

**Report of: Director of City Development**

**Report to: Development Plans Panel**

**Date: 8<sup>th</sup> November 2011**

**Subject: Aire Valley Leeds Area Action Plan: Report on the informal consultation on the emerging proposal for the draft plan February/March 2011**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Burmantofts & Richmond Hill, City & Hunslet, Garforth & Swillington, Middleton Park, Temple Newsam	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

### Summary of main issues

1. An informal consultation on the emerging proposals for the draft Aire Valley Leeds Area Action Plan took place during February and March 2011.
2. To support the consultation a short leaflet was published which set out the AAP context, explained the proposed changes to the boundary, provided more information on the Urban Eco Settlement proposals and showed a revised version of the AAP Proposals Map. The leaflet was sent to local MPs, council members, local residents groups, local businesses, schools, landowners/developers, other interest groups, and statutory consultees. Officers also attended meetings in Richmond Hill and Hunslet.
3. 31 written responses were received to the consultation from a range of individual and organisations including local residents and businesses, landowners/developers and statutory consultees which are set out in detail in Appendix C of this report
4. Officers have provided an initial response to detailed points made by respondents in respect to boundary revisions, the Urban Eco Settlement proposal, specific site allocations and designations and procedural issues. As a result a minor change to the

AAP boundary is proposed to include the whole of the Neville Hill rail depot at Osmondthorpe. Detailed issues such as aspiration for the allocation of specific sites for development will be considered as the draft version of the publication draft is progressed and will be subject to a sustainability appraisal

5. Going forward, it is intended that the preparation of the AAP will be aligned with that of the Core Strategy by the time the two reach the examination stage.

### **Recommendations**

6. Development Panel is recommended to:
  - i) Note and comment on the contents of the report and proposed responses set out in the attached schedule.
  - ii) Support the minor extension of the AAP boundary to include the whole of the Neville Hill rail depot site as shown on the Plan in Appendix D.

## **1 Purpose of this report**

- 1.1 This report updates members on the informal consultation on the emerging proposals for the draft Aire Valley Leeds Area Action Plan which took place during February and March 2011.

## **2 Background information**

- 2.1 Members of Development Plan Panel were last updated on progress on production of the Aire Valley Leeds Area Action Plan in July 2010. At this meeting members were asked to consider a revised boundary to the AAP extending the area to bring in the South Bank area of the city centre, parts of Richmond Hill and Hunslet and Skelton Lake to the east of the M1. Members were also asked to consider proposals for creating an 'urban eco-settlement' (UES) within the area. Members recommended these proposals to Executive Board who approved the boundary revisions and UES concept on 21<sup>st</sup> July 2010.
- 2.2 Subsequently a six week informal consultation was undertaken between 14<sup>th</sup> February and 25<sup>th</sup> March 2011 with the aim of informing and seeking the views of local residents, businesses, landowners and statutory consultees about the revised AAP boundaries, the UES proposals and some suggested amendments to site allocations since the last time the AAP went on formal consultation in October 2007. The consultation was intended to be limited in scope and supplementary to the formal stages of consultation of the AAP.
- 2.3 This report sets out the consultation process, a summary of responses received, and the initial officer responses to these comments and sets out the next steps for the preparation of the publication draft version of the AAP.

## **3 Main issues**

### **Consultation process**

- 3.1 To support the consultation a short leaflet was published which set out the AAP context, explained the proposed changes to the boundary, provided more information on the UES proposals and showed a revised version of the AAP Proposals Map. This was accompanied by a plan showing the specific boundary revisions. The consultation documents are set out in Appendix A.
- 3.2 The leaflet and plan were sent out with a covering letter to MPs, council members, local residents groups, local businesses, schools, landowners/developers, other interest groups, and statutory consultees (see Appendix B for the full list of consultation contacts). The consultation document were also made available to view on the Council's website.
- 3.3 Officers also gave presentations to the followings local residents/interest groups during the consultation period with opportunities for questions and answers:
- 2<sup>nd</sup> March 2011: Hunslet Tenant & Residents Association meeting
  - 8<sup>th</sup> March 2011: Richmond Hill Forum
  - 30<sup>th</sup> March 2011: Wyke Beck Valley Forum

## Consultation responses and officer comments

- 3.4 31 written responses were received to the consultation from a range of individual and organisations including local residents and businesses, landowners/developers and statutory consultees. A detailed schedule of consultation responses is set out in Appendix C. A brief summary of the main points raised is set out below.

### Boundary changes

- 3.5 There was some support for the boundary extension proposed whilst others wanted to see the boundary widened further. Specific suggestions were made by the Civic Trust and Sustainable Development Group for the boundary around the South Bank area to be extended to the M621 and to include Holbeck Urban Village to enable the area to be considered comprehensively. Network Rail and DB Schenker want to see the whole of the Neville Hill depot and neighbouring housing areas in Osmondthorpe and the Waterloo Sidings site included in the AAP area to allow for the development of rail related uses.
- 3.6 Others questioned the rationale for extending the area, asked for further evidence to support the proposed changes or were concerned about the dilution of focus away from the original AAP area.
- 3.7 *Officer response:* It is proposed to accept Network Rail and DB Schenker's suggestion to rationalise the boundary to include the whole of the Neville Hill rail depot site. The boundary currently cuts through the middle of the land and does not form a natural boundary. The proposed boundary change is shown on the plan in Appendix D. However, any further extensions to include residential areas are not supported as this would create uncertainty for residents without proper justification. Further extensions around the South Bank area are not supported. Officers consider that the proposed boundary includes the majority of readily available development sites and extension of the boundary towards the M621 could create uncertainty for well established businesses and delay preparation of the AAP further. Holbeck Urban Village is already covered by a planning framework and a saved policy in the UDP Review.
- 3.8 Officers accept that full justification for the extension of boundaries was not made available in the consultation material but consider that sufficient information was provided to allow meaningful comment to help the process of plan preparation. The boundary extension will need to be fully justified when the draft AAP is published for consultation and be subject to a sustainability appraisal. It is considered that the justification for extending the AAP boundary remains valid. The extended boundary allows the future of a series of connected development sites from the heart of the city centre to the edge of the urban area to be covered in one plan. This means that key issues such as infrastructure provision and the need for new shops, schools and health facilities can be considered comprehensively. It allows for links between new development sites and existing residential communities to be explored fully e.g. how new development in the area Hunslet Riverside can help to support and benefit Hunslet District Centre and how energy efficiency improvements can be made to existing properties as well as new properties through the retro-fitting project.

### Urban Eco Settlement

There was general support for the Urban Eco Settlement concept, although some respondents questioned what it meant and whether the viability of site development in the current economic climate would be taken into account.

- 3.9 *Officer response:* The support for the UES is welcome. The details of how the UES will apply in practice are being developed and will be set out in the draft AAP and accompanying evidence base documents. Viability of site development will need to be fully considered.

#### Site allocations

- 3.10 The following comments were made in relation to specific site allocations / designations shown on the proposal maps in the leaflet:
- Objection to the Skelton Gate housing proposal (Site 11) on the grounds that it is unsustainable and other sites in the district should be considered first.
  - Skelton Gate should be supported by a town centre rather than a local centre.
  - Development of Site 11A.1 at Skelton Gate should allow for a wider mix of uses such as a petrol filling station, shops, hotel, offices and a pub as well as residential.
  - Hunslet Mills is not currently viable for housing and a local centre should be designated on the site.
  - Flexibility should be shown on the delineation between residential and employment at Site 2B.1 at Knowsthorpe.
  - Sites 2C.6 (off Goodman Street) & 6E.1 to 6E.3 (off Haigh Park Road) should be allocated for housing.
  - English Heritage want to ensure sufficient landscape buffers are provided on sites close to the Temple Newsam estate.
  - Some cycling/pedestrian routes shown in Stourton pass through privately owned land and will not be deliverable.
  - Flexibility is required in the designation of the city park boundaries.
- 3.11 *Officer response:* These sites specific suggestions will be assessed in detail as the draft AAP is prepared and will be subject to a sustainability appraisal. Where changes of use of allocations are sought the assessment will need to consider issues such as accessibility to services, flood risk, infrastructure capacity and viability.

#### Evidence base and procedure

- 3.12 Some respondents questioned the lack of evidence base to support proposals set out in the consultation leaflet, particularly where they had been amended from previously published versions of the plan.
- 3.13 The Highways Agency asked for further transport modelling to be undertaken in order that the impact of proposals on the strategic road network could be assessed and mitigated.
- 3.14 *Officer response:* The scope of this consultation was intended to be limited and informal, informing interested parties about suggested changes to the AAP and offering them a chance to comment. It is not intended to be a formal stage in the

plan preparation process. The next formal stage of the consultation process will be on the publication draft version of the AAP. This document will be supported by a full evidence base and be subject to an update to the plan's sustainability appraisal.

### Consultation events

3.15 At the Hunslet and Richmond Hill presentations the following issues were raised:

#### Hunslet

- Will any Council or affordable housing be provided?
- Are there going to be any greenspace improvements?
- Does the retro-fitting (to improve the energy efficiency of existing housing) have any cost implications and will it be open to private residents?
- There are a number of empty industrial units

#### Richmond Hill

- There is a lack of shops in the Dolphins / Cross Catherine St / Saxton Gardens area
- Cost of preparing the AAP
- Impact of the incinerator on local residents
- Job opportunities for local residents
- Reductions in bus services and closure of local facilities

3.16 As a general response, officers will be considering issues of local importance as the AAP is developed. Affordable housing is likely to be provided in new development in line with the requirements set out in the Core Strategy. The strategic waste allocations are being made in the Natural Resources and Waste DPD which is due to go to examination later this month. Issues raised in this consultation event will be considered then, where objections to the plan have been duly made.

