



**Leeds**  
CITY COUNCIL

# **Aire Valley Leeds Area Action Plan** **Schedule of Pre-Submission Changes**

**Submission Draft**  
**Leeds Local Development Framework**  
**Development Plan Document**  
**September 2016**



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## Part 1 - Schedule of Pre Submission Changes to the Draft Plan

The following schedule lists proposed Pre-Submission Changes, which the Council would agree, subject to further discussion through the Examination process. Consequently these changes are included in the Aire Valley Leeds Area Action Plan Submission Draft, Sept 2016 (CD/01).

In terms of presentation, the deletion of text is denoted with a strikethrough (~~strikethrough~~), with inserted new text as bold underlined (**new text**).

No.	Policy/ Para	Change New text: <b><u>underlined</u></b> Deleted text: <del>strikethrough</del>	Reason for Change
1	1.6	<p>Delete section 1.6 - stages of preparation and consultation and update contents page.</p> <p><del>1.6 AVLAAP — STAGES OF PREPARATION &amp; CONSULTATION</del></p> <p><del>1.6.1 The AVLAAP has been in production since 2005, against a background of changing national and regional planning policy. The current timetable has been driven by the adoption of the Core Strategy and the desire to prepare the SAP &amp; AVLAAP at the same time, to ensure the district's site allocations can be presented and considered in their entirety.</del></p> <p><del>1.6.2 The stages in plan preparation completed to date are as follows:</del></p> <ul style="list-style-type: none"> <li><del>•Early Issues for consultation (Summer 2005)</del></li> <li><del>•Alternative Options for consultation (April — June 2006)</del></li> <li><del>•Preferred Options (October — November 2007)</del></li> <li><del>•Informal consultation on the promotion of the area as an Urban Eco Settlement and extensions to the AAP boundary (January — March 2011)</del></li> </ul> <p><del>1.6.3 The final stages to progress the plan to adoption are:</del></p> <ul style="list-style-type: none"> <li><del>•Public consultation of publication draft (Autumn 2015)</del></li> <li><del>•Examination (Spring 2016)</del></li> <li><del>•Adoption (Winter 2016/2017)</del></li> </ul>	This section is not needed in the final Plan
2	2.2 (6)	<p>Amend principle 6 under para 2.2 as follows:</p> <p>6. To <b><u>preserve</u></b>, enhance <b><u>and ensure a sustainable future</u></b> the existing natural and <b><u>for</u></b> heritage assets <b><u>and enhance natural assets</u></b> linked to <b><u>within</u></b> a wider network of green infrastructure</p>	For effectiveness. To address consultation representation.
3	3.2.2	<p>Delete fourth bullet point under para 3.2.2:</p> <p><del>The NGT Trolleybus route is proposed to pass through the South Bank and Hunslet area, including several stops to improve the accessibility of the area and development sites to the city centre and other parts of the city. The scheme includes a 1,500 space park &amp; ride and vehicle and staff depot at Stourton which will provide local job opportunities in south Leeds.</del></p>	For clarity. Reflecting refusal of NGT scheme in May 2016.
4	3.2.8	<p>Amend third sentence of para 3.2.8 as follows:</p> <p><del>“...The catalyst for the area's development will be major transport investments; led by the NGT trolleybus system, the opening of Leeds Station Southern Entrance and potentially, the proposed HS2 station...”</del></p>	For clarity. Reflecting refusal of NGT scheme in May 2016.

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5	3.2.14 & Table 1	<p>Amend table 1 under para 3.2.14 as follows:</p> <p>Table 1 shows identified office sites (including mixed use development) which provide a total of <del>43.3</del> <b><u>13.5</u></b> hectares of employment land.</p> <table border="1"> <thead> <tr> <th colspan="5"><b>TABLE 1: SCHEDULE OF IDENTIFIED OFFICES SITES (INCLUDING MIXED USE SITES WHICH INCLUDE OFFICE USES)</b></th> </tr> <tr> <th>Site No.</th> <th>Site Name</th> <th>Identified use</th> <th>Office floorspace (sqm)</th> <th>Area (ha) (available for offices)</th> </tr> </thead> <tbody> <tr> <td>AV5</td> <td>Indigo Blu, Crown Point Road</td> <td>Mixed Use<sup>1</sup></td> <td>1,271</td> <td>0.05</td> </tr> <tr> <td>AV10</td> <td>Armouries Drive, Leeds Dock</td> <td>Mixed Use<sup>2</sup></td> <td><del>4,130</del> <b><u>8,022</u></b></td> <td><del>0.90</del> <b><u>1.04</u></b></td> </tr> <tr> <td>AV11</td> <td>Former Alea Casino, The Boulevard, Leeds Dock</td> <td>Offices</td> <td><del>5,890</del> <b><u>8,191</u></b></td> <td>0.17</td> </tr> <tr> <td>AV31</td> <td>Cross Green Lane / Echo Phase 3</td> <td>Mixed Use<sup>3</sup></td> <td>6,290</td> <td>0.18</td> </tr> <tr> <td>AV44</td> <td>Unit 5 Nelson House, Quayside Business Park, George Mann Road</td> <td>Offices</td> <td>1,059</td> <td>0.37</td> </tr> <tr> <td>AV81</td> <td>Leeds Valley Park</td> <td>Offices</td> <td>46,000</td> <td>11.69</td> </tr> <tr> <td colspan="3"><b>TOTAL</b></td> <td><del>64,640</del> <b><u>70,833</u></b></td> <td><del>13.38</del> <b><u>13.50</u></b></td> </tr> </tbody> </table>	<b>TABLE 1: SCHEDULE OF IDENTIFIED OFFICES SITES (INCLUDING MIXED USE SITES WHICH INCLUDE OFFICE USES)</b>					Site No.	Site Name	Identified use	Office floorspace (sqm)	Area (ha) (available for offices)	AV5	Indigo Blu, Crown Point Road	Mixed Use <sup>1</sup>	1,271	0.05	AV10	Armouries Drive, Leeds Dock	Mixed Use <sup>2</sup>	<del>4,130</del> <b><u>8,022</u></b>	<del>0.90</del> <b><u>1.04</u></b>	AV11	Former Alea Casino, The Boulevard, Leeds Dock	Offices	<del>5,890</del> <b><u>8,191</u></b>	0.17	AV31	Cross Green Lane / Echo Phase 3	Mixed Use <sup>3</sup>	6,290	0.18	AV44	Unit 5 Nelson House, Quayside Business Park, George Mann Road	Offices	1,059	0.37	AV81	Leeds Valley Park	Offices	46,000	11.69	<b>TOTAL</b>			<del>64,640</del> <b><u>70,833</u></b>	<del>13.38</del> <b><u>13.50</u></b>	Update to reflect baseline position at 31 <sup>st</sup> March 2016.
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<sup>1</sup> Development completed (also included housing)

<sup>2</sup> Planning permission also allows flexible uses of ground floor units A1/A3/A4 uses up to maximum floorspace limits

<sup>3</sup> Planning permission for offices. See Policy EB4 for other suitable uses.

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6	3.2.15 & Table 2	<p>Amend text and table 2 in para 3.2.15 as follows:</p> <p>Table 2 shows identified general employment sites (mainly industry and storage and distribution uses) which provide a total of <del>469</del> <u>178.2</u> hectares of employment land.</p> <table border="1" data-bbox="341 349 1214 1899"> <thead> <tr> <th colspan="3" data-bbox="341 349 1214 416"><b>TABLE 2: SCHEDULE OF IDENTIFIED GENERAL EMPLOYMENT SITES</b></th> </tr> <tr> <th data-bbox="341 416 475 495">Site No.</th> <th data-bbox="475 416 986 495">Site Name</th> <th data-bbox="986 416 1214 495">Area (ha)</th> </tr> </thead> <tbody> <tr><td>AV42</td><td>Riverside Place, Bridgewater Road</td><td>0.45</td></tr> <tr><td>AV45</td><td>Gibraltar Island Road</td><td>0.70</td></tr> <tr><td>AV47</td><td>South Point, South Accommodation Road</td><td>0.51</td></tr> <tr><td><u>AV50</u></td><td><u>Snake Lane</u></td><td><u>0.80</u></td></tr> <tr><td>AV52</td><td>Newmarket Lane</td><td>2.04</td></tr> 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7	3.2.16	Amend first sentence of para 3.3.16 as follows: “Additional contributions come from sites allocated (or proposed) for waste and rail and water freight uses ( <del>41.3</del> <u>42.6</u> ha)...”	Update to reflect adoption of NRWLP in September 2016.														
8	3.2.17	Delete para 3.2.17 and renumber subsequent paragraph numbers: <del>3.2.17 A further 4.3 hectares of land has been identified as part of the NGT park and ride proposal at Stourton. The scheme incorporates a vehicle and staff depot on land next to the park and ride facility which is considered to be an employment use. The calculation of the land area excludes the park and ride facility itself. This proposal will require approval under the Transport and Works Act (see Section 3.5).</del>	For clarity. Reflecting refusal of NGT scheme in May 2016.														
9	3.2.18	Amend table 3 under para 3.2.18 as follows: Table 3 below summarises the contribution from each of the above sources of supply and sets out the residual land requirement that needs to be identified as new allocations in the AAP.  <table border="1" data-bbox="386 786 1203 1368"> <thead> <tr> <th colspan="2">TABLE 3: AVL EMPLOYMENT LAND REQUIREMENTS &amp; SOURCES OF EMPLOYMENT LAND SUPPLY</th> </tr> </thead> <tbody> <tr> <td>AVL employment land requirement (Core Strategy Spatial Policy 5)</td> <td>250 hectares</td> </tr> <tr> <td>Identified offices sites (including mixed use sites with office uses)</td> <td><del>13.4</del> <u>13.5</u> hectares</td> </tr> <tr> <td>Identified general employment sites</td> <td><del>169</del> <u>178.2</u> hectares</td> </tr> <tr> <td>Natural Resources &amp; Waste Local Plan allocations &amp; proposed allocations</td> <td><del>41.3</del> <u>42.6</u> hectares</td> </tr> <tr> <td>Stourton Park &amp; Ride site (employment element)</td> <td>4.3 hectares</td> </tr> <tr> <td>Residual land requirement for employment uses</td> <td><del>22</del> <u>15.7</u> hectares</td> </tr> </tbody> </table>	TABLE 3: AVL EMPLOYMENT LAND REQUIREMENTS & SOURCES OF EMPLOYMENT LAND SUPPLY		AVL employment land requirement (Core Strategy Spatial Policy 5)	250 hectares	Identified offices sites (including mixed use sites with office uses)	<del>13.4</del> <u>13.5</u> hectares	Identified general employment sites	<del>169</del> <u>178.2</u> hectares	Natural Resources & Waste Local Plan allocations & proposed allocations	<del>41.3</del> <u>42.6</u> hectares	Stourton Park & Ride site (employment element)	4.3 hectares	Residual land requirement for employment uses	<del>22</del> <u>15.7</u> hectares	Consequential changes to totals
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10	3.2.20	Delete fourth bullet point in para 3.2.20 as follows: <ul style="list-style-type: none"> <li><del>A limited opportunity for up to 10,000 sq. m. of new office floorspace as part of the comprehensive housing led development proposals at Skelton Gate, east of the M1 (See Section 4.6).</del></li> </ul>	Proposal was not justified. To address consultation representation.														
11	3.2.21	Amend second sentence of para 3.2.21 as follows: Table 4 provides a schedule for mixed use sites which sets out the estimated capacity for office development. In total these sites could provide an estimated further <del>9.9</del> <u>10.5</u> hectares of employment development alongside housing development.	Consequential changes to totals														
12	Policy AVL3	Amend fourth bullet point under part 1 of policy text as follows: <b>POLICY AVL3: OFFICE DEVELOPMENT IN AIRE VALLEY LEEDS</b> 1. New development for large scale offices (Use Class B1a) will be promoted and concentrated in the following locations in AVL: <ul style="list-style-type: none"> <li>The South Bank area (within mixed use schemes)</li> <li>The Marsh Lane site (within mixed use schemes)</li> </ul>	Proposal not justified. To address consultation representation.														

