

**Appendix 1: Schedule of additional proposed housing and mixed use allocations and amended site capacities for housing allocations (proposed amendments to Part C of Appendix 1 – Schedule of Housing Sites set out in report to Development Plan Panel of 16 December 2014)**

SHLAA Ref	AAP Ref	Address	Size (ha)	Proposed AAP Allocation	Amended Site Capacity (dwellings)	Reason for addition of site or amended site capacity and other comments
331	98	Atkinson Street	1.18	Mixed Use	35 (previously 0)	<p>The site lies within the wider Hunslet Riverside Strategic Housing and Mixed Use site allocation under Policy H3-1A:45 which also includes the Hunslet Mills, Yarn Street (under construction), Bridgewater Road and Copperfields College site. This allocation does not assume that the entire area will be developed for housing and allows for the assimilation of existing industrial uses. The site is included in the SHLAA on the basis of a mixed use planning application submitted in 2005 which included housing uses. This previous application was withdrawn before it was determined.</p> <p>The site is occupied by two existing modern industrial/warehouse units. In terms of suitability for housing development the site is constrained by proximity to the Allied Glass industrial operation to the north of South Accommodation Road (noise, odour and emissions issues) and also lies within Flood Risk Zone 3 (greater than 1% annual probability of flooding). Whilst the proximity to Allied Glass may rule out development of the closest part of the site for housing it is considered that a mixed use development (with less sensitive uses screening housing) would allow some of the site to be developed for housing. As with other brownfield sites proposed for housing and mixed use within the inner part of the Aire Valley AAP area it is considered that the site can satisfy the flood risk sequential test (required by national planning policy) and can also demonstrate the wider sustainability benefits required to satisfy the exception test and be made safe for the lifetime of the development. The site will be afforded further protection on completion of the Leeds Flood Alleviation Scheme in 2016.</p> <p>It is reasonable to assume some additional housing capacity could be</p>

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						delivered as part of a wider mixed of uses and in relation to and contingent on the wider development of the Hunslet Mills site. It is therefore proposed to allocate this site for mixed use development alongside the identified site at Hunslet Mills. The assumed housing capacity for the site is based on half the site being developed for housing taking into account the site constraints set out above.
340	48	Church Street / Balm Street	1.29	Mixed Use	23 (previously 0)	<p>This site lies within the proposed extension to the boundary of Hunslet Town Centre (shown on Plan 4 of the Report to Development Plan Panel (16 December 2014).</p> <p>The site was included in the SHLAA on the basis of a pre-application enquiry for housing in 2007. This enquiry was not followed up by a planning application but indicates an earlier interest in redeveloping the site. The site is currently occupied by a vehicle hire business. The site is considered to be suitable for housing and also for a range of 'town centre' uses such as shops, restaurants/cafes, offices or other leisure uses reflecting its proposed inclusion with the town centre boundary. As it is anticipated that a redeveloped of the site could be completed within the plan period, it is reasonable to assume some housing could be delivered at the site.</p> <p>The housing capacity is based on half the site coming forward for housing which is considered compatible with a commercial development on the site and on other land within the proposed extension to the centre. Housing development at the site could take the form of housing units above commercial uses at ground floor level, for example.</p>
1295A	89	Skelton Gate	71.14	Housing (with local centre, food store opportunity, primary	1,872 (previously 1,620)	<p><b>ISSUE 1: SITE CAPACITY</b></p> <p>The previous capacity assumption for the site of 1,620 dwellings was taken from the Leeds Strategic Housing Land Availability Assessment Update 2014.</p>

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				school, small-scale offices)		<p>At the request of Development Plan Panel (16 December 2014), the capacity of this proposed housing allocation has been recalculated using the standard density multiplier methodology set out in the SHLAA.</p> <p>In making the density calculation allowance has been made for a 'through' school consisting of a two form entry primary school together with a four form entry secondary to serve this site and the adjacent current Green Belt site (1295B); a food store (up to 2,000 sq. m); and a small scale office development (up to 10,000 sq. m total floorspace). Together these additional uses have an assumed land take of approximately 8.73 hectares, leaving a net housing area of 62.41 hectares.</p> <p>In the initial site capacity calculation for the site the density of the site was assumed to be 35 dwellings per hectare (net) because the site fell outside the boundary of the Main Urban Area boundary on the UDP Review 2006 Proposals Map. However, the Main Urban Area has been amended following the adoption of the Core Strategy in November 2014 and now includes the Skelton Gate site. In line with the SHLAA methodology the density of the site has been raised to 40 dwellings per hectare, which is consistent with other urban area sites outside city centre and edge of city centre locations.</p> <p>It is recognised that some land within the site will not be suitable for housing development, including land lying within Flood Risk Zone 3 which affects 6% of the site area (predominantly along Colton Beck which runs through the centre of the site) and some parts of the site closest to the motorway where it may be difficult to mitigate noise to acceptable levels. However, SHLAA density calculations on sites over 2 hectares assume that 25% of the site will not be developed for housing (to allow for green space provision and other uses to support the development). It is considered that this allowance, along with the additional allowance for other uses (such as offices and the food store which could help provide a buffer to housing uses), adequately allow for</p>