### **Next steps**

3.17 The preparation of the AAP has been delayed compared with the timetable set out previously to members. Officers consider that the strategic importance of the Aire Valley in meeting the district's need for new housing and employment development makes it difficult to justify advancing the AAP before the overall broad development strategy for the district is agreed through the preparation of the Core Strategy.

3.18 The intention is to align the AAP production timetable with that of the Core Strategy so that the examination of the plans can be run concurrently. The site allocations made within the AAP will help to meet district wide targets set out in the Core Strategy. The delay has provided an opportunity to further advance work on the Urban Eco Settlement project, consider fully the impact of the economic downturn on site viability and to incorporate the recently announced Enterprise Zone in the Aire Valley into the AAP.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

4.1.1 The purpose of this exercise was to consult and engage with local communities and stakeholders over proposed changes to the AAP.

## **4.2 Equality and Diversity / Cohesion and Integration**

4.2.1 An Equality Impact Assessment (EIA) screening will need to be completed before the AAP reaches the publication draft stage. The AAP, in compliance with the LDF Regulations, will be subject to a Sustainability Appraisal, which also incorporates social/equality issues.

## **4.3 Council Policies and City Priorities**

4.3.1 The Aire Valley Leeds AAP forms part of the Local Development Framework and once adopted will form part of the development plan for Leeds.

## **4.4 Resources and Value for Money**

4.4.1 There are no issues arising from this report.

## **4.5 Legal Implications, Access to Information and Call In**

4.5.1 The preparation of the AAP needs to reflect the LDF Regulations and legal requirements. In order for the document to be formally adopted by the City Council, the plan will be subject to Independent Public Examination to determine its "soundness".

## **4.6 Risk Management**

4.6.1 There are no issues arising from this report.

## **5 Conclusions**

5.1 The informal consultation on the emerging proposals for the draft Aire Valley Leeds Area Action Plan has been a valuable exercise in informing interested parties on proposed changes to the plan and seeking their views on these. Subject to member's comments a consolidated consultation report will be made available on the Council's website and consultees informed.

5.2 The responses to the consultation will be used to inform the preparation of the draft publication version of the plan in line with the initial responses provided by officers in this report.

## **6 Recommendations**

6.1 Development Panel is recommended to:

- i) Note and comment on the contents of the report and proposed responses set out in the attached schedule.
- ii) Support the minor extension of the AAP boundary to include the whole of the Neville Hill rail depot site as shown on the Plan in Appendix D.

## **7 Background documents**

- 7.1 Aire Valley Leeds Area Action Plan: Informal consultation on the emerging proposal for the draft plan, February 2011 (see Appendix A).



## **APPENDIX A**

**Aire Valley Leeds AAP**

**Informal Consultation on the emerging proposal for the draft plan**

**February – March 2011**

**Leaflet and Plan showing boundary extensions**

## **APPENDIX B: SCHEDULE OF ORGANISATIONS, GROUPS AND INDIVIDUALS CONSULTED**

- Previous contributors to early stages of the AVAAP
- Contributors to the South Bank Statement

### **Local community/tenant groups**

- Richmond Hill Elderly Action.
- C.D.O.K Tenants & Residents Association.
- Dolphin Court Residents' Association.
- Cross Green Residents Association.
- Community Organisation for Viable Environments and Neighbourhoods (COVEN).
- Saxton Gardens Tenants Group.
- No2incinerator group.
- Zest.
- Spring Close Gardens Tenants and Residents Association.
- Hunslet Baptist Church group.
- Hunslet Tenant & Residents Association.
- The Hunset Club
- Friends of Skelton Grange.
- Brewery Wharf Residents Association.
- Leeds Tenants' Federation.

### **Local community forums/Meetings**

- Richmond Hill Forum
- Hunslet Resident and Tenant meeting
- Wyke Beck Valley Community Forum

### **Other relevant external groups**

- Aire Action Leeds.
- Leeds Civic Trust.
- Waterfront Association.
- Leeds Sustainable Development Group.
- Property Forum of chamber of commerce.
- Concourse - The Architecture and Built Environment Centre for the Leeds City Region.
- Age Concern
- Leeds Society for Deaf & Blind People
- Ramblers' Association
- Leeds Civic Voice
- Leeds Voice
- Help the Aged
- Yorkshire Planning Aid
- Independent Disability Council

### **Locations for consultation material**

- Richmond Hill Community Centre.

- Richmond Hill Library/Recreation Centre.
- Richmond Hill Housing Office.
- Saxton Gardens Housing Office.
- Dewsbury Road One Stop Centre.
- City Centre One Stop.
- Hunslet Library.
- Edmund House Club (Social Club).
- Community notice board at Morrison's Supermarket (Hunslet District Centre).

## Local Schools

### Primary

- Richmond Hill Primary School
- All Saint's Richmond Hill Church of England Primary School
- Mount St Mary's Catholic Primary School
- Hunslet St Mary's Church of England Primary School
- Low Road Primary School
- St Joseph's Catholic Primary School, Hunslet
- Hunslet Carr Primary School
- Hunslet Gate Centre (Pupil Referral Unit)

### Secondary

- South Leeds High School/ South Leeds Partnership Academy
- Primrose High School, part of the Central Leeds Learning Federation
- Mount St Mary's Catholic High School.

## Local Elected Representatives

### MP's

- Hilary Benn – **Leeds Central**
- George Mudie – **Leeds East**

### Ward Members

- Cllr Richard Brett – **Burmantofts and Richmond Hill**
- Cllr Ronald Grahame - **Burmantofts and Richmond Hill**
- Cllr Ralph Pryke – **Burmantofts and Richmond Hill**
- Cllr Patrick Davey – **City and Hunslet**
- Cllr Mohammed Iqbal – **City and Hunslet**
- Cllr Elizabeth Nash – **City and Hunslet**
- Cllr Mark Dobson – **Garforth & Swillington**
- Cllr Andrea Mckenna - **Garforth & Swillington**
- Cllr Thomas Murray - **Garforth & Swillington**
- Cllr William Hyde – **Temple Newsam**
- Cllr Michael Lyons OBE – **Temple Newsam**
- Cllr David Schofield – **Temple Newsam**
- Cllr Judith Blake – **Middleton Park**
- Cllr Geoff Driver – **Middleton Park**
- Cllr Kim Groves – **Middleton Park**
- Cllr Richard Lewis- Executive Member for **Development and Regeneration**

- Cllr Gerry Harper – Deputy Executive Member for **Development and**
- Cllr Peter Gruen – Chief whip and Executive Member for **Neighbourhoods and Housing**
- Cllr Geoff Driver – Deputy Executive Board Member for **Neighbourhoods and Housing**

***Aire Valley Board Members .***

An advert was also placed in the Yorkshire Evening Post.

APPENDIX C

**Aire Valley Leeds Area Action Plan**

**Schedule of responses to informal consultation**

**February – March 2011**

Respondent	S	O	C	Sites	Main comments	Initial response
<p><b>Aire Valley Land and Templegate Developments</b></p> <p><b>Agent:</b> Nathan Smith (Barton Willmore)</p>	•	•	•	<p>11A.1 11A.2 11A.3 11D.1 11D.2</p>	<p><b>S</b> – Support the inclusion of 11D.1 and 11D.2, although seek clarification as to whether the land will be taken out of the Green Belt? Furthermore question whether the land will be designated Green Infrastructure? If it is it will have to be identified in the Core Strategy.</p> <p><b>O</b> – Object to the Local Centre designation at Skelton Gate as it is believe there is clear evidence for it being able to support a town centre. Evidence set out in EASEL and Aire Valley Town and Local Centres Assessment identified that the Aire Valley was capable of supporting a notable level of retail floorspace given the potential resident and employment population</p> <p>- Advice that most of this capacity could be met by a new town centre which could be anchored by a foodstore. Believe area's 6 or 11 of the AAP would be the most appropriate for a main new centre, dependant on where the highest concentration of development</p>	<p>It was intended that the green infrastructure designation at 11D.1 and 11D.2 will not result in land being taken out of the Green Belt as the use of the land would be restricted to that which would comply with Green Belt policy. However, the boundaries of the designations are to be reviewed taking into account development opportunities and constraints and the need to retain a functioning green corridor along the river, linking into green infrastructure designations in the lower Aire Valley. The Core Strategy will identify strategic green infrastructure across the district which will include the Aire Valley corridor but will not go down to a site specific level.</p> <p>Local facilities will be required within the Skelton Gate site to make any future community sustainable. In terms of retail provision a balance has to be struck between making enough provision to serve the day to day needs of the future residents of the area without creating a new retail destination attracting shopping trips from a much wider catchment area. Evidence from The Leeds City, Town and Local Centres Study (July 2011) will be</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>was focused. There is also potential to create two more neighbourhood parades to meet localised need linked to future residential development.</p> <p>- Recommend a new town centre within Skelton Gate as it is a focus for residential development and the site has sufficient capacity to justify a new centre without undermining the vitality and viability of other centres.</p> <p><b>C</b> – No objection to the Urban Eco Settlement (UES) agenda, however there needs to be recognition of potential abnormal costs with remediating sites. Wider issues such as viability need to be taken into consideration when trying to achieve the UES aspirations.</p> <p>- Concerned with the timescales, in particular noting the next stage of consultation will not be until 2012. However the website suggests the next stage will in fact be 2011. Suggest next stage should be in 2011.</p> <p>- Clarification and supporting evidence of what is meant by ‘eco-homes creating a sense of place at Skelton Gate ‘ is needed for the next stage of the plan.</p>	<p>used to be make an informed decision on the need for retail provision generated by the development with some allowance made for serving employment areas where this would represent a sustainable approach. It is likely that the scale of development at Skelton Gate will only be enough to justify a new centre at the local centre level of the centres hierarchy emerging in the draft Core Strategy. Existing centres such as Hunslet have an important role to serve parts of the AVL area. It is not considered that a new centre is required to serve the whole AVL area but any identified deficiencies in the existing network will need to be addressed. The preferred location for a new local centre would be a centralised location within Skelton Gate residential allocation where it would be readily accessible by the surrounding residential population.</p> <p>The potential issues with the UES aspirations are noted. The Council is currently reviewing the core principles within the AAP which it would seek to move forward to promote high quality, sustainable development in the area. Viability issues will be fully considered. It is envisaged that further supporting information will be provided at the next stage of the plan.</p> <p>The next stage of consultation, the publication draft version of the AAP will now be in 2012.</p>
<b>Airebank</b>					<b>C</b> – Request the evidence base used to	Recognise that the extension of the AAP