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		<ul style="list-style-type: none"> <li>Leeds Valley Park</li> <li><del>Skelton Gate (within a comprehensive housing-led development)</del></li> </ul> Reminder unchanged.																																					
13	3.2.23	Amend last sentence in para 3.2.23 as follows: "...A total of <del>17.7</del> <u>10</u> hectares of land is allocated on <del>10</del> <u>7</u> sites within the existing employment areas at Cross Green and Stourton..."	Consequential change to total.																																				
14	Policy AVL4	Amend point 1 and table under point 4 of policy text follows: <b>POLICY AVL4: GENERAL EMPLOYMENT DEVELOPMENT IN AIRE VALLEY LEEDS</b> 1. New development for research & development (Use Class B1b), light industry (Use Class B1c), general industry (Use Class <del>B1e</del> <u>B2</u> ) and storage & distribution (Use Class B8) uses will be promoted and concentrated in the following locations as defined on area maps: 4. The following sites are allocated for general employment use in accordance with Core Strategy Spatial Policy 9. These sites are shown on the Policies Map and are subject to site requirements set out in area plans: <table border="1" data-bbox="341 898 1235 1816"> <thead> <tr> <th>SITE REF</th> <th>SITE NAME</th> <th>AREA (HA)</th> </tr> </thead> <tbody> <tr> <td>AV50</td> <td><del>Snake Lane</del></td> <td>0.80</td> </tr> <tr> <td>AV51</td> <td>Knowsthorpe Way</td> <td>0.85</td> </tr> <tr> <td>AV54</td> <td>Belfry Road</td> <td>1.98</td> </tr> <tr> <td>AV65</td> <td><del>Pontefract Lane / Newmarket Approach</del></td> <td>0.41</td> </tr> <tr> <td>AV66</td> <td><del>Former Pittards site, Knowsthorpe Gate</del></td> <td><del>5.22</del></td> </tr> <tr> <td>AV72</td> <td>North of Haigh Park Road</td> <td>1.26</td> </tr> <tr> <td>AV74</td> <td>Former Playing fields, Skelton Grange Road</td> <td>1.01</td> </tr> <tr> <td>AV76</td> <td>South of Haigh Park Road</td> <td>2.91</td> </tr> <tr> <td>AV80</td> <td>Stock Bros, Pontefract Road</td> <td>1.62</td> </tr> <tr> <td>AV83</td> <td>Skelton Grange Road (East site)</td> <td><del>1.62</del> <u>0.41</u></td> </tr> <tr> <td colspan="2">TOTAL</td> <td><del>17.7</del> <u>10.04</u></td> </tr> </tbody> </table> Reminder unchanged	SITE REF	SITE NAME	AREA (HA)	AV50	<del>Snake Lane</del>	0.80	AV51	Knowsthorpe Way	0.85	AV54	Belfry Road	1.98	AV65	<del>Pontefract Lane / Newmarket Approach</del>	0.41	AV66	<del>Former Pittards site, Knowsthorpe Gate</del>	<del>5.22</del>	AV72	North of Haigh Park Road	1.26	AV74	Former Playing fields, Skelton Grange Road	1.01	AV76	South of Haigh Park Road	2.91	AV80	Stock Bros, Pontefract Road	1.62	AV83	Skelton Grange Road (East site)	<del>1.62</del> <u>0.41</u>	TOTAL		<del>17.7</del> <u>10.04</u>	For clarity and effectiveness. To address consultation representations.
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No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
15	3.2.24	Amend first sentence of para 3.2.24 as follows:  "Total employment land identified in the AVLAAP area from all sources is <del>256.2</del> <u>254.8</u> hectares..."	Consequential change to total.
16	3.3.7	Amend text in para 3.3.7 as follows:  Table 5 sets out a schedule of identified housing sites in AVL as of April <del>2015</del> <u>2016</u> and these sites are shown on the Policies Map. Identified sites have potential to provide a total of 4,840 <u>2,159</u> new dwellings (completed post 2012, under construction and not started) which count towards meeting the area requirements of at least 6,500, leaving a residual requirement of at least 4,660 <u>4,341</u> dwellings to be allocated on new housing and mixed use sites.	Update to reflect baseline position at 31 <sup>st</sup> March 2016 and consequential changes.



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AV39	East Street Mills	Housing	City Centre	161	154	<del>0</del> <u>7</u>	0	<del>0</del> <u>7</u>
AV41	Hunslet Mills	Mixed Use	Inner Area	699	0	0	0	699
AV43	Yarn Street	Housing	Inner Area	287	114	<del>143</del> <u>173</u>	<del>28</del> <u>0</u>	<del>2</del> <u>0</u>
AV112	Rocheford Court, Pepper Road	Housing	East	11	0	0	0	11
<b>AV117</b>	<b>Land north of St Hildas Crescent</b>	<b>Housing</b>		<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>TOTAL</b>				<del>3099</del> <b>3418</b>	<b>1261</b>	<del>279</del> <b>316</b>	<del>28</del> <b>147</b>	<del>1533</del> <b>1696</b>

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18	3.3.9	Amend text in second sentence of para 3.3.9 as follows: “Focused on the above locations, Policy AVL7 sets out the housing and mixed use allocations (to provide housing) in AVL. Housing allocations provide a total capacity of <del>4,035</del> <u>3,026</u> dwellings...”	Consequential change to total.																														
19	3.3.10	Amend second sentence onwards of para 3.3.10 as follows: “...The area has potential to provide an estimated <del>825</del> <u>1,635</u> dwellings based on the land in the area which is available for development over the plan period, predominantly the former Tetley’s Brewery site. This capacity calculation makes allowance for the creation of the City Park and provision of other uses. <u>A higher number or proportion of dwellings may be appropriate in the area subject to other development plan policies and detailed design matters.</u> Section 4.2 sets out further details on proposals in the South Bank Planning Statement Area.	For clarity and effectiveness. To address consultation representation.																														
20	Policy AVL7	<p>Amend part 3 and part 7 of Policy AVL7 under para 3.3.12 as follows:</p> <p><b>POLICY AVL7: HOUSING AND MIXED USE ALLOCATIONS IN AIRE VALLEY LEEDS</b></p> <p>3. The following sites are allocated for housing, subject to site requirements set out in area plans:</p> <table border="1" data-bbox="339 974 1251 1910"> <thead> <tr> <th data-bbox="339 974 456 1115">SITE REF</th> <th data-bbox="456 974 703 1115">SITE NAME</th> <th data-bbox="703 974 874 1115">HMCA</th> <th data-bbox="874 974 986 1115">AREA (HA)</th> <th data-bbox="986 974 1251 1115">ESTIMATED CAPACITY (DWELLINGS)</th> </tr> </thead> <tbody> <tr> <td data-bbox="339 1115 456 1310">AV20</td> <td data-bbox="456 1115 703 1310">Yorkshire Ambulance Station, Saxton Lane</td> <td data-bbox="703 1115 874 1310">City Centre</td> <td data-bbox="874 1115 986 1310">0.60</td> <td data-bbox="986 1115 1251 1310">95</td> </tr> <tr> <td data-bbox="339 1310 456 1505">AV22</td> <td data-bbox="456 1310 703 1505">Former Richmond Inn, Upper Accommodation Road</td> <td data-bbox="703 1310 874 1505">City Centre / Inner Area</td> <td data-bbox="874 1310 986 1505">0.40</td> <td data-bbox="986 1310 1251 1505">26</td> </tr> <tr> <td data-bbox="339 1505 456 1700">AV23</td> <td data-bbox="456 1505 703 1700">Butterfield Manor &amp; Richmond Court, Walter Crescent</td> <td data-bbox="703 1505 874 1700">Inner Area</td> <td data-bbox="874 1505 986 1700">0.83</td> <td data-bbox="986 1505 1251 1700">48</td> </tr> <tr> <td data-bbox="339 1700 456 1805">AV28</td> <td data-bbox="456 1700 703 1805">Bow Street &amp; East Street</td> <td data-bbox="703 1700 874 1805">Inner Area</td> <td data-bbox="874 1700 986 1805">0.13</td> <td data-bbox="986 1700 1251 1805">23</td> </tr> <tr> <td data-bbox="339 1805 456 1910">AV29</td> <td data-bbox="456 1805 703 1910">Ellerby Road &amp; Bow Street</td> <td data-bbox="703 1805 874 1910">Inner Area</td> <td data-bbox="874 1805 986 1910">1.10</td> <td data-bbox="986 1805 1251 1910">79</td> </tr> </tbody> </table>	SITE REF	SITE NAME	HMCA	AREA (HA)	ESTIMATED CAPACITY (DWELLINGS)	AV20	Yorkshire Ambulance Station, Saxton Lane	City Centre	0.60	95	AV22	Former Richmond Inn, Upper Accommodation Road	City Centre / Inner Area	0.40	26	AV23	Butterfield Manor & Richmond Court, Walter Crescent	Inner Area	0.83	48	AV28	Bow Street & East Street	Inner Area	0.13	23	AV29	Ellerby Road & Bow Street	Inner Area	1.10	79	For clarity and effectiveness. To address consultation representations.
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		AV32	Rose Wharf Car Park, East Street	Inner Area	0.46	72	
		<del>AV33</del>	<del>Low Fold</del>	<del>Inner Area</del>	<del>2.28</del>	<del>312</del>	
		AV34	South Accommodation Road	Inner Area	0.52	27	
		AV38	Former Copperfields College site	East	11.21	273	
		AV40	Bridgewater Road (North)	East	11.20	<del>425</del> <u>546</u>	
		AV46	Tetleys Motor Services, Goodman Street	Inner Area	0.62	36	
		AV111	Skelton Gate	East	99.30	<del>2,619</del> <u>1,801</u>	
		<b>TOTAL</b>			<del>130.93</del> <u>126.37</u>	<del>4,035</del> <u>3,026</u>	
<p>5. The South Bank Planning Statement Area is identified on the Policies Map as a broad location to provide new housing development of a scale indicated below, as part of a wider mixed use regeneration opportunity, and subject to site requirements set out in the South Bank Area Plan:</p>							
		<b>SITE REF</b>	<b>SITE NAME</b>	<b>HMCA</b>	<b>AREA (HA)</b>	<b>HOUSING ESTIMATED CAPACITY(DWELLINGS)</b>	
		AV94	South Bank Planning Statement Area	City Centre	19.53	<del>825</del> <u>1,635</u>	
Reminder unchanged							

