meetings:</p> <ul style="list-style-type: none"> • Development Plan Panel: 11 December 2013 • Executive Board: 25 June 2014 • Scrutiny Board (Sustainable Economy and Culture): 1st July 2014 <p>Executive Board approved a 6 week consultation of the publication draft of the remitted policies and also recommended to Full Council that they approve the submission of the revised policies to the Secretary of State for independent examination providing no new significant issues are raised in the consultation. Providing no new significant issues have been raised by 19th December, the next meeting of Full Council on 14th January 2015 will be asked to agree the submission of Minerals 13 and 14 to the Secretary of State, which includes the rail siding allocation shown on Plan 1.</p> <p>With respect to the site's suitability for housing the following are also identified as significant constraints:</p> <ul style="list-style-type: none"> • The site lies within an existing and established industrial area surrounded by some heavy industrial uses

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					<ul style="list-style-type: none"> • Contaminated land and costs of land remediation for housing use • Potential odour nuisance from the Knostrop Waste Water Treatment Works • Access to existing services (schools, shopping and health facilities) and the ability of the site to deliver a scale of development which could support new facilities on site (taking into account constraints). • The majority of the site lies within Flood Zone 3 within the Council's current Strategic Flood Risk Assessment and on the Environment Agency's flood map. The site is therefore required to pass the Sequential and Exception Tests set out in national planning policy. The Exception Test requires that the site demonstrates wider sustainability benefits. However given its current location away from existing services the site is considered to be less sustainable than other sites proposed in similar flood risk areas (including site in the South Bank and Hunslet Riverside areas) <p>On the basis of proposed Natural Resources and Waste Plan allocations and the significant constraints to delivery of housing in the area during the plan period, particularly amenity and flood risk issues, preference is to retain the area in employment uses. Vacant land within the area is proposed for employment use in the draft AAP and shown on the Draft AAP Policies Map tabled at the 16th December Panel meeting.</p>
1296	Temple Green (wider site)	113.5	General employment Strategic Waste site	2000	This large site, lying to the south of the East Leeds Link Road and west of the M1, was submitted to the SHLAA process in 2008. No housing proposals have been progressed by the landowner since this time. The SHLAA assessment did not identify potential for the site to come forward for housing during the plan period. The site is not included in

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			(NR&W Plan – part of site)		<p>the Council's five-year housing supply calculation.</p> <p>The site is currently allocated for employment uses and the majority of the land has outline planning permission for storage and distribution uses. The time limit for implementation of this permission was extended to 2023 during 2014. The first phase of the Temple Green development, which includes the Aire Valley Park & Ride site proposal, was approved in detail in 2014 and work has recently commenced on this part of the site.</p> <p>The majority of the site (approximately 72 hectares) lies within the Enterprise Zone designated in 2012. Housing uses are not compatible with an Enterprise Zone designation.</p> <p>With respect to the site's suitability for housing the following are also identified as significant constraints:</p> <ul style="list-style-type: none"> • Contaminated land and costs of land remediation for housing use. Part of the site was historically used as a sewage sludge lagoon as part of the adjoining Yorkshire Water Waste Water Treatment Works. A study undertaken in 2008 has shown that the costs of remediating this land would be exceptionally high and would render housing development as unviable. • Potential odour nuisance from the adjoining Knostrop Waste Water Treatment Works • Access to existing services (schools, shopping and health facilities) and the ability of the site to deliver a scale of development which could support new facilities on site (taking into account site constraints).

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					<p>On the basis of the Enterprise Zone designation, existing planning permissions and other identified issues which would impact on the delivery of the site for housing, the site is not considered to be suitable for housing and is preferred for employment. The site has excellent potential to attract manufacturing and distribution uses offering a high quality site with good links to the motorway network and will make a significant contribution to meeting the employment land requirements of the Aire Valley area and wider district.</p>