<b>Respondent</b>	<b>S</b>	<b>O</b>	<b>C</b>	<b>Sites</b>	<b>Main comments</b>	<b>Initial response</b>
<p><b>Developments</b> - James Pitt &amp; Jim Dyson</p> <p><b>Agent:</b> Paul Thornton (WYG Planning &amp; Design)</p>			<ul style="list-style-type: none"> <li>•</li> </ul>	<p>2C.1 2C.2</p>	<p>inform the boundary extension, as the consultation information makes little reference to the need for the boundary change and consequently the AAP runs the risk of being found unsound.</p> <p>- The recognition of the need to bring new uses to historic buildings is welcomed. Envisage further demolitions at Hunslet Mills will be required to enable these uses given the current costly insurance and prohibitive costs to make the building good. Envisage the new uses to include A1 retail, A3/A4 restaurants and bars, D2 leisure uses as well as a potential new neighbourhood centre. Request that the submission document reflects this approach</p> <p>- The implemented scheme at Hunslet Mills (21/101/00/FU) is not viable due to the condition of the mill buildings and the present residential market. Economic viability remains the biggest challenge for the site.</p> <p>- The Copperfields site which is highlighted as a potential new Neighbourhood Centre to serve the Hunslet Riverside area is not readily accessible by pedestrians/cyclists from south of the river. Whereas a Local Centre uses on the Hunslet Mills site would be able to serve the residential developments which are promoted to the south of the river.</p>	<p>boundaries needs to be fully justified. The evidence base to support the extension will be made available at the publication draft stage of the AAP and will be tested through the sustainability appraisal process.</p> <p>The potential for allowing a wider range of uses to support the re-use of the Hunslet Mills complex will be considered and tested through the sustainability appraisal process. The developer's view on the viability of the existing scheme is noted and will be taken into account in considering allowable uses on the site.</p> <p>The potential for a neighbourhood centre on the Copperfields site is being reviewed as part of a wider assessment of retail needs generated by new residential development proposed in the AAP. This work will be supported by evidence from the Leeds City, Town and Local Centres study published in July 2011.</p> <p>The potential issues with the UES aspirations are noted. The Council is currently reviewing the core principles within the AAP which it would seek to move forward to promote high quality, sustainable development in the area. Viability issues will be fully considered. It is envisaged that further supporting information will be provided at the next stage of the plan.</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					- The principles of the UES are supported but a clear definition of what a UES is and what it means for the AV is requested. A flexible approach to Hunslet Mills's role within the UES is also sought, in order to unlock its deliverability.	
<b>Angela Elizabeth Tetley (Mrs)</b> – Commercial property owner Hunslet			•	<b>2C.6</b> - Tetley's Motor Services	<b>C</b> - Proposes that site 2C.6 should be allocated for residential development like the surrounding sites.	<p>The Council recognise that the site has potential to link into other residential sites in the area such as Yarn Street and Hunslet Mills but need to ensure that a sustainable development can be achieved on the site in line with wider planning policy objectives.</p> <p>The site has been assessed as part of the district-wide Strategic Housing Land Availability Assessment and classified as a 'LDF to determine' site. The site will be assessed in terms of its suitability for inclusion as a housing allocation in the AAP. This will include assessment against the flood risk sequential and exception tests required by national Planning Policy Statement 25 which will be undertaken and published before the Publication Draft of the AAP is published.</p>
<b>Carlsberg UK PLC</b> - David Bodily  <b>Agent:</b> Richard Bickers (ARUP)	•	•	•	South Bank	<p><b>S</b> – Support the inclusion off the South Bank area within the AAP, as they believe it provides a vital link between the Aire Valley and the City Centre.</p> <p><b>O</b> – The AAP plan is not consistent with that shown within the South Bank Framework. Suggest the AAP plan is re-drawn to reflect</p>	<p>Accept suggestion about the South Bank Framework. The AAP will show the boundaries of development sites rather than plots within them.</p> <p>The AAP will be fully aligned with the principles set out in the South Bank Planning Statement.</p> <p>Accept that the AAP may need to be flexible about</p>