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21	3.3.13 & Table 6	<p>Amend text and table 6 under para 3.3.13 as follows:</p> <p><b>Distribution of new homes</b></p> <p>Housing sites identified and allocated in the plan and shown on the Policies Map have a total estimated capacity of <del>7,830</del> <b><u>7,950</u></b> dwellings against the minimum housing requirement of 6,500 dwellings. This provides a degree of flexibility towards meeting the housing requirement. Table 6 below sets out the distribution of new homes identified in the AAP by local area showing a broad distribution across the plan area except for the Central Aire Valley area which has an employment focus.</p> <table border="1" data-bbox="359 674 1219 1162"> <thead> <tr> <th colspan="2" data-bbox="359 674 1219 730"><b>TABLE 6: DISTRIBUTION OF NEW HOMES IN AVL BY LOCAL AREA</b></th> </tr> <tr> <th data-bbox="359 730 916 786">Local Area</th> <th data-bbox="916 730 1219 786">Dwellings</th> </tr> </thead> <tbody> <tr> <td data-bbox="359 786 916 842">1. South Bank</td> <td data-bbox="916 786 1219 842">1,649 <b><u>2,459</u></b></td> </tr> <tr> <td data-bbox="359 842 916 936">2. East Bank, Richmond Hill &amp; Cross Green</td> <td data-bbox="916 842 1219 936"><del>2,160</del> <b><u>2,167</u></b></td> </tr> <tr> <td data-bbox="359 936 916 992">3. Hunslet</td> <td data-bbox="916 936 1219 992">1,402 <b><u>1,523</u></b></td> </tr> <tr> <td data-bbox="359 992 916 1048">4. Central Aire Valley</td> <td data-bbox="916 992 1219 1048">0</td> </tr> <tr> <td data-bbox="359 1048 916 1104">5. Skelton Gate</td> <td data-bbox="916 1048 1219 1104">2,619 <b><u>1,801</u></b></td> </tr> <tr> <td data-bbox="359 1104 916 1162"><b>Total</b></td> <td data-bbox="916 1104 1219 1162"><del>7,830</del> <b><u>7,950</u></b></td> </tr> </tbody> </table>	<b>TABLE 6: DISTRIBUTION OF NEW HOMES IN AVL BY LOCAL AREA</b>		Local Area	Dwellings	1. South Bank	1,649 <b><u>2,459</u></b>	2. East Bank, Richmond Hill & Cross Green	<del>2,160</del> <b><u>2,167</u></b>	3. Hunslet	1,402 <b><u>1,523</u></b>	4. Central Aire Valley	0	5. Skelton Gate	2,619 <b><u>1,801</u></b>	<b>Total</b>	<del>7,830</del> <b><u>7,950</u></b>	Consequential change to totals.								
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22	3.3.14 Table7	<p>Amend table 7 under para 3.3.14 as follows:</p> <p>Table 7 summarises the total capacity of AVL housing sites by HMCA.</p> <table border="1" data-bbox="336 1301 1214 1677"> <thead> <tr> <th colspan="4" data-bbox="336 1301 1214 1397"><b>TABLE 7: NEW HOMES IN AVL BY CORE STRATEGY HOUSING MARKET CHARACTERISTIC AREA (SPATIAL POLICY 7)</b></th> </tr> <tr> <th data-bbox="336 1397 552 1453">HCMA</th> <th data-bbox="552 1397 798 1453">Identified sites</th> <th data-bbox="798 1397 1005 1453">Allocations</th> <th data-bbox="1005 1397 1214 1453">Total</th> </tr> </thead> <tbody> <tr> <td data-bbox="336 1453 552 1509">City Centre</td> <td data-bbox="552 1453 798 1509">457</td> <td data-bbox="798 1453 1005 1509"><del>2,002</del> <b><u>2,812</u></b></td> <td data-bbox="1005 1453 1214 1509"><del>2,459</del> <b><u>3,269</u></b></td> </tr> <tr> <td data-bbox="336 1509 552 1565">Inner Area</td> <td data-bbox="552 1509 798 1565"><del>1,372</del> <b><u>1,691</u></b></td> <td data-bbox="798 1509 1005 1565"><del>671</del> <b><u>359</u></b></td> <td data-bbox="1005 1509 1214 1565"><del>2,043</del> <b><u>2,050</u></b></td> </tr> <tr> <td data-bbox="336 1565 552 1621">East Leeds</td> <td data-bbox="552 1565 798 1621">11</td> <td data-bbox="798 1565 1005 1621"><del>3,317</del> <b><u>2,620</u></b></td> <td data-bbox="1005 1565 1214 1621"><del>3,328</del> <b><u>2,631</u></b></td> </tr> <tr> <td data-bbox="336 1621 552 1677"><b>Total</b></td> <td data-bbox="552 1621 798 1677"><del>1,840</del> <b><u>2,159</u></b></td> <td data-bbox="798 1621 1005 1677"><del>5,990</del> <b><u>5,791</u></b></td> <td data-bbox="1005 1621 1214 1677"><del>7,830</del> <b><u>7,950</u></b></td> </tr> </tbody> </table>	<b>TABLE 7: NEW HOMES IN AVL BY CORE STRATEGY HOUSING MARKET CHARACTERISTIC AREA (SPATIAL POLICY 7)</b>				HCMA	Identified sites	Allocations	Total	City Centre	457	<del>2,002</del> <b><u>2,812</u></b>	<del>2,459</del> <b><u>3,269</u></b>	Inner Area	<del>1,372</del> <b><u>1,691</u></b>	<del>671</del> <b><u>359</u></b>	<del>2,043</del> <b><u>2,050</u></b>	East Leeds	11	<del>3,317</del> <b><u>2,620</u></b>	<del>3,328</del> <b><u>2,631</u></b>	<b>Total</b>	<del>1,840</del> <b><u>2,159</u></b>	<del>5,990</del> <b><u>5,791</u></b>	<del>7,830</del> <b><u>7,950</u></b>	Consequential change to totals.
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No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
23	3.3.15	Insert text end of third sentence in para 3.3.15 as follows: “...Area plans identify three significant opportunities within the Marsh Lane, East Bank (Section 4.3) and Hunslet Riverside areas (Section 4.4) where there could be potential further housing (or mixed use) development to expand upon development proposed in this plan and which would be encouraged in principle, subject to the suitability of the site <u>and passing the flood risk sequential test where relevant...</u> ”	For clarity and effectiveness
24	Policy AVL8	Amend point 5 of Policy AVL5 as follows: <b>POLICY AVL8: IMPROVING PUBLIC HEALTH IN AIRE VALLEY LEEDS</b> 5. Encouraging local people to take more physical exercise <del>their physical activity</del> such as walking and cycling to work and for enjoyment by providing new and improve green routes linking communities and key destinations. Remainder unchanged	Policy text correction for clarity.
25	3.4.22	Amend second sentence of para 3.4.22 as follows: “... New housing <u>development</u> proposals <del>and the proposed NGT stop next to the Penny Hill Centre</del> provide an opportunity to expand the centre...”	For clarity and to reflecting refusal of NGT scheme in May 2016.
26	3.4.23	Amend second sentence of para 3.4.23 as follows: “... In accordance with Core Strategy Policy SP5 and P7, a new local centre is proposed to support the <del>2,619</del> new homes proposed at Skelton Gate (AV111)...”	Consequential change.
27	3.4.26	Insert new text to end of para 3.4.26 as follows: A new secondary free school (The Ruth Gorse Academy) is also proposed to open in 2016 at Black Bull Street and will make an important contribution to serving the needs of the area. <u>There may also be a need to identify a site for a new primary school in the South Bank area subject to further masterplanning work and the chosen delivery route.</u>	To mitigate potential negative effect identified in the SA resulting from changes to site capacity in Policy AVL7. To address consultation representations.
28	3.4.28	Insert new text to para 3.4.28 as follows: To manage flood risk issues in the area, the Council, working alongside the Environment Agency, the Canal and River Trust and other partners, is constructing a £50m flood alleviation scheme (FAS) to protect Leeds City Centre (between Leeds City Station and Knostrop weir in the Aire Valley) from a flood event likely to happen once every 75 years <u>on average</u> , taking into account the likely effects of climate change.	For clarity and effectiveness
29	3.4.33	Amend text in para 3.4.33 as follows: “...Core Strategy Policy P11 sets out an approach to allow such assets to be conserved where they are considered to be locally significant. Policy AVL11 below identifies locally significant heritage assets in AVL. <u>A schedule of the assets is set out in Appendix 2</u>	For clarity and effectiveness To address consultation representations.

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
		<del>and</del> The location of the <del>assets</del> is shown on area maps.	
30	Policy AVL11	<p>Amend policy text as follows:</p> <p>Where appropriate, site requirements relating to heritage assets are set out in area plans.</p> <p><b>POLICY AVL11 – LOCALLY SIGNIFICANT UNDESIGNATED HERITAGE ASSETS</b></p> <p>In accordance with Core Strategy Policy P11, the locally significant undesignated heritage assets shown on area <u>maps and listed in Appendix 2 and their setting</u> will be conserved.</p>	For clarity and effectiveness. To address consultation representations.
31	New para 3.4.35 - 3.4.37	<p>Insert new section after para 3.4.4 as follows:</p> <p><b><u>Land instability</u></b></p> <p><b><u>3.4.35 Parts of the AVL are in the former coal mining area where there is a legacy of problems such as land instability and combustion. These factors have been taken into account in the sustainability appraisal of sites allocated in this Plan. Under Saved UDPR Policy GP5 all applications for development are required to resolve instability problems. Furthermore, in the Development High Risk Area defined by the Coal Authority, applications for development are required to include a Coal Mining Risk Assessment.</u></b></p> <p><b><u>3.4.36 Policy Minerals 3 of the Leeds Natural Resources and Waste Local Plan 2013 covers all forms of development within the Coal Mining Safeguarding Area except minor householder development. It is a policy which applies to all sites in the Aire Valley Area Action Plan within the Coal Authority High Risk Area. This Policy is intended to address coal mining legacy problems by requiring the prior-extraction of any surface coal as part of site preparation.</u></b></p> <p><b><u>3.4.37 Any problems of coal mining legacy must be addressed to ensure that the development is safe. The Coal Mining Risk Assessment also needs to identify where mine shaft entries are present on the site, these will need to be treated to be made safe. Mine entries and their zone of influence need to be kept free from built development.</u></b></p>	For clarity and to ensure consistency with national guidance. To address consultation representations.
32	3.5.2	<p>Amend fourth bullet point under para 3.5.2 as follows:</p> <ul style="list-style-type: none"> <li>• To plan the area to integrate potential key national and city region transport proposals, such as HS2, <del>and the NGT trolleybus system</del> with the local transport network and to maximise the regeneration opportunities created by the potential catalyst of transport infrastructure investment.</li> </ul>	For clarity. Reflecting refusal of NGT scheme in May 2016

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
33	3.5.4	<p>Amend sub heading and para 3.5.4 as follows:</p> <p><b><u>HS2 / Yorkshire Hub</u></b></p> <p>The proposed route of the eastern leg of Phase Two of HS2 will extend high speed services to Leeds City Centre. The HS2 consultation documents <b><u>from 2013</u></b> shows the route into Leeds aligning with the existing Leeds-Castleford railway corridor within AVL, passing through Stourton and Hunslet before rising above street level into the new station at Leeds New Lane, partly within the AAP boundary. <b><u>The consultation route is shown on area maps for information.</u></b> Following the publication of the Sir David Higgins report: Re-Balancing Britain: From HS2 towards a national transport strategy, the proposed HS2 station location and route into Leeds is subject to an ongoing review considering how a HS2 station might relate to a potential transnorth “HS3” route. <b><u>During that consultation LCC raised concerns about the impact of the line of the route. A formal route decision is expected in Autumn 2016 by the Secretary of State for Transport.</u></b></p>	For clarify and effectiveness. Bringing plan up to date in terms of latest position on strategic transport infrastructure relevant to the area.
34	3.5.5	<p>Amend para 3.5.5 as follows:</p> <p><del>The final decision to proceed with the schemes will be taken by Parliament. If the scheme proceeds the Government will issue a Safeguarding Direction to ensure new development does not conflict with the construction or future operation of the route. The HS2 route is not a proposal of the AAP but the Policies Map will have to reflect land covered by a safeguarding direction made by the Government. The consultation route is shown on area maps for information.</del></p> <p><b><u>In November 2015, Sir David Higgins published a report ‘The Yorkshire Hub’ which proposed moving the HS2 station so that it creates a new integrated hub with the existing station. This proposal has support from City Region political leaders and the Chamber of Commerce. This is expected to form part of the announcement in Autumn 2016 too.</u></b></p>	For clarify and effectiveness. Bringing plan up to date in terms of latest position on strategic transport infrastructure relevant to the area.
35	3.5.6	<p>Amend sub heading and Insert paragraph 3.5.6 as follows:</p> <p><del>NGT Trolleybus system</del> <b><u>Public transport strategy</u></b></p> <p><b><u>3.5.6 Leeds City Council has instigated extensive engagement and conversation on the future direction of transport provision across the city which includes reviewing and considering the measures for those corridors which were previously covered by the now cancelled NGT trolleybus proposals.</u></b></p>	For clarity. Reflecting refusal of NGT scheme in May 2016 and Council’s latest position on provision of replacement transport infrastructure.
36	3.5.7	<p>Amend para 3.5.7as follows:</p> <p><del>The Leeds New Generation Transport (NGT) trolleybus system is jointly promoted by the West Yorkshire Combined Authority and the Council. The system proposes a modern, reliable Trolleybus which combines dedicated lanes, junctions and traffic signal priority to ensure improved journey times.</del> <b><u>The provision of a priority route and park and ride at Stourton is an objective and is being considered within the overall review.</u></b></p>	For clarity. Reflecting refusal of NGT scheme in May 2016 and objective of delivering a replacement park & ride