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						<p>the parts of the site where housing could not built.</p> <p>The site capacity is therefore based on the following calculation:  62.41 ha x 40 (dwellings per ha) x 0.75 (net to gross conversion) = 1,872 dwellings.</p> <p><b>ISSUE 2: OBJECTION TO PROPOSED HOUSING ALLOCATION ON PART OF THE SITE</b></p> <p>This objection was previously discussed at the 16 December Development Plan Panel meeting. Subsequent to the meeting a further representation has been received from the leaseholder of the site Commercial Development Projects Limited (CDP) on 22<sup>nd</sup> December 2014 which they have asked is brought to the attention of the Panel. It relates to land at the west of the site (approximately 11.45 hectares) and shown on Plan 2 as site CFSM026.</p> <p>The CDP representation seeks an allocation which would allow a motorway service area (MSA) to be developed on the CDP part of the site. In support of this proposal, CDP state:</p> <ul style="list-style-type: none"> <li>• There was a previous proposal for an MSA on the site (planning application submitted in 2000. At the time the proposal was supported by Leeds City Council at the subsequent Public Inquiry.</li> <li>• That Inquiry considered MSA proposals at five locations, the outcome being approval at Wetherby and refusal at the other four locations, including the CDP site. That refusal was based on national policy which has fundamentally changed.</li> <li>• In September 2013, the Department for Transport published Circular No.02/2013, regarding the Strategic Road Network, which changed the criteria for the provision of Motorway Service Areas. This resulted in CDP reviewing its position and deciding to seek an allocation which would enable a Motorway Service Area (MSA) to</li> </ul>

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						<p>be developed on the CDP part of the Skelton Gate site.</p> <p>The representation states that the benefits arising from an MSA at this location would include:</p> <ul style="list-style-type: none"> <li>• New facilities for the travelling public to stop and take a break, thereby contributing to road safety.</li> <li>• A substantial new investment in Aire Valley Leeds, generating a substantial number of new jobs.</li> <li>• The early provision of new infrastructure and facilities, which would help to open up and kick start the development of the Skelton Gate site.</li> <li>• An opportunity to maximize the potential of the lakeside setting, by encouraging and helping to facilitate public access to, and enjoyment of, the lake and the wider network of footpaths and cycleways.</li> <li>• A MSA facility could comfortably sit alongside a housing development on the rest of the Skelton Gate site.</li> </ul> <p>The representation notes constraints which preclude residential development of the CDP part of the site, which can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• Close proximity to the motorway and Junction 45 which renders at least part of the site unsuitable for residential use.</li> <li>• A combination of topography, a small area of flood zone, and the presence of pylons and high voltage overhead cables crossing the site, would leave as a residue a small and unsustainable enclave of housing which would not be of interest to housebuilders or purchasers.</li> <li>• The ground conditions on much of the site are unsuitable for a viable residential development.</li> <li>• The use clause in the long lease held by CDP prohibits residential</li> </ul>

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						<p>development and the leasehold is of insufficient length (but would allow MSA development)</p> <ul style="list-style-type: none"> <li>• Whilst CDP has a long leasehold interest, the remaining term of the lease is insufficient for house purchasers to obtain mortgages. Therefore, because housebuilders could not finance the construction of houses which they could not sell, they are not interested in the site. The remaining term is however sufficient to obtain finance for commercial development, including an MSA.</li> </ul> <p>With reference to the potential for office development, the representation states that there is no realistic prospect of this being viable and existing business parks such as Leeds Valley Park and Thorpe Park are likely to satisfy demand for a long time to come.</p> <p><b><u>Officer Response</u></b></p> <p>The Council have previously written to CDP to indicate that a MSA proposal is not supported and that it is considered to be incompatible with the development of the larger part of the site for housing.</p> <p>Removal of this area of land from the allocation would potentially significantly reduce the capacity of the wider Skelton Gate site (by up to a maximum of 344 dwellings using a standard density multiplier or a lower figure if allowance is made for accommodating some element of the non-housing uses specified above).</p> <p>Whilst recognising there are constraints to development of the land, it is considered these constraints are resolvable as through detailed masterplanning of the wider site. In discussions with the two developers with land interests in the Skelton Gate site, Council officers have strongly encouraged them to work together, and with the Council, to develop a masterplan for delivery of the whole site as a housing led scheme.</p>

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						With respect to the proposed inclusion of level of office development within the allocation, this is not intention that this would be of a scale of a business park, such as Thorpe Park and Leeds Valley Park but to provide an element of employment floorspace within a large mixed use scheme and to provide a use which could have screen housing development form motorway noise. CDP's earlier representations on the site have included an office element.