Respondent	S	O	C	Sites	Main comments	Initial response
					<p>the development plots within the South Bank Statement.</p> <p><b>C</b> - It is important for the investment for the city park to be safeguarded and prioritised. Care will be needed in the design of any development tariff systems for Aire Valley Leeds to ensure the City Park and the infrastructure to deliver the South Bank objectives are considered as priorities.</p> <p>- Suggest that the AAP is fully aligned with the principles set out in the South Bank Planning Statement.</p> <p>- Suggest re-wording of text on the 'new City Park' to reflect the mixed ownership of the site. State that although some areas of the brewery site will be allocated for Green Infrastructure, others will be allocated for development..</p> <p>- Flexibility is required when assessing the land to be developed for the city park , as a rigid interpretation of the plots could affect the viability of a scheme given the Statutory Development Plan status of the AAP. As such it is suggested that any policy for the park within the AAP is flexible in relation to the park's configuration.</p> <p>- Suggest plot 1A.7 is divided into a minimum of two plots so that the South Bank Area is</p>	<p>the specific boundaries of the city park but needs to set out the core principles for implementing the scheme within the South Bank area.</p> <p>Plot 1A.7 will be divided as suggested reflecting the different land ownerships and differing circumstances such as whether there are existing occupiers.</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					readily distinguishable. Suggest the plot is divided based on land ownership and major infrastructure routes as they are unlikely to come forward at the same time.	
<b>Commercial Boat Operators Association</b> (John Dodwell)	•		•	2B.1 2C.3 6E.1 6E.2 6E.3	<p><b>S</b> – Support the proposals of sites 6E.1, 6E.2 and 6E.3 to be no longer allocated for housing.</p> <p><b>C</b> – Request that sites 6E.2 and 6E.3 are designated for industrial use.</p> <p>- Note that sites 2C.3 and 2B.1 in Hunslet are both earmarked for housing and lie adjacent to land allocated for industrial use . As such it is requested that a buffer zone is created between these uses.</p>	<p>Site 2C.3 (Yarn Street) has planning permission for housing development and is under construction. Accept there will need to be a buffer between the industrial and housing parts of Site 2B.1 which will be written into the policy framework for the site and addressed in detail through masterplanning the site.</p> <p>Sites 6E.2 &amp; 6E.3 are unallocated within the revised plan which reflects the fact that the site is currently in use. Consequently it is foreseen that the existing use of the site will continue and no allocation is necessary.</p>
<b>Commercial Development Projects Limited (CDP)</b> - G M Goodwill	•		•	11A.1	<p><b>S</b>– Generally supportive of the area being extended and the proposal set out within the leaflet subject to the following comments/concerns:</p> <p><b>C</b> – Concerns that by extending the boundary of the AAP it runs the risk of diverting it’s focus and diluting its resources.</p> <p>- State that the Templegate Masterplan envisaged a mix of uses for site 11A.1. These uses are still supported, but now the AAP indicates that the site will be primarily housing, not a mix.</p>	<p>Concerns about the resource implications of extending the boundary are noted. However, on balance, it is considered the benefits of incorporating the wider area, which has been granted Urban Eco Settlement status by the City Region has advantages. The extended area has important linkages with the original AAP area along the river corridor and shared infrastructure capacity issues which should be addressed at the same time.</p> <p>Consideration is being given to the wider mix of uses needed to support the proposed residential allocation at Skelton Gate. The informal</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>- Accept that previous history precludes the use of the site as a motorway service area (MSA). However, it is argued that it does not preclude the provision of fuel, shopping, catering and hotel facilities on the site in order to serve the growing residential/business community as well as visitors and travelling public. In order to be viable these facilities need to be located immediately adjacent to a motorway junction.</p> <p>- Propose that a mix of uses are provided on 11A.1 including a fuelling station, coupled with a shop and some catering/refreshment facilities. The uses would be more akin to those seen at J46 than Wetherby MSA. Also propose that a modest hotel (85 bed) and a Public House on the site would also complement the other uses.</p> <p>- Understand why a primarily office use is no longer proposed for the site . However; suggest a modest element of business use (pavilion style offices) maybe appropriate, creating a commercial buffer adjacent to the motorway whilst being complementary to a proposed local centre.</p> <p>- Support land being developed for housing, however the masterplan envisages housing just to the southern part of the site.</p>	<p>consultation offered a chance to provide comment on the principle of re-designating the principal use of site from office uses to residential rather than setting out the detail of acceptable uses on the site. The list of proposed uses submitted and their phasing will be considered as the plan is prepared taking into account compliance with national planning policies, the emerging Leeds Core Strategy, infrastructure capacity and performance against sustainability appraisal objectives. The initial view of officers is that the proposal does not represent a sustainable approach to the early phasing of the Skelton Gate development. There is concern that the proposed uses and design of the scheme would create an isolated destination rather than providing a range of uses to support a future residential community in an integrated manner.</p> <p>Options for the location of a Park &amp; Ride facility near J45 of the M1 are being reviewed.</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>- Willing in principle to co-operate in accommodating a main public transport route and some of the P&amp;R in their landholdings. However; these need to be considered in the context of the high remediation and infrastructure costs involved in preparing the site for development. Also suggest that the P&amp;R facilities could be phased and not all implemented at the same site.</p> <p>- State the site could be progressed in advance of the remainder of the Skelton site, delivering an early win for regeneration in the AV, providing early infrastructure benefits for the whole Skelton site and providing facilities which would help attract new residents to the area.</p>	
<b>DB Schenker Rail (UK) Ltd - Karen McFarlane</b>		•	•	Marsh Lane, Neville Hill, 2B.1	<p><b>O</b> – Agree with National Rail’s comments regarding Marsh Lane and see no merit in varying the adopted UDP and city centre focus. As such there is no need to extend the AAP boundary. Also concur with National Rails’ comments regarding the inclusion of Waterloo sidings and rectification of the boundary to include the whole of Neville Hill (South).</p> <p><b>C</b> – The Neville Hill (South) site is suited to a rail related use due to its proximity to the rail network. Flexibility in the use of the site between general employment and rail related uses would be beneficial in order to realise</p>	<p>Concerns about the resource implications of extending the boundary are noted. However, on balance, it is considered the benefits of incorporating the wider area, which has been granted Urban Eco Settlement status by the City Region is appropriate. The extended area has important linkages with the original AAP area along the river corridor and shared infrastructure capacity issues which should be addressed at the same time.</p> <p>Inclusion of the Marsh Lane site will not alter its city centre focus. It is not proposed to make fundamental changes to the city centre boundary from that defined on the UDP proposal map.</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>the full economic potential of the site.</p> <p>- Flexibility is sought in the delineation between residential and employment at site 2B.1 to ensure the ability to deliver a financially viable scheme. While rail connectivity will be retained to the south-east area of the site it is stated that the site should not be restricted to just rail related uses as this will have marketing and deliverability issues.</p> <p>- Suggest that the delivery of infrastructure related to site 2B.1 such as a new pedestrian/cycle bridge across the river, should be dealt with as part of the wider AAP with contributions sought from other development schemes within the AAP area , as these will also benefit from the linkage. The onus for providing such costly infrastructure, as well as the ability to secure associated third party consents are likely to be a significant constraint to the delivery of residential re-development.</p>	<p>Development proposed for the Marsh Lane site will therefore reflect its city centre location.</p> <p>The redrawing of the AAP boundary to include the whole of Neville Hill rail sidings site would be a logical amendment. However, the wider site identified by Network Rail which includes the residential areas of Neville Hill is not justified. This would create uncertainty for residents of the area without there being a clear justification for the need for additional employment allocations in the area.</p> <p>The eastern part of Site 2B.1 is identified in the Submission Draft of the Natural Resources &amp; Waste DPD as a protected rail siding. The AAP will need to reflect the designation set out in this document. Other than that the AAP does not need to be prescriptive about the exact boundaries of the residential and employment elements of the site and a mixed use designation may be justified. The Policy Framework for the area will identify the specific constraints to residential development towards the eastern end of the site e.g. proximity to industrial uses and the Knostrop WWTW. The layout will necessitate some form of landscape buffer between the two uses to ensure residential amenity is not prejudiced. A masterplanning exercise is currently taking place between the City Council and developers/landowners in the wider Hunslet Riverside area.</p> <p>A pedestrian / cycle bridge is seen as very important to achieving a sustainable development of</p>

Respondent	S	O	C	Sites	Main comments	Initial response
						Site 2B.1 as without this link access to the site could only be obtained through the industrial estate to the west of the site and access to existing facilities such as Hunslet District Centre is via a somewhat convoluted route. The Council will consider options for funding the delivery of the bridge but the expectation would be that the development of Site 2B.1 would make a significant contribution.
<b>English Heritage</b> – Ian Smith	•		•	5B.1, 11A.1 & 11B.1	<p><b>S</b> – Welcome the inclusion of the South Bank area within the plan.</p> <p><b>C</b> – Note the change from mixed employment to industry at site 5B.1, although not sure what this entails for the form of development at the site. However; given the sites proximity to the historic park and gardens at Temple Newsam there should be a requirement that the scale of development at the site should not harm the significance of the registered park including its setting and views from the landscape and buildings. Furthermore a landscaped buffer should be provided along the eastern edge of the site.</p> <p>- A landscape buffer should be created along the southern carriageway in order to improve the amenity for future occupants on sites 11A.1 and 11B.1 as well as help to safeguard the setting of Temple Newsam. Development should ensure that the key elements which contribute to the significance</p>	<p>Site 5B.1 (Skelton Moor Farm) has planning permission for a mix of employment uses (offices, industry and warehousing). The developer has indicated that they are unlikely to develop out the office part of the permission to a significant degree (although the option remains available) and this has been reflected in the revised allocation.</p> <p>The importance of retaining landscape buffers to safeguard the setting of Temple Newsam is recognised and will be reflected in the Character Area Framework of the Draft AAP.</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					of the registered park are not harmed. It is suggested that a small encroachment into the greenspace area to the south of the sites could accommodate any housing lost due to the buffer.	
<b>Environment Agency – Mr Zulfiqar Ali</b>	•		•	6B.1, 6D.2, 6E.1, 6E.2 and 6E.3	<p><b>S</b> – The use of 6B.1 and 6D.2 as part of the wider green environment is preferable compared to the previous housing allocation in flood risk terms.</p> <p>- The removal of the housing proposal from 6E.1, 6E.2 and 6E.3 reflects recommendations within the Leeds Strategic Flood Risk Assessment and is supported.</p> <p><b>C</b> – Recommend that AAP timescales are aligned with the more detailed work which has been commissioned to assess flood risk within the Aire Valley UES area, to ensure that the outcomes can inform the UES.</p>	The flood risk study for the Aire Valley UES area is now available. This will be used to inform a PPS25 Flood Risk Sequential & Exception Test of the AAP proposals.
<b>Highways Agency – Mrs Toni Rios</b>	•		•		<p><b>S</b> – Highlight necessary schemes to upgrade Junction’s 45 and 46 as well as the partial signalisation of Junction 44 (triggered by Leeds Valley Park threshold) and welcome their recognition within the consultation leaflet.</p> <p><b>C</b> - Modelling work has demonstrated that development proposals in Leeds, will have a major impact on the operation of the strategic road network. Some of the issues that will need to be addressed through the</p>	<p>The specific issues raised by the Highways Agency and the predicted effects on the strategic road network are noted. The housing requirement for Leeds will be set out in the Core Strategy. It is also intended that the Core Strategy will set a broad target for housing and employment development in the AAP area.</p> <p>The Council is committed to working with the Highways Agency to assess the impact of emerging Core Strategy and Aire Valley AAP proposals on</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>Infrastructure Delivery Plan and those that are relevant in the AAP area are as follows:</p> <ul style="list-style-type: none"> <li>• The Interim Housing target for Leeds provides a reduction in housing numbers without any corresponding reduction in the number of jobs being created. The result is increased flows on the SRN in the direction of peak flow (i.e. into Leeds in the AM peak and out of Leeds in the PM peak) combined with reduced peak flows in the opposite direction. The predicted result is increased congestion on the SRN inbound to Leeds in the AM peak and outbound in the PM peak.</li> <li>• The increased volume of traffic trying to use the already congested M621 will result in longer queues on the motorway and local road approaches to junctions with the motorway.</li> <li>• Whilst the Managed Motorway scheme will address the delays to southbound traffic on the M1 at the on-slip merge point at the junction with the M62 (Lofthouse Interchange), a similar problem is expected to emerge at Junction 43 where the M1 and M621 motorways merge resulting in queues of southbound traffic on both the M1 and M621 in the PM peak and later also in the AM peak.</li> <li>• Stress begins to develop in both</li> </ul>	<p>the SRN, identify future infrastructure requirements and to implement measures which seek to mitigate that impact.</p> <p>The area specific infrastructure measures are noted and will be considered through the preparation of the infrastructure delivery plan for the area to accompany the AAP. The reduced highway impacts of redesigned the Skelton Gate site from a business park to a residential scheme are also noted.</p>