No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
			scheme at Stourton.
37	3.5.8 to 3.5.10	<p>Delete para's 3.5.8 to 3.5.10, and renumber subsequent paragraphs as follows:</p> <p><del>3.5.8 The proposed 14.8km system will run between Holt Park in North Leeds and Stourton in AVL through the city centre and will be served by major park and ride facilities. It will connect people to key employment sites, education, health, shopping and leisure facilities and act as a catalyst and driver for Leeds and the city region's economic growth and regeneration.</del></p> <p><del>3.5.9 The scheme is subject to a Transport and Works Act application to the Secretary of State. If approved the scheme is scheduled to open in 2020.</del></p> <p><del>3.5.10 Within AVL, the system is proposed to run from a 1,500 space park and ride (with potential to be expanded to 2,300 in the future) at junction 7 of the M621 at Stourton (AV82), through Belle Isle and Hunslet to Leeds Dock and Brewery Wharf, and then into the core of Leeds City Centre via Leeds Bridge. The proposed route and stops are shown on area plans, which also identify specific development and regeneration opportunities, public realm improvements and improved pedestrian routes which will benefit from and improve connectivity to the NGT system.</del></p>	For clarity. Reflecting refusal of NGT scheme in May 2016
38	3.5.21	<p>Amend first sentence of para 3.5.21 as follows:</p> <p><del>"Parts of the area are well served by the existing bus network and proposed NGT Trolleybus network and other parts lie within walking distance of key transport interchanges, including the main Leeds bus and rail stations..."</del></p>	For clarity. Reflecting refusal of NGT scheme in May 2016.
39	3.5.25	<p>Amend para 3.5.25 as follows:</p> <p><del>A scheme has also been identified for potential extension of the NGT trolleybus network into the east of the area, potentially linking to the park and ride facility. A route and funding for this scheme is yet to be determined, but it forms part of the West Yorkshire 'Plus' Transport Fund package for AVL.</del></p> <p><b><u>A further bus based park and ride facility is proposed at Stourton to serve the city centre. The site would be accessed from M621 J7 and would help to reduce the number of car journeys into the city centre from the south using the M621 and A639.</u></b></p>	For clarity. Reflecting refusal of NGT scheme in May 2016 and objective of delivering a replacement park & ride scheme at Stourton.
40	3.5.38	<p>Amend text in para 3.5.38 as follows:</p> <p>The NRWLP safeguards existing rail sidings and canal wharfs in the area and allocates two new sites for rail (at Bridgewater Road) and water freight use (at Stourton) respectively. It also identifies <b><u>a safeguarded rail spur to the Skelton Grange area and</u></b> an area of search for an intermodal freight depot in the Stourton area taking advantage of the area's AVL2s good connections into the road, rail and waterways network. Designations and allocations from the NRWLP are shown on area maps.</p>	For clarity and effectiveness. To address consultation representation.

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
41	Policy AVL12	<p>Insert new criteria point 2a, amend text to points 4 and 13, delete point 7 and add footnote to policy AVL12 as follows:</p> <p><b>POLICY AVL12 - STRATEGIC TRANSPORT INFRASTRUCTURE IMPROVEMENTS IN AVL</b></p> <p><u>Highway network</u></p> <p><b><u>2a. Upgrade and adoption of Knowsthorpe Lane to provide a link to M1 Junction 45 and improve access to the Skelton Gate development and employment sites west of the M1.</u></b></p> <p><u>Public transport</u></p> <p><del>4. Construction of the NGT trolleybus route and stops through the area between the South Bank and Stourton via Hunslet Town Centre, including a 1,500 space (expandable to 2,300 spaces)</del></p> <p><b><u>A bus based</u></b> park and ride facility at Stourton <b><u>is under consideration</u></b> (AV81).</p> <p><del>7. An extension of the NGT trolleybus system to the LCREZ and eastern part of AVL subject to funding.</del></p> <p><u>Pedestrian routes &amp; safer streets</u></p> <p><del>13. Improvements to the public rights of way network</del> <b><u>Retain, and where appropriate, improve, existing public rights of way (of any type) within development sites. If demonstrated through evidence, a diversion cannot be avoided, the proposed diversion should maintain the convenience, safety and visual amenity of the original route.</u></b><sup>5</sup></p> <p><u>Insert footnote</u></p> <p><sup>5</sup> <b><u>Public Rights of Way map showing all routes on the LCC on-line definitive map with non-definitive routes in green and definitive routes shown in black.</u></b> <b><u>(<a href="https://cms.esriuk.com/leedscs/Sites/LCCPROW/#">https://cms.esriuk.com/leedscs/Sites/LCCPROW/#</a> )</u></b></p> <p>Reminder unchanged</p>	For clarity and effectiveness. To address consultation representations.
42	3.7.7	<p>Insert text to end of para 3.7.7 as follows:</p> <p>“...The principle of extending the scheme to other properties in the area is supported in Policy AVL16 and further funding may become available through off-site ‘Allowable Solutions’ linked to zero carbon homes <b><u>or similar Government schemes.</u></b>”</p>	For clarity and effectiveness
43	Policy AVL16	<p>Amend policy text as follows:</p> <p><b>POLICY AVL16: RETROFITTING OF EXISTING BUILDINGS</b></p> <p>The Council will support programmes to retrofit existing buildings to improve energy efficiency and other initiatives to offer energy advice to local residents, focusing on the Hunslet, Cross Green and Richmond Hill area, subject to future funding. Where retrofitting works involves external works to the building such as wall insulation and re-cladding, proposals should respect the local character. <b><u>Where works are proposed to a Listed Building, these should safeguard the special historic character of that building.</u></b></p>	To ensure consistency with national policy. To address consultation representations.

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
44	4.2.3 Spatial Vision	<p>Amend text to second and third paragraph of South Bank Spatial Vision as follows:</p> <p>The catalysts for regeneration are the construction of a HS2 rail station and delivery of a nationally recognised City Park which will be integrated into the wider redevelopment of South Bank. The area will be supported by other improvements to the city's transport infrastructure, including <del>the NGT trolleybus, and</del> green pedestrian and cycle routes will link the area to the traditional core of the city centre, waterfront, station, <b><u>Holbeck Urban Village</u></b> and surrounding communities. This will provide opportunities to stimulate growth across business sectors and place South Bank at the heart of the city region's economic growth.</p> <p>A focus on placemaking will create an attractive, welcoming and safe environment, offering a choice of living accommodation, work and leisure opportunities and a vibrant waterfront achieved through redevelopment of brownfield sites, <b><u>the reuse and adaption of its legacy of historic buildings</u></b> and reinvention of existing areas such as Leeds Dock.</p>	For clarity and effectiveness. To address consultation representations.
45	4.2.3 Obj 8	<p>Amend Objective 8 under para 4.2.3 as follows:</p> <p>8. Create and enhance pedestrian / cycle routes within the area to provide better connectivity with the traditional core of the city centre, to key destinations within the area such as the new City Park and Leeds Dock, to the waterfront, <b><u>to Holbeck Urban Village</u></b> and to surrounding communities in east and south Leeds.</p>	For clarity and effectiveness. To address consultation representation.
46	4.2.3 Obj 11	<p>Insert Objective 11 under para 4.2.3 as follows:</p> <p><b><u>11. Encourage the conservation and reuse of the area's heritage assets to create an attractive distinctive gateway to the AVL area from the city centre</u></b></p>	For clarity and effectiveness. To address consultation representation.
47	4.2.18	<p>Amend para 4.2.18 as follows:</p> <p>Regeneration of this area is a long-term project and proposals will come forward which are unforeseen at the time the plan is prepared, for example the location of the proposed HS2 station <b><u>and emerging Yorkshire Hub concept</u></b> (see Section 3.5). The ultimate integration of HS2/<b><u>Yorkshire Hub</u></b> and its infrastructure into the South Bank will require flexibility in the planning approach for the South Bank, especially at its immediate hinterland.</p> <p><b><u>Within this context the Council is preparing a masterplan, known as the 'South Bank Masterplan', to provide concepts and the delivery mechanism to guide the growth of the wider South Bank area (including Holbeck Urban Village)</u></b></p>	For clarify and effectiveness. Bringing plan up to date in terms of latest position on strategic transport infrastructure relevant to the area. Also providing reference to other Council initiatives to help delivery regeneration and growth in the area. To address consultation representations.

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
48	4.2.20	<p>Amend para 4.2.20 as follows:</p> <p><del>There is potential for the new</del> The HS2 station/<u>Yorkshire Hub</u> location-proposals to provide an exciting new focus for plans for the South Bank area, <u>with potential for this to</u> forming one of the largest regeneration projects in Europe. The location of the HS2 station and its route <u>and the Yorkshire Hub</u> remain subject to <u>a decision by Government</u>, <del>assessment before clarity can be given on</del> <u>with the emerging South Bank Masterplan establishing the principles for</u> how they will be integrated into the area in a way that meets the city's ambitions for placemaking and growth. <del>In conjunction with the NGT trolleybus scheme, these major transport infrastructure investments will transform accessibility with two NGT stops proposed in the South Bank area.</del></p>	As change to para 4.2.18. For clarity and effectiveness. To address consultation representations.
49	Policy SB1	<p>Amend Policy SB1 text, first paragraph and point 6 as follows:</p> <p><b>POLICY SB1: PEDESTRIAN AND CYCLE CONNECTIVITY IN THE SOUTH BANK</b></p> <p>The following measures are proposed to improve pedestrian and cycle connections within the area, to the traditional core of the city centre, the waterfront, <u>Holbeck Urban Village, and</u> surrounding communities and to reduce the physical and visual impact of vehicular traffic infrastructure. Where appropriate and directly related to the development, proposals on identified sites, allocations and other sites will be required to provide or contribute towards provision of these improvements:</p> <p>6. Provision of other <u>north-south and east-west</u> green pedestrian / cycle links through development sites, as shown indicatively on the area map, to improve the permeability of the area and to connect with key destinations and adjoining communities.</p> <p>Remainder Unchanged.</p>	For clarity and effectiveness. To address consultation representation.
50	Policy SB2	<p>Insert new text under policy SB2 point 9 as follows:</p> <p><b><u>9. Create opportunities to improve the setting of the Listed Buildings and locally significant undesignated heritage assets in the area;</u></b></p> <p>Remainder Unchanged.</p>	For clarity and effectiveness. To address consultation representation.
51	4.2.30	<p>Insert new sentence to end of para 4.2.30 as follows:</p> <p><b><u>Any contribution of land towards the creation of the City Park will be taken into account when calculating the green space requirement of a development under Core Strategy Policy G5.</u></b></p>	For clarity and effectiveness. To address consultation representation.

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
52	4.2.31	<p>Amend text to para 4.2.31 as follows:</p> <p>The proposed network will contribute to improving <u>north-south and east-west</u> connectivity <del>between the north and south banks of the river,</del> with for example a green corridor connection to Sovereign Square <u>and the north bank of the river;</u> to the waterfront; the new City Park; <u>to Holbeck Urban Village</u> and to surrounding communities. By creating this attractive network of routes, the aim is to encourage people to walk and cycle more and to secure the environmental improvements associated with high quality green infrastructure.</p>	For clarity and effectiveness. To address consultation representation.
53	4.2.46	<p>Amend para 4.2.46 as follows:</p> <p>It is important to secure improved pedestrian and cycle access to the sites and links to public transport services including the Leeds Station Southern Entrance <del>and the proposed NGT trolleybus system.</del> It is also expected that the secondary school will serve the family housing that the plan is encouraging to be developed in the area.</p>	For clarity. Reflecting refusal of NGT scheme in May 2016
54	Policy SB4	<p>Amend policy SB4 text point 2 and insert point 9 as follows:</p> <p><b><u>2. Employment uses complimentary to housing uses including <del>Q</del> offices, research &amp; development, light industry and creative industries</u></b></p> <p><b><u>9. Other appropriate land uses, subject to consideration of relevant development plan policies</u></b></p> <p>Remainder unchanged</p>	For clarity and effectiveness. To address consultation representation.
55	4.2.50 Policy AVL7 & SB3 (Site AV94)	<p>Amend policy text to third bullet point and first, fifth and sixth bullet points under site requirements as follows:</p> <ul style="list-style-type: none"> <li>Other uses set out under Policy SB1 <del>SB4</del> to support the principle uses above and on ground floors to promote the creation of active frontages along road frontages, routes and public spaces.</li> </ul> <p><b><u>Site requirements</u></b></p> <ul style="list-style-type: none"> <li><del>The site is suitable for older persons housing / independent living in accordance with Policy AVL7.</del></li> </ul> <p>The site includes listed buildings to be retained within the development and where consideration to the setting of the listed buildings is required. <b><u>There are a number of Listed Buildings both within the site and on its periphery. Any development should preserve the special architectural interest or setting of these buildings. Proposals will also be expected to provide a sustainable future for those Listed Buildings which are currently vacant or at risk. Where possible, opportunities should be taken to improve the setting of these buildings.</u></b></p> <ul style="list-style-type: none"> <li>The undesignated heritage assets within the site shown on the Area Map should be retained and <b><u>where possible opportunities should be taken to improve the setting of these buildings.</u></b></li> </ul> <p>Remainder unchanged.</p>	For clarity and to ensure consistency with national guidance. To address consultation representations.

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
56	4.2.51 Policy AVL7 (Site AV7)	Delete first bullet point under site requirements as follows: <u>Site requirements</u> <del>• The site is suitable for older persons housing / independent living in accordance with Policy AVL7.</del> Remainder unchanged	To ensure consistency with national guidance on flood risk.
57	4.2.52 Policy AVL7 (Site AV9)	Delete first bullet point, amend fifth bullet point and insert sixth bullet as follows: <del>• The site is suitable for older persons housing / independent living in accordance with Policy AVL7.</del> <del>• The site is adjacent to a listed building where consideration to the setting of the listed building is required.</del> <b><u>There are a number of Listed Buildings adjacent to this site. Any development should preserve the special architectural interest or setting of these buildings.</u></b> <b><u>• Consideration should be had to the setting of the undesignated heritage assets to the north and south of this site which are shown on the Area Map.</u></b> Remainder unchanged	For clarity and to ensure consistency with national guidance. To address consultation representations
58	4.2.53 Policy AVL7 (Sites AV12/ AV13)	Delete first bullet point under site requirements as follows: <u>Site requirements</u> <del>• The sites are suitable for older persons housing / independent living in accordance with Policy AVL7.</del> Remainder unchanged	To ensure consistency with national guidance on flood risk.
59	4.2.55 Policy AVL7 (Sites AV14/ AV15/ AV16)	Delete first bullet point under site requirements as follows: <u>Site requirements</u> <del>• The sites are suitable for older persons housing / independent living in accordance with Policy AVL7.</del> Remainder unchanged	To ensure consistency with national guidance on flood risk.
60	4.2.56 Policy AVL7 (Site AV17)	Delete first and amend second bullet points under site requirements as follows: <u>Site requirements</u> <del>• The site is suitable for older persons housing / independent living in accordance with Policy AVL7.</del> <del>• The site includes a listed building. to be retained within the development and where consideration to the setting of the listed building is required.</del> <b><u>Any development should preserve the special architectural interest or setting of this building.</u></b>	To ensure consistency with national guidance on flood risk and heritage. To address consultation representation.
61	4.3.1 Obj 8	Insert objective 8 under para 4.3.1 as follows: <b><u>8. Conserve the area's heritage assets and ensure that those that are vacant or at risk have a sustainable future.</u></b>	To address consultation representation.

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
62	Policy EB4	<p>Amend policy text as follows:</p> <p><b>POLICY EB4 – EAST STREET OPPORTUNITY AREA</b></p> <p>Within the East Street Opportunity Area identified on the Policies Map redevelopment of existing buildings for housing is encouraged where it supports the guiding principles for the area set out in this plan <u>and accords with other plan policies.</u></p> <p>The identified mixed use site at Cross Green Lane (AV31) is suitable for office, housing and appropriate community uses</p>	For clarity and effectiveness. To address consultation representation.
63	4.3.67 Policy AVL7 (Sites AV32/ AV33 & AV34 )	<p>Delete first bullet point and amend sixth and eighth bullet points as follows:</p> <ul style="list-style-type: none"> <li><del>• Sites AV32 and AV33 are suitable for older persons housing / independent living in accordance with Policy AVL7.</del></li> <li>• The green space requirements of development should be provided on the <u>areas of</u> highest <del>areas of</del> flood risk within the site, where practicable.</li> <li>• An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided including a buffer to the edge of <u>the</u> river bank.</li> </ul> <p>Remainder unchanged</p>	For clarity and to ensure consistency with national guidance on flood risk.
64	4.3.69 Policy AVL7 (Sites AV28 & AV29)	<p>Amend second and fifth bullet point as follows:</p> <ul style="list-style-type: none"> <li>• Site AV29 to contribute to improvement of the adjacent green space at Bow Street Recreation Ground to mitigate loss of existing green space within <u>the</u> site.</li> <li>• Site AV29 is adjacent to the Grade 1 listed St Saviour Church and other listed buildings <del>where consideration to the setting of the listed building is required.</del> <u>Any development should preserve the special architectural interest or setting of these buildings.</u></li> </ul> <p>Remainder unchanged</p>	For clarity and to ensure consistency with national guidance. To address consultation representation.
65	4.3.84 Policy AVL7 (Site AV38)	<p>Amend fourth bullet point as follows:</p> <ul style="list-style-type: none"> <li>• The site is adjacent to a <u>two</u> listed buildings <del>where consideration to the setting of the listed building is required.</del> <u>Any development should preserve the special architectural interest or setting of these buildings.</u></li> </ul> <p>Remainder unchanged</p>	For clarity and to ensure consistency with national guidance. To address consultation representation.
66	4.4.1 Spatial Vision	<p>Insert new paragraph at the end of Hunslet Area spatial vision as follows:</p> <p><u>Hunslet Mill and Victoria Mill have been brought back into use and will have become key landmark buildings which have helped in increasing the attractiveness of the waterfront area as a place to live and visit.</u></p>	For clarity and effectiveness. To address consultation representation.
67	4.4.1 Obj 5	<p>Amend objective 5 under para 4.4.1 as follows:</p> <p>5. New and existing homes, businesses and leisure opportunities in Hunslet will be connected to a sustainable transport network, including <del>the NGT trolleybus system,</del> new and improved bus services,</p>	For clarity. Reflecting refusal of NGT scheme in May 2016.

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
		an improved cycle network, greener and safer streets and water-based transport.	
68	4.4.15	Delete para 4.4.15 and renumber subsequent paragraph numbers as follows:  <del>Although Hunslet Town Centre is well served by frequent bus services, the proposals for a NGT trolleybus stop within the centre offer an important opportunity to facilitate improvements in the centre and to increase the number of visits by local residents.</del>	For clarity. Reflecting refusal of NGT scheme in May 2016.
69	4.4.18 Policy AVL7 (Site AV48)	Amend first bullet point under site requirements as follows:  In accordance <u>with</u> Core Strategy Policy P8, proposals for town centre uses will not be permitted unless they clearly demonstrate that there will be no significant adverse impact on vitality and viability or planned investment in Hunslet Town Centre or other designated centres.  Remainder unchanged	For clarity and effectiveness.
70	4.4.20	Amend second sentence in para 4.4.20 as follows:  “... Over 30 hectares of land has been identified in the area with potential for new sustainable development providing new homes and jobs and potentially new shops, leisure and community facilities. The majority of these sites <del>are allocated</del> <u>were incorporated</u> within the Hunslet Riverside Strategic Housing & Mixed Use <u>UDPR</u> allocation <del>which was made in the UDPR</del> . The main development opportunities in the area are...”	For clarity and effectiveness.
71	4.4.31 AVL7 and AV98 Site Require ments)	Amend second bullet point as follows:  • The site is adjacent to <u>the</u> listed <u>buildings at</u> Hunslet <u>Mill</u> /Victoria Mills <del>buildings where consideration to the setting of the listed building is required.</del> <u>Any development should preserve the special architectural interest of setting of these buildings.</u>  Remainder unchanged	For clarity and to ensure consistency with national guidance. To address consultation representation.
72	4.4.35	Amend para 4.4.35 as follows:  Given the proximity of heavy industrial uses of the north and east of the site, only part of the site is considered to be suitable for residential. This is reflected in the NRWLP which allocates a 7.4 hectare site ( <u>NRWLP Site 21</u> ) on the south west part of the land for new rail sidings. <u>This allocation requires a landscape buffer to be provided between minerals rail freight and residential uses under Policy Minerals 13 (3).</u>	For clarity and effectiveness. To address consultation representation.
73	4.4.36	Amend para 4.4.36 second sentence as follows:  “...This site has an estimated capacity of 425 <u>546</u> new homes with a waterfront location...”  Remainder unchanged	Consequential change.



No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
74	4.4.38 Policy AVL7 (Site AV40)	Amend eighth bullet point under site requirements as follows: <u>Site requirements</u> • The site is located <u>lies</u> opposite the listed <u>buildings at Hunslet Mill/Victoria m Mill buildings</u> where consideration to the setting of the listed buildings is required. <u>Any development should preserve the special architectural interest or setting of these buildings.</u> Remainder unchanged	For clarity and to ensure consistency with national guidance. To address consultation representation.
75	4.4.39 Policy AVL7 (Site AV46)	Delete first bullet point and amend fourth bullet point under site requirements as follows: <u>Site requirements</u> • The site is suitable for older persons housing / independent living in accordance with Policy AVL7. • The site is adjacent to a <u>lies opposite the</u> listed <u>buildings at Hunslet Mill/ Victoria Mills buildings</u> where consideration to the setting of the listed building is required. <u>Any development should preserve the special architectural interest or setting of these buildings.</u> Remainder unchanged	For clarity and to ensure consistency with national guidance on flood risk and heritage. To address consultation representation.
78	4.4.43	Amend para 4.4.43 as follows;  There are significant opportunities to improve connections between Hunslet town centre, the city centre, Hunslet Riverside and the River Aire corridor. <del>The NGT trolleybus route and improvements to the bus network in the Aire Valley, which can all significantly benefit Hunslet are considered in detail in the strategic connections section of the AAP.</del>	For clarity. Reflecting refusal of NGT scheme in May 2016.
79	Policy HU4	Amend point 2 under policy HU4 as follows:  2. Improved pedestrian and cycle routes between Hunslet Riverside Opportunity Area and the South Bank. <del>and the proposed NGT trolleybus stop at St Joseph's.</del>  Remainder unchanged	For clarity. Reflecting refusal of NGT scheme in May 2016.
80	4.4.53	Amend para 4.4.53 as follows:  The Leeds FAS and NGT trolleybus schemes are <u>is an</u> additional proposals with potential to bring funded green infrastructure improvements to Hunslet.	For clarity. Reflecting refusal of NGT scheme in May 2016.
81	4.5.1 Spatial Vision	Amend first sentence, second paragraph under Central Aire Valley spatial vision as follows:  “...Transport improvements, led by construction of an all-purpose bridge crossing at Skelton Grange and including other road improvements, <del>the NGT trolleybus network and new bus services, and new walking and cycling routes ...”</del>	For clarity. Reflecting refusal of NGT scheme in May 2016.
82	4.5.1 Obj 4	Amend objective 4 para 4.5.1 as follows:  4. Ensure that the LCREZ and the Cross Green, Skelton Grange and Stourton areas are well connected to each other, the city centre and to communities in east and south Leeds by a high quality transport network including the <del>NGT trolleybus system</del> , frequent bus routes,	For clarity. Reflecting refusal of NGT scheme in May 2016.