Respondent	S	O	C	Sites	Main comments	Initial response
					<p>directions in both peaks on the section of the M1 between Junctions 44 and 46.</p> <ul style="list-style-type: none"> <li>• By 2026 there is predicted to be significant erosion of the additional capacity created by the Managed Motorway schemes on both the M1 and M62, particularly between Junctions 28, 29 and 30.</li> <li>• The M62 to the east of Junction 30 is expected to become increasingly stressed and there are no proposals to increase capacity.</li> <li>• A number of junctions on the SRN are at or approaching capacity with the result that congestion is expected to increase on the gyratories at the junctions, on motorway exit slip roads and on local road approaches to the junctions. This is a particular issue on the M62 at Junctions 26 to 30.</li> </ul> <p>- Further issues that all warrant consideration are :</p> <ul style="list-style-type: none"> <li>• The relationship with developments in Wakefield (increased movement on axis).</li> <li>• The relationship between housing growth areas (Core Strategy) and the main employment destinations (CC and AV).</li> <li>• The impact of potential P&amp;R sites in the AV area as well as other potential P&amp;R sites around the city. Need to ensure that</li> </ul>	

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>the final combination of sites offers the best solution for the city whilst minimizing adverse impact on the SRN.</p> <ul style="list-style-type: none"> <li>• A management strategy addressing congestion, delays and increasing flows on the M621 and approach work roads will need to be agreed with the Highways Agency before the AAP publication stage or the document could be found unsound.</li> </ul> <p>- Also some specific issues with new land uses within the extended AAP include:</p> <p>- A need to agree new lower trip rates to be used in modelling of the traffic impact of development in the extended AAP area commensurate with the planned designation of the AAP area as an urban eco-settlement. Those trip rates will have to be dependent upon a number of factors:</p> <p>- The parking policies to be adopted in the extended AAP area and in the city centre: The Agency's view is that strict parking standards will need to be imposed throughout the area to limit traffic impact and encourage the use of public transport.</p> <p>- The scale of investment in public transport links to Leeds city centre, to residential areas to the west and north of the AAP area: The proposals plan in the consultation leaflet shows two main radial public transport routes through the site and orbital connections northwards to Halton Moor, Halton and</p>	

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>beyond. There needs to be a strong public transport link to Castleford via Rothwell / Oulton / Woodlesford to cater for movement along this axis.</p> <ul style="list-style-type: none"> <li>- There are public transport accessibility standards that should be applied to eco-settlements to deliver the high level of public transport use that is required to parallel the strict parking standards: There appears to be a large area between the A63 East Leeds Radial and Low Road / NGT Extension that will be more than the maximum acceptable walking distance from the nearest bus stop or transport hub. This is an issue that will need to be addressed either by a denser bus route network or by ensuring that buildings are placed as close as possible to public transport routes in each development site.</li> <li>- The form of demand management measures and the effectiveness of travel planning, development thresholds and other measures to ensure compliance: Appropriate mechanisms will need to be agreed with the Agency to ensure that demand management is effective.</li> <li>- It is accepted that the changes to land use proposed from the original AAP area should generate less traffic than the combination of land uses outlined in the 2007 consultation document. However; concerns that there are still existing consents in place based on the 2007 pattern of land use; and that the</li> </ul>	

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>reduced Core Strategy housing target will result in more work trips into the Aire Valley from Wakefield and Kirklees Districts and less work trips made entirely within Leeds District.</p> <p>- The Agency has no particular concerns about the proposed extensions of the AAP boundary to provide green space east of the M1 motorway and to include an area of Hunslet between the A61 Hunslet Road / Low Road and the railway. There is also no objection to the proposed extension of the AAP boundary to include Richmond Hill and the 'South Bank' area between Clarence Dock and Neville Street / Victoria Road. The key issue for the Agency in this area relates to the parking management regime to be applied to new commercial development in the South Bank area. Wish to see common parking standards and parking controls applied in the CC and the South Bank area in order to minimise trip making by car. Need to apply the same travel planning and demand management regime in the South Bank as in the rest of the proposed UES.</p>	
<b>Karen Chiverall –</b> Rothwell resident	•		•		<b>S</b> - In favour of anything which improves this area and opens up leisure opportunities for Skelton Lake, Rothwell Country Park & waterside routes & improves walking and cycling routes to Temple Newsam, Swillington, Methley, St Aidans and Fairburn	Comments noted.

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>Ings.</p> <p><b>C</b> - Highlights that Skelton Lake could deliver a great water sports leisure facility similar to Yeadon Tarn and Pugneys with the right private sector partners. Cycle hire and a café is also an option.</p>	
<b>Leeds Civic Trust</b>	•	•	•		<p><b>S</b> – Support the principles of the UES and trust that they will be extended to all development in the AAP area.</p> <p><b>O</b> – The boundary extension does not take into account the opportunity to extend the principles to other significant areas. In particular the present boundaries continue to follow Meadow Lane and Hunslet Road. Whereas the natural boundaries are the railway/motorway to the north. Consider that these areas should be considered in an integrated manner, enabling lots of development land in Holbeck, Crown Point and Hunslet to be brought into play. Great opportunities exist to accommodate significant residential and mixed use development in the area. Crown Point retail park could be the core of the local centre serving the wider community.</p> <p>-Object most strongly to the change at site 1.5 from mixed use to residential, as it will make retention of historic buildings far more difficult.</p>	<p>Accept that a wider AAP boundary could potentially be justified but the extended area has focused on the more immediately deliverable development sites in the South Bank area which forms part of the UES where discussions have taken place with landowners and a planning framework has been prepared and consulted upon.</p> <p>The land between the South Bank and the M621 has not generally been the subject of such schemes and is mainly in use as viable commercial or light industrial concerns which contribute to the employment and economy of Leeds. As long as this continues, these areas will remain as functional parts of the city centre, where there will be a strong aspiration to enhance the character of the built environment, such as improved landscaping, and walking and cycling connectivity (particularly to the South Bank and to Beeston and Holbeck), but no desire to comprehensively redevelop in the way suggested at present. This could create uncertainty for numerous stable businesses in the area and adversely affect future investment and jobs.</p> <p>Furthermore, the scale of the AAP area is now</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p><b>C</b> – Suggest the Skelton Gate scheme requires a reasonable critical mass.</p> <p>- Concerns over the form of the proposed park. State it feels as though it has been designed as a introspective element without an opportunity to extend it south beyond Crown Point and link it to the existing greenspaces below the M621 creating a comprehensive network of greenways helping to link disadvantaged communities of Beeston into the City Centre.</p> <p>- Understand that the Trans Pennine Route shown running away from the river behind the housing plots at Yarn Street is a temporary measure until the housing is completed, then a riverside alignment will take place. Question if this is still the case?</p>	<p>extensive and any further additions would have implications for delivery of the plan within an acceptable timescale.</p> <p>Note the objection to the re-designation of Site 1.5 to residential and will given consideration as the whether a more flexible mixed use allocation is more appropriate.</p> <p>The location of the city park is shown indicatively on the consultation document plan. Consideration has been given as to how the city park links into a wider green space network through the South Bank Planning Framework and the AAP will reflect the principles established in this document.</p> <p>The Trans Pennine Trail Route alignment will be amended to reflect the availability of the riverside route in front of the Yarn Street development when it is completed.</p>
<b>Leeds Sustainable Development Group</b>		•	•		<p><b>O</b> - Consider that the many large scale, vacant/under-utilised sites south of the River Aire offer a ‘once in a lifetime opportunity’ to plan for a mixed-use, environmentally sensitive, socially and culturally sustainable urban development, both in and beyond the CC. The inclusion of the Southbank area, but exclusion of the remaining area of the defined CC, will severely compromise the opportunity to properly plan for the future of the CC. The combination of the revised boundary and other plans such as Holbeck</p>	<p>Accept that a wider AAP boundary could potentially be justified but the extended area has focused on the more immediately deliverable development sites in the South Bank area where discussions have taken place with landowners and a draft planning framework has been prepared and consulted upon.</p> <p>The land between the South Bank and the M621 has not generally been the subject of such schemes and is mainly in use as viable commercial or light industrial concerns which contribute to the employment and economy of Leeds. As long as this</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>Urban Village Plan will leave several areas disconnected with no apparent planning status (area's highlighted on plan attached with representation). This fragmented approach will compromise the delivery of a viable framework for the sustainable development of Leeds City centre south.</p> <p>- Believe that the holistic development of Leeds CC on the south side of the river should be managed in a strategic way to create the framework for an integrated, logical, attractive and sustainable future mix of development. The challenge is that such a long term approach to realising mixed use, environmentally sensitive, socially and culturally varied development and a sustainable solution will need some innovative thinking about land ownership, financial arrangements and delivery structures. This may be achieved either by including the leftover parts of the city centre within the revised AAP boundary or bringing forward a separate holistic plan for the City Centre South Area including the South Bank area, in parallel with the AAP, which is the preferred option. This alternative (highlighted on map attached to representation) would have the following benefits:</p> <p>§ It would follow current physical boundaries (railway/motorway), thus not creating any artificial boundaries.</p>	<p>continues, these areas will remain as functional parts of the city centre, where there will be a strong aspiration to enhance the character of the built environment, such as improved landscaping, and walking and cycling connectivity (particularly to the South Bank and to Beeston and Holbeck), but no desire to comprehensively redevelop in the way suggested at present. This could create uncertainty for numerous stable businesses in the area and adversely affect future investment and jobs.</p> <p>Furthermore, the scale of the AAP area is now extensive and any further additions would have implications for delivery of the plan within an acceptable timescale.</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>§ It would create opportunities for new funding mechanisms such as TIF</p> <p>§ Opportunities for a joined-up approach for economic infrastructure beyond the City Park e.g roads, green corridors, utilities, schools.</p> <p><b>C</b> - However; the value of integrating the south of the CC with 'feeder' communities in the Lower Aire Valley is also noted given that it would benefit from comprehensive infrastructure funding approach, as the potentially higher values in City Centre South could generate funding to help drive forward infrastructure development further East.</p>	
<b>Mr M Healey –</b> Resident Saxton Gardens			•		<b>C</b> - Changes could have been expected in this economic climate. The project could have been cancelled all together.	Comment noted.
<b>Mike Williamson</b>  X2 emails			•		<p><b>C</b> - Will the new public transport route create a through route for all traffic onto Bullerthorpe Lane? Concerns that a through route from Skelton Gate would add to the existing traffic volume problems at the junction of Bullerthorpe Lane with the A642, as well as impact more widely on Swillington, Woodlesford and Oulton in terms of increased traffic.</p> <p><b>C</b> - If Pontefract Lane becomes open for</p>	The plans are indicative at the moment. Considered that there are benefits from extending the bus service out to the east. This will not be open to all traffic and will not be a through route. Detailed traffic management issues will need careful consideration. The AAP will need to acknowledge this but this level of detail is not appropriate to include in the AAP.