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
		park & ride facilities and walking and cycling routes which offer a genuine alternative to the car and help to reduce congestion on local roads.	
83	4.5.1 Obj 5	Amend objective 5 para 4.5.1 as follows: 5. Ensure that the river corridor <u>and the heritage assets at Thwaites Mill are</u> is recognised for its attractive environment, <u>they provide, and are</u> widely used by local residents and visitors for activities such as walking, cycling and water-based recreation <del>and</del> forming part of an enhanced green infrastructure network which connects into wider networks.	For clarity and effectiveness. To address consultation representation.
84	4.5.28	Amend second and third bullet point and delete fourth bullet point under para 4.5.28 as follows: <ul style="list-style-type: none"> <li>• A NGT <u>bus based</u> park &amp; ride site <del>with up to 2,300 car parking spaces and vehicle depot</del> located off M621 J7 in Stourton <u>is under consideration.</u></li> <li>• A bus based park and ride facility serving the city centre, with 1,000 car parking spaces at Temple Green off M1 Junction 45. Opens <del>Spring</del> 2016.</li> <li>• <del>Potential for a NGT extension to Aire Valley (route to be determined)</del></li> </ul>	For clarity. Reflecting refusal of NGT scheme in May 2016 and objective of delivering a replacement park & ride scheme at Stourton.
85	4.5.29	Amend para 4.5.29 as follows: <b>Stourton Park &amp; Ride</b> <del>The NGT trolleybus scheme includes for a 2,300 space park &amp; ride facility and vehicle depot on a site at Stourton (site AV82). Current proposals show a residual area of land may become available to the south of the depot along the southern boundary of the site, next to existing housing and green space. This opportunity has been identified within the Middleton &amp; Belle Isle Regeneration Framework as a potential site for housing. Given uncertainty about the land becoming available at this stage, it is to be identified within the wider park &amp; ride site with any future proposals to be assessed against the criteria set out in Policy CAV1.</del> <u>An 18 hectare site immediately to the south west of M621 J7 is identified as an opportunity to provide a bus based park and ride facility serving the city centre (Site AV82). The land is safeguarded for this purpose under Policy CAV1 but it is not expected that the entire site area will be required. An opportunity has been identified within the Middleton and Belle Isle Regeneration Framework for housing development on any residual areas of land. However, given uncertainty about the extent and timing of land becoming available for other uses all the land is included within the park &amp; ride designation, with any future proposals to be assessed against the criteria and requirements set out in Policy CAV1.</u>	For clarity and effectiveness. Reflecting refusal of NGT scheme in May 2016 and objective of delivering a replacement park & ride scheme at Stourton.

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
86	4.5.29 Policy CAV1	<p>Amend policy CAV1 as follows:</p> <p>Site AV82 at Stourton is safeguarded for a <b><u>bus based</u></b> park and ride facility. <del>and vehicle depot with supporting ancillary facilities associated with the NGT trolleybus scheme.</del></p> <p>Other non-transport infrastructure uses, including housing and/or general employment will only be acceptable on any part of the site if it can be demonstrated that it is no longer required to deliver the strategic transport infrastructure needs of the district.</p> <p><b>Site requirements</b></p> <p><b>The site lies adjacent to a Registered Historic Park and Garden. Development proposals should safeguard those elements which contribute to its significance including its setting</b></p>	<p>For clarity and effectiveness. Reflecting refusal of NGT scheme in May 2016 and objective of delivering a replacement park &amp; ride scheme at Stourton. To ensure consistency with national guidance on heritage. To address consultation representation.</p>
87	4.5.30 Policy CAV2	<p>Amend point 1 under policy CAV2 as follows:</p> <p>1. Provision of a safe and direct walking and cycling route <b><u>over the motorway</u></b> between Leeds Valley Park and <del>the NGT trolleybus park and ride site at Stourton Belle Isle;</del></p> <p>Remainder unchanged</p>	<p>For clarity and effectiveness. Reflecting refusal of NGT scheme in May 2016</p>
88	4.5.33	<p>Amend last sentence of para 4.5.33 as follows:</p> <p><del>“...Vegetation on the land is naturally re-growing and</del> <b><u>The land</u></b> provides an opportunity for enhancement to create a mix of natural habitats including community woodland, grassland and semi-permanent wetlands.</p>	<p>For clarity and effectiveness. To address consultation representation.</p>
89	4.5.34 Policy CAV3	<p>Amend point 1 of policy CAV3 as follows:</p> <p>1. Integration <b><u>and improvement</u></b> of 20 hectares of previously developed, former employment land, to the north of the River Aire and west of the M1 motorway into the wider green infrastructure network.</p> <p>Remainder unchanged</p>	<p>For clarity and effectiveness. To address consultation representation.</p>
90	4.5.51	<p>Delete paragraph number 4.5.52 merge with 4.5.51 and amend text as follows:</p> <p><del>4.5.52</del> A further <del>7.8</del> <b><u>9.17</u></b> hectares of land to the south (AV68) is also carried forward from the UDP and identified as a general employment site. Both these sites benefit from a location which may incorporate the alignment of a rail served development or interchange.</p>	<p>To ensure plan is effectiveness and positively prepared and reflects the extent of the site that can be brought forward for employment development during the plan period. To address consultation representation.</p>

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
91	4.5.54	Delete second to last sentence under para 4.5.54 as follows:  “...The new bridge would be multi-modal, catering for buses, pedestrians and cyclists, as well as general traffic. <del>It could also form part of a potential NGT trolleybus scheme expansion into this part of the area.</del> It would require public funding (alongside potential developer contributions) and is included within the West Yorkshire Plus Transport Fund.	For clarity and effectiveness. Reflecting refusal of NGT scheme in May 2016.
92	4.4.59	Amend third sentence under para 4.5.59 as follows:  “...There is an opportunity to provide a pedestrian/cycle link from the site to the proposed <del>NGT stop</del> and park and ride at Stourton using an existing pedestrian bridge over the M621...”	For clarity and effectiveness. Reflecting refusal of NGT scheme in May 2016.
93	4.5.61 Policy AVL4 (Site AV83)	Amend policy AVL4 site AV83 as follows:  <b>Skelton Grange Road (East site), Stourton</b>  Under Policy AVL4, Skelton Grange Road, East site (AV83) is allocated for general employment.  Site requirements <ul style="list-style-type: none"> <li>• <del>An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided including a buffer to the waterfront on the northern boundary.</del> <b><u>Part of the AVL Green Infrastructure Network is adjacent to the north-western boundary of Site AV83. An appropriate soft landscape treatment will be required that is sensitive to the nature conservation value of the adjacent land.</u></b></li> <li>• The site is located within Phase 3 of the indicative heat network shown on Map 6.</li> </ul>	For effectiveness. To reflect the revised site boundary.
94	4.6.1 Spatial Vision	Amend first paragraph of Skelton Gate spatial vision as follows:  Skelton Gate will be a sustainable, healthy, and vibrant community (with potential for <del>2,619</del> <b><u>1,801</u></b> new homes), within a landscaped parkland setting which has Skelton Lake as its centrepiece. The layout will be walkable, supported by key local facilities, such as a through school, local shops and services, health services and green spaces. <b><u>The development will have been designed in a manner which safeguards key views from the Historic Park and Garden at Temple Newsam.</u></b>	Consequential change and to ensure consistency with national guidance. To address consultation representations.
95	4.6.1 Obj 1 and 5	Amend objective 1 and insert new objective 5 as follows:  1. Deliver a high quality, sustainable housing development of <del>2,619</del> <b><u>1,801</u></b> homes supported by local facilities and services.  <b><u>5. The design of new development should safeguard key views from the Historic Park and Garden at Temple Newsam.</u></b>	Consequential change reflecting change to site capacity in Policy AVL7.. To ensure consistency with national guidance. To address

No.	Policy/ Para	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
			consultation representations.
96	4.6.15	Amend para 4.6.15 as follows:  The plan proposes a major new housing development at Skelton Gate. The scale of the opportunity at the site is such that this represents one of the largest proposed housing schemes in the district, with potential for <del>2,619</del> <b><u>1,801</u></b> new homes, making a critical contribution to meeting the identified needs of the district for new housing set out in the Core Strategy.	Consequential change reflecting change to site capacity in Policy AVL7.
97	4.6.16	Amend first and second bullet point under para 4.6.15 as follows:  <ul style="list-style-type: none"> <li>• An attractive setting within an area of existing and new areas of parkland, access to Temple Newsam, the Wyke Beck Way and the Trans Pennine Trail and with potential links further down to the river to the lower <b><u>Lower</u></b> Aire Valley nature reserves (St Aidan's and Fairburn Ings).</li> <li>• Development is of sufficient scale to support frequent public transport services to the city centre, initially via the Temple Green Park and Ride <del>and in the longer term through the potential extension of the NGT trolleybus network.</del></li> </ul>	For clarity and effectiveness. Reflecting refusal of NGT scheme in May 2016.
98	4.6.20 (4 and 10)	Amend point 4 and insert new point 10 to para 4.6.20 as follows:  4. Locate key facilities, such as the school, local centre and park <del>centrally within the development, within walking distance of all parts of the site</del> <b><u>in an accessible location to all occupiers of the site using sustainable transport options.</u></b>  <b><u>10. Ensure key views from the Historic Park and Garden at Temple Newsam are safeguarded.</u></b>	For clarity and effectiveness. To ensure consistency with national guidance. To address consultation representations
99	4.6.29	Insert new text to third sentence of para 4.6.29 as follows:  The options for alternative vehicle access could be via Pontefract Lane (which leads <b><u>back</u></b> to the M1, J45) or Knowsthorpe Lane allowing access under the M1 from the west.	For clarity and effectiveness. To address consultation representations
100	4.6.30	Amend para 4.6.30 as follows:  More detailed work is needed to assess the trip generation from the site onto the strategic highway network, during peak morning and evening periods. <del>In principle the development can utilise the trips assumed for the existing business park proposal although the overall position will depend on the exact mix of uses proposed.</del> The impact will be considered cumulatively in order to ensure that any commercial development proposed in early phases does not prejudice the long term delivery of the housing proposals.	For clarity and effectiveness. To reflect fact that the planning permission for the business park lapsed in April 2016.
101	4.6.35 Policy AVL7, Site AV111	Amend first part of second bullet point, delete ninth bullet point and insert new bullet point above last bullet point of Policy AVL7 (Site AV111) as follows:  <ul style="list-style-type: none"> <li>• Provision of local facilities, to be located centrally within the site or</li> </ul>	For clarity and effectiveness. To ensure consistency with national

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		<p>within walking distance from all residential areas:</p> <ul style="list-style-type: none"> <li>o A local centre to include the following: <ul style="list-style-type: none"> <li>- local shops (500 – 1,000 sq. m. total floorspace),</li> <li>- financial &amp; professional services, cafés/restaurants, a pub (500 – <b><u>up to a maximum of 1,000 sq. m. total floorspace and subject to securing operators</u></b>)</li> <li>- <b><u>provision of space for</u></b> health services including GPs, pharmacies and dentists, <b><u>as appropriate</u></b></li> <li>- other community facilities including provision for older people (<b><u>subject to securing operators</u></b>), <del>where appropriate;</del></li> <li><del>• An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided.</del></li> <li>• <b><u>The development will be required to safeguard key views from the Historic Park and Garden at Temple Newsam</u></b></li> </ul> </li> </ul> <p>Remainder unchanged</p>	<p>guidance. To address consultation representations</p>
102	4.6.36	<p>Amend para 4.6.36 as follows:</p> <p>Due to constraints, some parts of the site are not be suitable or viable for housing. Some of these areas can be incorporated within the green infrastructure requirements of the development, or incorporate specific commercial uses where this would be consistent with <del>and help to facilitate housing development</del> <b><u>delivery of the scale of housing proposed in this plan.</u></b> Accommodating other uses could assist viability, thereby funding new infrastructure and facilities required in the early development phases.</p>	<p>For clarity and effectiveness. To address consultation representations</p>
103	4.6.37	<p>Amend para 4.6.37 as follows:</p> <p>Proposals for other uses would need to be incorporated within the overall masterplan for the site, <del>help facilitate the delivery of the housing scheme and be phased alongside new housing</del> and have the potential to support the main housing development. Proposals which would lead to the creation of a destination serving a wide catchment <b><u>area</u></b> such as a retail/leisure park, <b><u>and</u></b> <del>motorway service area or other formats which provides large areas of car parking and attracts significant trips to the site from</del> <b><u>would attract an unacceptably high number of additional trips utilising</u></b> the motorway network would not be consistent with this approach.</p>	<p>To ensure plan is justified. To address consultation representations</p>
104	4.6.39	<p>Delete para 4.6.39 and renumber subsequent paragraphs as follows:</p> <p><del>4.6.39 Office or other business units could also act as a buffer between the motorway 4.4.35y and housing development along the western boundary of the site within the area indicated on the area map and could also help sustain local employment.</del></p>	<p>Proposal not justified. To address consultation representation.</p>
105	Policy SG1	<p>Amend policy text as follows:</p> <p><b>POLICY SG1: SKELTON GATE (SITE AV111) – NON-HOUSING USES</b></p> <p>Within the framework established in the overall masterplan, the following additional uses will be permitted with preference given to locations within the site which have been identified as most</p>	<p>To ensure plan is justified, effective and consistent with national policy planning. To address</p>