Respondent	S	O	C	Sites	Main comments	Initial response
					public transport use, how would the restrictions be managed, and which public roads, would it join?	
<b>National Grid Agent:</b> Damien Holdstock (Entec)		•	•		<p><b>O</b> - Skelton Grange sub-station is situated within the AV area. The AAP allocates part of the substation site for industry. However; the site is in the ownership of the National Grid and reinforcement and future development work maybe needed at the site in the future. As such the boundary should be re-drawn to exclude the National Grids landholdings (map attached with rep).</p> <p><b>C</b> - Note proposals for a new vehicle bridge along Skelton Grange Road. Advise that an existing high voltage underground cable is routed via the existing bridge crossing. The National Grid currently has legal rights with the owner to cross the bridge. Any developer will have to negotiate with the bridge owner to ensure alternative supporting structures are in place whilst the bridge works are carried out. The cost of removing/relocating the cables would be millions of pounds (borne by developer). Outages for a significant period of time are not possible as the cables support most of Leeds. Consequently the National Grid wish to be involved in any proposals for a new bridge.</p> <p>- A high voltage overhead electricity transmission line crosses through the</p>	<p>The Council are aware of the importance of the Skelton Grange Bridge crossing in carrying high voltage underground cables serving substantial parts of Leeds and the costs of delivering a new bridge would need to reflect this. The bridge is seen as key in delivering better public transport network linking areas to the north and south of the river to surrounding communities. However, the AAP also needs to be realistic in terms of delivering new infrastructure and the need for the bridge as an essential infrastructure requirement is therefore being reviewed in the context of the viability of developing sites in the area.</p> <p>The boundaries of the Skelton Grange allocation will be re-assessed to exclude any land within the National Grid's landholdings.</p> <p>The presence of high voltage electricity transmission lines in the area is noted and this will need to be reflected in the detailed design of future developments.</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>Skelton Gate area. Advise that the existing overhead lines should be retained. It is preferred that buildings are not located directly under the overhead lines for amenity and maintenance issues. Guidance on good design close to overhead powerline was also submitted with the representation.</p> <p>- National Grid require that no permanent structures are built over or under cables or within a specified zone, materials or soil are not stacked or stored on top of the cable route or its joint bays and that unrestricted and safe access to any of our cable(s) must be maintained at all times. If a landscaping scheme is proposed as part of the works, we request that no trees and shrubs are planted either directly above or within 3 metres of the existing underground cable, as ultimately the roots may grow to cause damage to the cable.</p>	
<p><b>Natural England – Nicola Sims</b></p>	<p>•</p>		<p>•</p>		<p><b>S</b> - Support the emphasis within the plan area on providing houses and jobs within a green environment. Also support the plans to provide a new city park.</p> <p>- Welcome the decision that one of the sites will no longer be used for housing and will form part of the green infrastructure for the valley.</p> <p><b>C</b> - Encourage the council to also look at the</p>	<p>The Council are undertaking an audit of Green Infrastructure in the Aire Valley area with a view to identifying key strategic corridors and important local linkages.</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>new included areas for opportunities to make improvements for green infrastructure both within and to link these areas to green spaces within the action plan area. In particular if there are opportunities to improve the accessibility of residents to natural green space.</p> <p>- Hope the plan will set out how the city park will be linked via green corridors to other green spaces within existing and new developments. Enabling movement of wildlife and people through the more urban landscape. The creation of natural greenspace close to where people live is imperative to encouraging those residents to be more active and in giving them the opportunity for happier and healthier lifestyles.</p> <p>- Encourage any development close to the river to incorporate appropriate measures to ensure no detrimental impact on the river environment and also provide habitat enhancements to the river banks and corridor</p>	
<b>Network Rail – Tony Rivero</b>		●	●	Marsh Lane 2B.1	<p>○ - See no merit in extending the boundary to include the Marsh Lane site, which is identified as a key city centre gateway site in the UDP. State that the city centre focus should be retained.</p>	<p>Concerns about the resource implications of extending the boundary are noted. However, on balance, it is considered the benefits of incorporating the wider area, which has been granted Urban Eco Settlement status by the City Region is appropriate. The extended area has</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p><b>C-</b> Believe waterloo sidings would benefit from inclusion within the boundary. The site which has a long standing housing allocation in the UDP, falls more logically and spatially with the existing rail uses at Neville Hill. Furthermore, the possibility of a new depot at Neville Hill also exists.</p> <p>- Recommend that Neville Park estate should be included within the boundary to benefit from energy efficiency measures.</p> <p>- An anomaly exists on the plan as the boundary runs through the middle of the Neville Hill Depot site. It is suggested that the boundary should either include the whole of the depot site or include land south of the mainline only, given the long term leases which are in place at the depot. ( A map indicating the suggested boundary changes above was also submitted with the representation).</p> <p>- Concur with comments by DB Schenker regarding the need for flexibility in allocations covering 2B.1, in order to achieve a financially viable scheme.</p>	<p>important linkages with the original AAP area along the river corridor and shared infrastructure capacity issues which should be addressed at the same time.</p> <p>Inclusion of the Marsh Lane site will not alter its city centre focus. It is not proposed to alter the city centre boundary from that defined on the UDP proposal map. Development proposed for the Marsh Lane site will therefore reflect its city centre location.</p> <p>The redrawing of the AAP boundary to include the whole of Neville Hill depot site would be a logical amendment. However, the wider site identified by Network Rail which includes the residential areas of Neville Hill is not justified. This would create uncertainty for residents of the area without there being a clear justification for the need for additional employment allocations in the area.</p> <p>The eastern part of Site 2B.1 is identified in the Submission Draft of the Natural Resources &amp; Waste DPD as a protected rail siding. The AAP will need to reflect the designation set out in this document. Other than that the AAP does not need to be prescriptive about the exact boundaries of the residential and employment elements of the site and a mixed use designation may be justified. The Policy Framework for the area will identify the specific constraints to residential development towards the eastern end of the site e.g. proximity to industrial uses and the Knostrop WWTW. The will</p>