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		<p>constrained for housing development and subject to compatibility with the following requirements:</p> <ol style="list-style-type: none"> <li>1. A food store up to a maximum gross internal floorspace of 2,000 sq. m. to be located within or integrated with the local centre and connected to the rest of the centre by safe and direct pedestrian routes.</li> <li>2. <del>Offices and/or other business uses (Class B1) along the western boundary of the site within the broad area indicated on the area plan, up to maximum total gross internal floorspace of 10,000 square metres.</del></li> <li>3. Other commercial uses not specified above or by other policies in this plan, providing they can be integrated with <b>and support</b> the wider housing site <del>and would enhance the viability and deliverability of the overall development and help to deliver a sustainable housing development in accordance with Policy AVL7.</del></li> <li><b><u>4. Contribute towards initiatives and requirements stated in Policies SG2, SG3 and SG4.</u></b></li> </ol> <p>The development of the alternative commercial uses should be phased alongside delivery of new housing and other facilities <b><u>not prejudice delivery of the scale of housing on the site set out in this plan</u></b></p> <p><b><u>Site requirements for Site AV111 will apply to any development permitted under this policy where relevant to the specific use.</u></b></p>	consultation representations.
106	4.6.44	<p>Amend first sentence in para 4.6.44 as follows:</p> <p>“...Applying the Core Strategy green space standards in policy G4 would require around 21 hectares of new green space for a scheme of 2,649 <b><u>1,801</u></b> dwellings...”</p>	Consequential change. To address consultation representation.
107	4.6.47	<p>Amend first and second sentence of para 4.6.47 as follows:</p> <p>“... <del>Most of the green space should be provided in the form of a</del> <b><u>A</u></b> community park (as set out under site requirements) which under the definition set out in the Leeds Open Space, Sport and Recreation Assessment should provide for the local community as a whole, with multiple facilities for active and passive recreation with areas of formal landscaping. This should be centrally <b><u>conveniently</u></b> located <b><u>within the development site</u></b> within easy walking for future residents <b><u>distance of all occupiers of the site.</u></b> ...”</p>	For clarity and effectiveness. To address consultation representation.
108	4.6.49	<p>Amend para 4.6.49 as follows:</p> <p>The Council support the creation of a visitor attraction <b><u>facility</u></b> at the northern end of the lake along the southern edge of the housing allocation. The aim would be to build a visitor centre <b><u>facility</u></b> linked to management of the lake as a wildlife habitat. <del>This needs to be a distinctive and sustainable building, exemplifying high standards of architectural and landscape design which is</del> <b><u>and designed to be</u></b> sensitive to its setting. It would act as a gateway into the Lower Aire Valley nature sites and river corridor from the urban area of Leeds.</p>	To ensure consistency in terminology used in reference to this proposal and to reflect recent discussions on likely form the facility will take.

No.	Policy/ Para	Change		Reason for Change																																																																																												
		New text: <u>underlined</u>	Deleted text: <del>strikethrough</del>																																																																																													
109	4.6.50	Amend text in first sentence of para 4.6.50 as follows: “...Creation of a visitor centre <del>centre</del> <b>facility</b> fits into a larger green space enhancement project, including improvements to the natural habitat, public rights of way signage, interpretation, provision of bird hides and incorporating the area to the west of Wyke Beck...”		To ensure consistency in terminology used in reference to this proposal.																																																																																												
110	Policy SG4	Amend point 1 under Policy SG4 as follows: 1. Provision of a new visitor centre <b>facility</b> at the northern edge of Skelton Lake to be integrated with the wider housing led development at Skelton Gate and related to long term management of the lake and surrounding land.  Remainder unchanged		To ensure consistency in terminology used in reference to this proposal																																																																																												
111	Appen - dix 2	Insert new Appendix 2 as follows: <b><u>Appendix 2: Local Undesignated Heritage Assets Schedule</u></b> <table border="1"> <thead> <tr> <th></th> <th>Name</th> <th>Address</th> <th>Location</th> </tr> </thead> <tbody> <tr> <td><u>1.</u></td> <td></td> <td><u>54 Cross Green Lane</u></td> <td><u>Cross Green</u></td> </tr> <tr> <td><u>2.</u></td> <td></td> <td><u>20 Crown Point Road</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>3.</u></td> <td><u>The Small Mill</u></td> <td><u>Chadwick Street</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>4.</u></td> <td><u>The Malthouse</u></td> <td><u>Chadwick Street</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>5.</u></td> <td><u>The Sun PH</u></td> <td><u>134 Church Street</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>6.</u></td> <td><u>Crown Hotel</u></td> <td><u>Crown Point Road</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>7.</u></td> <td><u>Ellerby House</u></td> <td><u>1 - 2 Ellerby Lane</u></td> <td><u>Cross Green</u></td> </tr> <tr> <td><u>8.</u></td> <td><u>Goodman House</u></td> <td><u>Goodman Street</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>9.</u></td> <td><u>T F And J H Braime Holdings Plc</u></td> <td><u>Hunslet Road</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>10.</u></td> <td><u>The Tetley</u></td> <td><u>17 - 33 Hunslet Road</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>11.</u></td> <td></td> <td><u>315 – 329 Hunslet Road</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>12.</u></td> <td></td> <td><u>331 - 333 Hunslet Road</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>13.</u></td> <td><u>St Josephs Convent</u></td> <td><u>5 Joseph Street</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>14.</u></td> <td></td> <td><u>51 Low Road</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>15.</u></td> <td></td> <td><u>34 Lupton Street</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>16.</u></td> <td></td> <td><u>3 Sheaf Street</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>17.</u></td> <td><u>St Saviours Church Hall And Parish Building</u></td> <td><u>9 Upper Accommodation Road</u></td> <td><u>Cross Green</u></td> </tr> <tr> <td><u>18.</u></td> <td></td> <td><u>21 Upper Accommodation Road</u></td> <td><u>Cross Green</u></td> </tr> <tr> <td><u>19.</u></td> <td><u>Hunslet Branch Library</u></td> <td><u>Waterloo Road</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>20.</u></td> <td></td> <td><u>13 Brookfield Street</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>21.</u></td> <td><u>The Brewery</u></td> <td><u>Hunslet Road</u></td> <td><u>Hunslet</u></td> </tr> <tr> <td><u>22.</u></td> <td><u>Old offices</u></td> <td><u>Crown Point Road</u></td> <td><u>Hunslet</u></td> </tr> </tbody> </table>			Name	Address	Location	<u>1.</u>		<u>54 Cross Green Lane</u>	<u>Cross Green</u>	<u>2.</u>		<u>20 Crown Point Road</u>	<u>Hunslet</u>	<u>3.</u>	<u>The Small Mill</u>	<u>Chadwick Street</u>	<u>Hunslet</u>	<u>4.</u>	<u>The Malthouse</u>	<u>Chadwick Street</u>	<u>Hunslet</u>	<u>5.</u>	<u>The Sun PH</u>	<u>134 Church Street</u>	<u>Hunslet</u>	<u>6.</u>	<u>Crown Hotel</u>	<u>Crown Point Road</u>	<u>Hunslet</u>	<u>7.</u>	<u>Ellerby House</u>	<u>1 - 2 Ellerby Lane</u>	<u>Cross Green</u>	<u>8.</u>	<u>Goodman House</u>	<u>Goodman Street</u>	<u>Hunslet</u>	<u>9.</u>	<u>T F And J H Braime Holdings Plc</u>	<u>Hunslet Road</u>	<u>Hunslet</u>	<u>10.</u>	<u>The Tetley</u>	<u>17 - 33 Hunslet Road</u>	<u>Hunslet</u>	<u>11.</u>		<u>315 – 329 Hunslet Road</u>	<u>Hunslet</u>	<u>12.</u>		<u>331 - 333 Hunslet Road</u>	<u>Hunslet</u>	<u>13.</u>	<u>St Josephs Convent</u>	<u>5 Joseph Street</u>	<u>Hunslet</u>	<u>14.</u>		<u>51 Low Road</u>	<u>Hunslet</u>	<u>15.</u>		<u>34 Lupton Street</u>	<u>Hunslet</u>	<u>16.</u>		<u>3 Sheaf Street</u>	<u>Hunslet</u>	<u>17.</u>	<u>St Saviours Church Hall And Parish Building</u>	<u>9 Upper Accommodation Road</u>	<u>Cross Green</u>	<u>18.</u>		<u>21 Upper Accommodation Road</u>	<u>Cross Green</u>	<u>19.</u>	<u>Hunslet Branch Library</u>	<u>Waterloo Road</u>	<u>Hunslet</u>	<u>20.</u>		<u>13 Brookfield Street</u>	<u>Hunslet</u>	<u>21.</u>	<u>The Brewery</u>	<u>Hunslet Road</u>	<u>Hunslet</u>	<u>22.</u>	<u>Old offices</u>	<u>Crown Point Road</u>	<u>Hunslet</u>	For clarity and effectiveness. To address consultation representations
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## Map Changes

No.	Policy/ Map	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
112	Map 3	<p>Amend Map 3 Strategic Plan as follows:</p> <p>Remove NGT route notation an3, 4, d update key accordingly.</p>	<p>For clarity and effectiveness.</p> <p>To reflect changes set out in the above schedule.</p>
113	Map 4	<p>Amend Map 4 Transport Network Improvements as follows:</p> <p>Show Knowsthorpe Lane Link road on map</p> <p>Update key - A63 - Pontefract Road / <u>Knowsthorpe Lane</u> Link Road.</p> <p>Delete Pedestrian/Cycle routes (indicative) notation</p> <p>Revise Local Pedestrian/Cycle Routes, existing &amp; proposed (indicative) in the south bank area.</p> <p>Delete NGT route, stops and potential extension</p>	<p>To reflect changes set out in the above schedule.</p>
114	Map 7	<p>Amend Map 7 South Bank Area Map as follows:</p> <p>Delete symbols showing landmark buildings and update key accordingly.</p> <p>Revise Local Pedestrian/Cycle Routes, existing &amp; proposed (indicative) in the south bank area.</p> <p>Amend boundary to site AV10.</p> <p>Delete NGT route and stops.</p>	<p>For clarity and effectiveness.</p> <p>To reflect changes set out in the above schedule.</p> <p>Landmark buildings deleted because they are not referred to in policies.</p>
115	Map 8	<p>Amend Map 8 East Bank, Richmond Hill &amp; Cross Green Area as follows:</p> <p>Revise Local Pedestrian/Cycle Routes, existing &amp; proposed (indicative) in the South Bank area</p> <p>Delete symbols showing landmark buildings and update key accordingly.</p> <p>Change designation of site AV33 from housing allocation to identified housing.</p> <p>Insert site AV117 as identified housing sites.</p>	<p>For clarity and effectiveness.</p> <p>To reflect changes set out in the above schedule.</p> <p>Landmark buildings deleted because they are not referred to in policies.</p> <p>Changes to local pedestrian / cycle routes to more accurately reflect key</p>