Respondent	S	O	C	Sites	Main comments	Initial response
						<p>necessitate some form of landscape buffer between the two uses to ensure residential amenity is not prejudiced. A masterplanning exercise is currently taking place between the City Council and developers.landowners in the wider Hunslet Riverside area.</p> <p>A pedestrian / cycle bridge is seen as very important to achieving a sustainable development of Site 2B.1, as without this link access to the site could only be obtained through the industrial estate to the west of the site and access to existing facilities such as Hunslet District Centre is via a somewhat convoluted route. The Council will consider options for funding the delivery of the bridge but the expectation would be the development of Site 2B.1 would make a significant contribution.</p>
North Yorkshire County Council - Malcolm Spittle			•		- No comments on the proposed changes	
The Oulton Society – R. F. Howie	•		•	11D.1 & 11D.2	<p><b>S</b> – Support the boundary extension to include greenspace addition to the Skelton Grange area as well as the future links to St Aidans and Fairburn Ings.</p> <p><b>C</b> – Imperative that there is no public access to Skelton Grange. Presently there is a traffic restriction between Pontefract Lane and</p>	<p>There will have to be some public access to Skelton Grange for residents and visitors. However there are no proposals to open up a through route to Bullerthorpe Lane.</p> <p>The Gamblethorpe site is outside the proposed boundaries of the AAP and closed in August 2011.</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>Bullerthorpe Lane which was previously a dangerous rat-run causing major problems with traffic build-up, especially at peak times. If Pontefract Lane was opened up to private vehicles allowing through access from Skelton Grange to Bullerthorpe Lane there are strong concerns that the previous problems may return and maybe worsened by the proposed development.</p> <p>- Understood that Gamblethorpe domestic waste tip is to be closed in the near future. It would be preferable for the tip to remain open until the proposed new incinerator is built.</p>	
<p><b>Royal Mail Group Property</b></p> <p><b>Agent:</b> Will Mulvany (Sanderson Wetherall)</p>		●		<p>Royal Mail centre, Leodis Way, Stourton</p>	<p>○ - Believe there is an anomalous designation within the draft plan. Part of the proposed cycle and pedestrian network is shown running through the western entrance of the Royal Mail facility linking Leodis Way with Pontefract Road. However, there is no land for the route to be accommodated and it would create serious concerns over security and public health. In particular the route shown bi-sects a high security barrier-controlled checkpoint, Greater potential for conflict between HGV'S and pedestrians/cyclists also exists.</p> <p>- Note that the line maybe indicative only, but it may mislead the general public</p>	<p>The comments on proposed cycle/pedestrian routes through the Royal Mail site are noted . Agree that it would not appear feasible or viable to create a link between Leodis Way and Pontefract Lane and therefore the link will be deleted from future versions of the proposals map.</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					- Strongly advise that this part of the designation is removed from the proposals map	
<b>Symington's Ltd –</b> Stuart Nicholson			•	5A.1 & 5A.2	- Concerns that severe traffic congestion on and around Far Lane may exist if access for sites 5A.1 and 5A.2 is taken from Far Lane. Potential access disruption to the Symington's site may also occur at certain times of the day if a high density office facility is constructed.	The sites referred to have existing outline planning permissions for a mix of office, industry and warehousing uses.
<b>Swillington Ings Bird Group -</b> Mr. M. Robinson		•	•		<p><b>O</b> - Skelton Lake and Colton Beck areas are currently bird rich. The development of the farmland area will clearly destroy the farmland breeders and the proximity of the development to Skelton Lake will affect the wading birds.</p> <p><b>C</b> - The retention of the lake area as a greenspace will enable the more common water fowl and passerines to continue with some sort of presence. However, it is crucial that no water based amenities will be permitted and that management work on the islands and shoreline are included in the plans to enable the wildlife presence to continue.</p> <p>The wildlife corridor along Colton Beck from Pontefract Road to Skelton Lake has been largely destroyed. Previous plans to retain a narrow corridor along the beck with some</p>	The Skelton Gate site to the north of Skelton Lake and encompassing part of the Colton Beck is already allocated for development as a business park and has an existing consent for this use. The AAP is proposed to change the use of the site to housing. The design of the scheme should be sympathetic to the important wildlife habitats close to the site and detailed policies drawn up in the AAP will reflect this.

Respondent	S	O	C	Sites	Main comments	Initial response
					vegetation for insect and bird life should be replicated on the revised plans. Furthermore advise that the largest pond and its shoreline at the bottom of Colton Beck (400m before the lake) should also be preserved.	
<p><b>Taylor Wimpey &amp; Persimmon Homes</b></p> <p><b>Agent:</b> Mark Johnson (Dacres)</p>	•	•			<p><b>S</b> – Support the development of the AV in particular the creation of jobs, growth and regeneration benefits. Support sustainable employment and housing opportunities in the AVAAP subject to those areas being appropriate for such uses.</p> <p><b>O</b> – Questions and concerns raised regarding matters of delivery, funding and sustainability</p> <p>- Concern raised over the purpose of the informal consultation ahead of the core strategy. The document makes significant changes to the boundary/land uses which are against concerns raised by statutory consultees in previous consultations. The informal document is not supported by any detail on delivery or a sustainability appraisal. The Informal consultation affords the AVAAP with less weight than previous publications. In particular the aims and objectives of the AVAAP have not been updated although its make-up has been significantly altered. Also no information on when, how and at what costs the new areas may be brought forward as well as how they</p>	<p>The Core Strategy and AAP timetables are to be aligned so that the AAP will not be published prior to the next consultation stage on the Core Strategy, which will set out the strategic direction for the area. The informal consultation has a limited scope intended to allow comment on proposed changes to the boundary of the AAP area and the emerging initiative of the Urban Eco Settlement which has been progressed since the publication of the Preferred Options version of the AAP. The detailed alterations to the AAP will be set out in full in the Publication Draft of the AAP, supported by a detailed evidence base and a sustainability appraisal.</p> <p>The City Centre AAP is no longer being progressed. The Aire Valley AAP represents an opportunity to consider linked development opportunities with shared infrastructure capacity issues on either bank of the River Aire in a holistic manner.</p> <p>The AAP is a document with development plan status within the LDF and can therefore legitimately make land allocations within the context of the strategic direction provided by the Core Strategy.</p> <p>Concerns about the sustainability of the location of</p>



Respondent	S	O	C	Sites	Main comments	Initial response
					<p>may be tied to the NGT.</p> <ul style="list-style-type: none"> <li>- State the AAP in its current form should progress no further until it's objectives are more fully explained including any major alterations to land uses and transport proposals.</li> <li>- The revision of housing areas is a retrograde step. The addition of City Centre and fringe housing areas is best left to the City Centre AAP.</li> <li>- The AAP lacks clarity on jobs growth and links to public transport. No breakdown of job numbers in new and old areas or how this may work with transport proposals given the Highway Agency's previous concerns regarding links between public transport improvement and jobs. Proposing more jobs will increase doubt.</li> <li>- Previous concerns were raised by consultees on the Skelton Gate housing proposals , due to its isolation and reliance on car usage. Changes making the site wholly housing compounds the issue and creates an unsustainable housing location (poor connection to local service centres/higher education). The new settlement on Greenfield land lacks conformity with sequential approaches (RSS &amp; Core Strategy). In light of the Netherfield Road housing appeal it is argued that new</li> </ul>	<p>Skelton Gate for housing are noted. However, the Council consider that increasing the scale of the allocation allows the creation of sufficient critical mass to support local services such as shops, a primary school and primary health services which could be used by future residents. Access to higher order services is rightly identified as an issue and it is important that the development is supported by a high quality public transport service which will form part of the AAP requirements for the site. Given the scale of potential housing growth in the district identified in the emerging Core Strategy there will be a need to identify some greenfield sites for development. This site is already earmarked for development and is not situated in the Green Belt.</p> <p>Retaining an employment allocation would present its own issues in terms of sustainability. The major sites to the west of the M1 motorway are all allocated for employment. A greater mix of housing and employment in the area offers a good opportunity to provide new homes and jobs in close proximity.</p> <p>It is not considered that the Skelton Moor Farm and Thornes Farm are suitable for residential or retail development. These sites are now situated in the Aire Valley Enterprise Zone where the priority is to bring forward sustainable development in the industrial and distribution sectors early in order to create new job opportunities and the landowners are working proactively to achieve this.</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>housing allocations are a matter for the LDF allocations DPD not the AAP. Recommend the removal of housing allocation for Skelton Gate and replacement with a Green employment Park. It is considered that Housing is more appropriate in the Thornes Farm/Skelton Moor Farm area alongside a major new foodstore and P&amp;R facility.</p> <p>- Lack of clarity on new retailing in the AAP and its linkage to existing retailing locations. Thornes Farm/ Skelton Farm area would be an appropriate location for a large foodstore where the car parking facility could be combined to accommodate a transport hub and P&amp;R facility</p> <p>- Consider it would be more appropriate to include Greenspace land at Skelton Gate as part of a new and extended Aire Valley park which includes land further east at Fairburn Ings and St Aidans. Permitting a more logical consideration of leisure opportunities.</p> <p>- The material contains no revised delivery/implementation plan or funding estimate.</p>	<p>The greenspace opportunities around Skelton Lake are being considered alongside opportunities further down the river corridor.</p>
<p><b>Tetley Motor Services – Ian Tetley</b></p> <p>X2</p>			<ul style="list-style-type: none"> <li>• 2C.6 - Tetley's Motor Servic</li> </ul>	<p><b>C</b> - Suggests that site 2C.6 should be added to the AAP as a residential allocation. This request has been made to the planning department previously. Advises that if planning is approved for residential</p>	<p>The Council recognise that the site has potential to link into other residential sites in the area such as Yarn Street and Hunslet Mills but need to ensure that a sustainable development can be achieved on the site in line with wider planning policy objectives.</p>	

<b>Respondent</b>	<b>S</b>	<b>O</b>	<b>C</b>	<b>Sites</b>	<b>Main comments</b>	<b>Initial response</b>
representations from respondent				es	development the land will be sold and the business relocated to another site within the Aire Valley	The site has been assessed as part of the district-wide Strategic Housing Land Availability Assessment and classified as a 'LDF to determine' site. The site will be assessed in terms of its suitability for inclusion as a housing allocation in the AAP. This will include assessment against the flood risk sequential and exception tests required by national Planning Policy Statement 25 which will be undertaken and published before the Publication Draft of the AAP is published.
<b>The Coal Authority – Mark Harrison</b>			•		<p><b>C</b> - The AV area contains coal resources which are capable of extraction by surface mining operations. It should be ensured that coal resources are not unduly sterilized by new development. In areas where this is the case the Coal Authority seeks the prior extraction of coal. This also has the benefits of removing potential land instability issues in the process.</p> <p>- It is requested that the AAP is cross-referenced with the Natural Resources &amp; Waste DPD (NRWDPD) to include Policy minerals 8 and Map A3 of the document, to ensure that developers of schemes in the AAP area are actively made aware of the requirement to consider prior extraction of surface coal as part of their proposals in line with MPS1 guidance.</p> <p>- Due to past mining activities in the area</p>	These issues are predominantly covered within the Natural Resource & Waste DPD. The AAP will need to be in conformity with other LDF documents such as the NRWDPD and be cross referenced where appropriate.