No.	Policy/ Map	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
			routes in the area.
116	Map 9	<p>Amend Map 9, Hunslet Area as follows:</p> <p>Remove text and symbol referring to an indicative buffer at site AV40</p> <p>Delete symbols showing landmark buildings and update key accordingly.</p> <p>Revise Local Pedestrian/Cycle Routes, existing &amp; proposed (indicative) in the south bank area.</p> <p>Delete NGT route and stops.</p>	<p>For clarity and effectiveness.</p> <p>To reflect changes set out in the above schedule.</p> <p>Landmark buildings deleted because they are not referred to in policies.</p>
117	Map 11	<p>Amend Map 11 Central Aire Valley Area as follows:</p> <p>Show Knowsthorpe Lane Link road on map</p> <p>Update key - A63 - Pontefract Road / <u>Knowsthorpe Lane</u> Link Road.</p> <p>Amend boundary to site AV68 to the south of the site.</p> <p>Amend boundary to site AV83.</p> <p>Change designation of sites AV50, AV65 and AV66 from allocation general employment to identified general employment.</p> <p>Insert sites AV115 and AV116 as identified general employment sites.</p> <p>Delete NGT route, stops and potential extension.</p>	<p>For clarity and effectiveness.</p> <p>To reflect changes set out in the above schedule.</p>
118	Map 12	<p>Amend Map 12 Skelton Gate Area as follows:</p> <p>Show Knowsthorpe Lane Link road notation on map</p> <p>Update key - A63 - Pontefract Road / <u>Knowsthorpe Lane</u> Link Road.</p> <p>Delete Pedestrian/Cycle routes (indicative) notation.</p> <p>Remove office and business uses from map and replace with a symbol with the following notation: Policy SG1 other uses (indicative) and update key accordingly.</p> <p>Delete NGT route, stops and potential extension.</p>	<p>For clarity and effectiveness.</p> <p>To reflect changes set out in the above schedule.</p>
119	Map 13	<p>Amend Map 13 Policies Map (Aire Valley Leeds Aap) as follows:</p> <p>Show Knowsthorpe Lane Link road on map</p> <p>Update key - A63 - Pontefract Road / <u>Knowsthorpe Lane</u> Link Road.</p>	<p>For clarity and effectiveness.</p> <p>To reflect changes set out in the above</p>

No.	Policy/ Map	Change New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	Reason for Change
		<p>Amend boundary to site AV10.</p> <p>Amend boundary to site AV68 to the south of the site.</p> <p>Amend boundary to site AV83.</p> <p>Change designation of sites AV50, AV65 and AV66 from allocation general employment to identified general employment</p> <p>Add Policy SG1 (indicative) notation to site AV111 (Skelton Gate)</p> <p>Insert sites AV115 and AV116 to as identified general employment sites.</p> <p>Insert site AV117 as identified housing sites.</p>	<p>schedule.</p>
120	Map 14	<p>Amend Map 14 as follows:</p> <p>Show Knowsthorpe Lane Link road on map</p> <p>Update key - A63 - Pontefract Road / <u>Knowsthorpe Lane</u> Link Road.</p> <p>Amend boundary to site AV10.</p> <p>Amend boundary to site AV68 to the south of the site.</p> <p>Amend boundary to site AV83.</p> <p>Change designation of sites AV50, AV65 and AV 66 from allocation general employment to identified general employment.</p> <p>Add Policy SG1 (indicative) notation to site AV111 (Skelton Gate)</p> <p>Insert sites AV115 and AV116 to as identified general employment sites.</p> <p>Insert site AV117 as identified housing sites.</p> <p>Delete NGT route potential extension.</p>	<p>For clarity and effectiveness.</p> <p>To reflect changes set out in the above schedule.</p>

## Part 2 Schedule of factual and grammatical Pre-Submission Changes

The following schedule list the proposed factual and grammatical Pre-Submission Changes, which the Council would agree, subject to further discussion through the Examination process. Consequently these changes are included in the Aire Valley Leeds Area Action Plan Submission Draft, Sept 2016 (CD/01).

In terms of presentation, the deletion of text is denoted with a strikethrough (~~strikethrough~~) with new text in italicised in bold (**new text**).

No.	Para	Change	Reason for Change
1		Amend contents page section "3.2 Economy & Jobs" with <b>3.2 Economic Growth &amp; Local Job Creation</b>	For clarity
2	1.1.4	First sentence of para 1.1.4 delete the <del>/</del> (slash) after "...Leeds Local development Framework (LDF)..."	Text correction.
3	1.3.4	Last sentence of para 1.3.4 delete <del>is</del> and insert <b>"are"</b> '...the aspirations for the area <b>are</b> to ensure...'	Text correction.
4	1.4.5	Third bullet point of para 1.4.5 add capital letter <b>"B"</b> : ' <b>B</b> uilding a resources smart city region'	Text correction.
5	1.4.8	Para 1.4.8 point 4, add <b>"s"</b> to "live" '...people live longer and healthier lives <b>s</b> ...'	Text correction.
6	1.4.11	First sentence of para 1.1.4 delete the <del>/</del> (slash) after "...Leeds Local development Framework (LDF)..."	Text correction.
7	3.3.11	End of para 3.3.11 delete <del>coming</del> and replace with <b>"come"</b> "...brownfield and greenfield sites <del>coming</del> <b>come</b> forward..."	Text correction.
8	3.3.22	First line in para 3.3.22 delete the word <del>a</del> before "low carbon" "...an ambition to create a low carbon heat networks..."	Text correction.
9	3.4.5	Second sentence in para 3.4.5 add <b>","</b> (comma) after "area" and delete <del>s</del> in the word "health" "...Within the area, there are underlying health <b>s</b> and inequality issues..."	Text correction.
10	3.4.19	Para 3.4.19 insert <b>"of"</b> before "healthy" "...fundamental to the creation <b>of</b> healthy and thriving communities..."	Text correction.
11	3.5.20	Para 3.5.20 insert <b>"a"</b> before "vital component" "...for local residents and businesses and is <b>a</b> vital component of delivering sustainable development in the area..."	Text correction.
12	3.5.22	First line in para 3.5.22 delete <del>s</del> to "service" "...there is virtually no services in the eastern part of the area..."	Text correction.
13	3.5.41	Para 3.5.41 second sentence delete <del>preparation of a</del> and insert <b>"Parking"</b> "...further informed by the <del>preparation of a</del> <b>Parking</b> Supplementary Planning Document (SPD)..."	Text correction.

No.	Para	Change	Reason for Change
14	3.6.13	Para 3.6.13 third bullet point insert <b>“of”</b> after “five years” and delete text “(current permission expires in 2016)” “...within five years <b>of</b> the cessation of landfilling ( <del>current permission expires in 2016</del> ).”	Text correction.
15	4.2.6	Para 4.2.6 second sentence delete <del>“*”</del> (asterisk) after “Grade II” “...including the Grade II <del>z</del> listed Salem Church...”	Text correction.
16	4.2.49	Para 4.2.49 last sentence delete <del>“a”</del> before “new crossing” “...potentially require <del>a</del> new crossing points...”	Text correction.
17	4.2.53	To the end of para 4.2.53 delete <del>“a”</del> before “open space” “...Leeds Dock which could be linked to the creation of <del>a</del> open space within the site...”	Text correction.
18	4.2.57	To the end of para 4.2.57 add <b>“s”</b> to “area” “...taking place in future development areas where practical.”	Text correction.
19	4.2.58	Para 4.2.58 first sentence insert <b>“of”</b> after “laying out” “...Tetley’s site with the laying out <b>of</b> a temporary area...”	For clarification
20	Policy SB5	Insert paragraph reference <b>“2”</b> to last paragraph of Policy SB5	Text correction.
21	4.3.1 Obj 1	Amend para 4.3.1, objective 1, delete <del>“and”</del> insert <b>“of”</b> 1.Improve the quality <del>and</del> <b>of</b> the local environment	Text correction.
22	4.3.5	Para 4.3.5 second sentence delete abbreviation <del>“IRR”</del> and insert <b>Inner Ring Road</b> “The <b>Inner Ring Road</b> <del>IRR</del> (East Street and Marsh Lane)...”	Text correction.
23	4.3.16	Para 4.3.16 first sentence delete <del>“to the”</del> “This area lies <del>to the</del> between a railway branch line...”	Text correction.
24	4.3.18	Para 4.3.18 insert <b>“the”</b> before “largest potential“ to the second sentence “Copperfield is <b>the</b> largest potential development site...”	For clarification
25	4.3.20	Para 4.3.20 delete <del>“a”</del> in second sentence “...close proximity but have <del>a</del> very different characteristics...”	Text correction.
26	4.3.36	Para 4.3.36, second sentence delete <del>“this”</del> and insert <b>“the Upper Accommodation”</b> “...facilities being provided in <del>this</del> <b>the Upper Accommodation</b> area...”	For clarification
27	4.3.36	Para 4.3.36, second sentence delete <del>“s”</del> to “site” “...due to a lack of suitable development sites opportunities nearby...”	Text correction.
28		Amend paragraph reference “4.5.51” to <b>“4.3.51”</b>	Text correction.
29	4.3.57	Para 4.3.57 second sentence delete <del>“a”</del> before “suitable” “...Site AV18 has also been identified as <del>a</del> suitable and deliverable for housing...”	Text correction.
30		Amend paragraph reference “4.6.59 to <b>“4.3.59”</b>	Text correction.

No.	Para	Change	Reason for Change
31	4.3.65	Para 4.3.65 insert <b>“at”</b> before “Leeds Dock” “...nearest day to day shopping facilities <b>at</b> Leeds Dock...”	For clarification
32	4.3.66	Para insert <b>“frontages”</b> before “on the river” “The sites have prominent <b>frontages</b> on the river which offers an important opportunity...”	For clarification
33	4.3.74	Para 4.3.74 point 3 insert <b>“school”</b> after “new primary” “...potentially a new primary <b>school</b> and food store...”	For clarification
34	4.3.75	Para 4.3.75 insert <b>“which”</b> after “St Hilda’s church” “...vacant land to the east of St Hilda’s church <b>which</b> also has a planning permission for 86 flats (Site AV36).	For clarification
35	4.3.77	Para 4.3.77 third bullet point amend “improving” with <b>“Improvements”</b> “• <del>Improving</del> <b>Improvements</b> to the public realm such as street tree planting...”	Text correction.
36	4.4.31	Para 4.4.31 insert <b>“Road”</b> after “Accommodation” “...located to the north of the South Accommodation <b>Road</b> ...”	For clarification.
37	4.4.32	Para 4.4.32 second sentence delete <del>“waste”</del> with <b>“minerals”</b> “The site is mostly vacant, but some <del>waste</del> <b>minerals</b> processing uses occupy parts of the site.”	Update to reflect current use of the site.
38	4.4.38	Para 4.4.38 third sentence delete <del>“is”</del> after “cycle path” “...requiring diversion of the Trans Pennine Trail cycle path <del>is</del> through the Bridgewater Road site...”	Text correction.
39	4.4.48	Para 4.4.48 delete <del>“a”</del> before “particular” “The River Aire corridor <del>is</del> a particularly important asset...”	Text correction.
40	4.4.50	Para 4.4.50 second sentence insert <b>“and”</b> before “town centre” “...the area next to the town centre <b>and</b> is assessed as the best quality green space in AVL...”	Text correction.
41	4.4.55	Insert text at the end of para 4.4.55 as follows: “...including the Hunslet Baptist Church building on Low Road <b>and the tower and spire of St Marys Church on Church Street.</b> ”	For clarification.
42	4.5.11	Para 4.5.11 second sentence insert <b>“to”</b> after “It is home” “It is home <b>to</b> a large number of businesses...”	Text correction.
43	4.5.20	Para 4.5.20 insert <b>“l”</b> to “Casteford” “The Leeds-Cast <b>l</b> eford railway line runs...”	Text correction.
44	4.6.26	End of para 4.6.26 delete <del>“Gate”</del> to <b>“Grange”</b> “...such as the restored Skelton <del>Gate</del> <b>Grange</b> landfill site...”	Text correction.

No.	Para	Change	Reason for Change
45		Update Glossary definition Sequential approach delete “uses” “...town centre <del>uses</del> sites before out-of-centre sites...”	Text correction.
46		Update Glossary definition as follows: <b>New Generation Transport (NGT)</b> The name of the proposed trolleybus scheme for Leeds <i>that was cancelled in May 2016 following a public inquiry.</i> <del>This</del> The scheme would have comprised two routes linking Stourton and Holt Park to the City Centre, with park and ride sites at Stourton and Bodington. <del>The vehicles would run on street with electric power supplied by overhead wires.</del>	Text correction.

**For more information, please contact:**

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**Email: [avlaap@leeds.gov.uk](mailto:avlaap@leeds.gov.uk)**

**Web: [www.leeds.gov.uk/ldf](http://www.leeds.gov.uk/ldf)**



**Aire Valley Leeds Area Action Plan**  
**Schedule of Pre-Submission Changes**  
**Submission Draft**

Leeds Local Development Framework  
Development Plan Document

September 2016