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>potential public safety and stability problems can be triggered and uncovered by development activities. Within the AV the specific mining legacy issues which need to be identified are mine entries, surface mining, mine gases and shallow underground mining. Mine entries and mining legacy matters should be considered by the Local Planning Authority to ensure site allocations and other policies and programmes will not lead to future public safety hazards. Land instability and mining legacy is not a complete constraint on the new development, rather it can be argued that because mining legacy matters have been addressed the new development is safe, stable and sustainable.</p> <p>- As a result of the presence of surface coal resources across the entire Aire Valley area, there is a significant legacy of past coal mining activity within the AAP area. These legacy issues can pose risks to new development and to public safety if they are not properly managed. The Coal Authority has provided the Council with GIS information of these areas of legacy (the Coal Mining Development Referral Areas plan) for use in the Development Management process. We are pleased to note that the Council is proposing to make specific reference to this process in the NRWDPD. However, as consideration of</p>	

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>ground conditions is likely to be necessary as part of most, if not all, the regeneration and development proposals within the AAP area, we request that specific reference to coal mining legacy issues are included within the AAP document. This could include a cross-reference to Policy Minerals 9 of the NRWDPD and its supporting text.</p> <p>- If development intersects the ground then specific written permission maybe required from the Coal Authority.</p>	
<b>The Theatres Trust – Rose Freeman (Ms)</b>				11A.1, 11B.1 & 11C.1	<p><b>C</b> - No particular comments to make on the boundary extensions.</p> <p>Strongly suggest that a community centre or new pub with large meeting room is included amongst new shops in the supporting facilities at Skelton Business Park to give the area more local identity and sense of belonging. Allowing restaurants and cafes in an open plan setting amongst the shops would also enhance the use of community/cultural buildings and the improvements should also entertain and stimulate local residents and businesses. People need leisure outlets as well as schools, shops and health centres.</p>	The importance of sufficient community facilities is recognised. A comprehensive study of existing and future Social Infrastructure provision within the AAP area is currently being undertaken as part of the documents evidence base. It is foreseen that this study will indicate the need for several community facilities to be included within the Skelton Gate proposed Local Centre to serve the surrounding residents..
<b>Towngate Estates Ltd</b>  <b>Agent:</b> Simon Grundy (Barton)	•	•	•	6E.1 6E.4 6E.5 6E.6 6E.7	<p><b>S</b> – Industrial designation of sites 6E.4 to 6E.7 is supported.</p> <p><b>O</b> – Appreciate that the SFRA shows a lot of the land near Haigh Park Road within FZ3.</p>	The site has been assessed as part of the district-wide Strategic Housing Land Availability Assessment and classified as a ‘LDF to determine’ site. The site will be assessed in terms of its suitability for inclusion as a housing allocation in the

<b>Respondent</b>	<b>S</b>	<b>O</b>	<b>C</b>	<b>Sites</b>	<b>Main comments</b>	<b>Initial response</b>
Willmore)				8.3	<p>However, the land has never flooded. The developers would like to reserve the right to promote the land for housing (even towards the end of the plan period), subject to a detailed FRA and review of material considerations. Argue that housing should not be discounted at this stage.</p> <p>- Haigh Park Road is not suitable for a pedestrian/cycle route due to safety issues, security of the land and the private ownership of the road.</p> <p><b>C</b> – No objection to the UES agenda, however there needs to be recognition of potential abnormal costs with remediating sites. Wider issues such as viability need to be taken into consideration when trying to achieve the UES aspirations. Further evidence on the UES agenda is also sought in future plans.</p> <p>- Concerned with the timescales, in particular noting the next stage of consultation will not be until 2012. However the website suggests the next stage will in fact be 2011. Suggest next stage should be in 2011.</p> <p>- Clarification is sought on the following points:</p> <ul style="list-style-type: none"> <li>- What the evidence base is for the AAP? Recommended that more information is given at the next stage</li> </ul>	<p>AAP. This will include assessment against the flood risk sequential and exception tests required by national Planning Policy Statement 25 which will be undertaken and published before the Publication Draft of the AAP is published. The assessment of the suitability of the site against other alternatives will also consider the accessibility of the site to existing local services and whether a sufficient scale of development can be achieved to support important local services such as a primary school and health facilities.</p> <p>Comments on the suitability of Haigh Park Road are noted. Further assessment of the need for and suitability of the route will undertaken with relevant officers.</p> <p>The potential issues with the UES aspirations are noted. The Council is currently reviewing the core principles within the AAP which it would seek to move forward to improve its sustainability credentials. Viability issues will be fully considered. It is envisaged that further supporting information will be provided at the next stage of the plan.</p> <p>It is likely that the timescales of the AAP will be aligned with those of the emerging Core Strategy. As such it is estimated that the next stage of consultation will take place in Spring 2012 . It is considered that additional time is required to compile a robust evidence base to support the plan. This evidence base will accompany the AAP's main document when it is published.</p>

Respondent	S	O	C	Sites	Main comments	Initial response
					<p>of consultation.</p> <ul style="list-style-type: none"> <li>- What are the assumptions behind the 'development areas' as some are unallocated?</li> <li>- Will the industrial designation covers the whole of class B within the GPDO?</li> <li>- Reason for the unallocated land between 6E.1 and 8.3?</li> <li>- Explanation of the mixed use designation, in particular in relation to site 8.5.</li> <li>- Why safeguarded water front wharfs within the NRWDPD are not indicated?</li> </ul>	<p>The industrial designation will cover everything within Class B of the use classes order (research &amp; development, light &amp; general industry and storage &amp; distribution) with the exception of offices. Offices are covered under separate designation within the plan.</p> <p>The land between 6E.1 &amp; 8.3 is unallocated because the housing allocation proposed in the Preferred Options of the AAP to the north and south of the river corridor is no longer being promoted. The sites are currently in industrial use and it is expected this use will continue so no allocation is necessary.</p> <p>The mixed use designation is used on the plan where a range of suitable uses may be appropriate on the site. In this case it has been considered that the site could accommodate a café or similar uses benefiting from the location next to the adjacent lake. This proposal has not changed from the proposal set out at the Preferred Options AAP stage.</p> <p>The APP is required to be in conform with other LDF documents such as the Natural Resources &amp; Waste DPD. A such it is envisaged that any relevant allocations from the NRWDPD will be referenced within the final AAP document.</p>
<b>VC Industries Ltd – Mrs</b>			•	6E.3	- Concerns that premises (6E.3) appears to be allocated for offices. The site is presently	The site is unallocated within the revised plan which reflects the fact that the site is currently in use.

<b>Respondent</b>	<b>S</b>	<b>O</b>	<b>C</b>	<b>Sites</b>	<b>Main comments</b>	<b>Initial response</b>
Vernon					<p>industrial employing 53 people.</p> <p>- Concerns that a proposed pedestrian/cycle route goes directly through the site.</p>	<p>Consequently it is foreseen that the existing use of the site will continue and no allocation is necessary.</p> <p>The proposed pedestrian/cycle routes are only indicative. However; the indicated route across the site is an error. The route was previously required as a link to the proposed bridge when a residential development was being considered on the north and south bank of the river. This proposal is no longer being progressed.</p>
<b>Wyke Beck Valley Community Forum</b> – Eric Cowin	•		•	11A.1 11B.1 11C.1 11D.1 11D.2	<p><b>S</b> – Welcome the inclusion of green space between Skelton Lake and the river/canal and also between the river and YWWWTP. Believe the green space inclusion will make a major contribution to protecting and enhancing the ecology of the valley, in conjunction with the forthcoming RSPB Management Plan for the area.</p> <p><b>C</b> – Recommend that green corridors are acknowledged on the plan. Sceptical that there will be sufficient commitment in supporting written policies to guarantee that developers understand and green corridors wont be swept aside with inadequate provision. The group insist that sustainable biodiversity corridors are provided and made clear to developers.</p> <p>- Suggest indicative green space planting should also be found on the outer edges of developments, especially where they meet</p>	<p>The importance of green corridors is recognised by the Council. Both existing and proposed green corridors will be assessed and highlighted within the AAP's Green Infrastructure study which forms part of the evidence base. The Green Infrastructure study will also indicate locations and depths of planting buffers required and particularly in sensitive locations where development meets the open countryside or existing residential areas, along watercourses and along the boundaries of the listed Temple Newsam estate. It is also envisaged that written policies will be developed within the plan to highlight their importance and safeguard these corridors.</p>



<b>Respondent</b>	<b>S</b>	<b>O</b>	<b>C</b>	<b>Sites</b>	<b>Main comments</b>	<b>Initial response</b>
					Halton Moor and countryside.	
<b>Yorkshire Forward – John Pilgrim</b>			•		- No comments on the documents	Not Applicable

**APPENDIX D**

**Plan showing proposed minor extension to the AAP boundaries**