



# **AIRE VALLEY LEEDS AREA ACTION PLAN**

Leeds Local Development Framework

Development Plan Document

**Proposed Schedule of Main Modifications**

**April 2017**

## Introduction

The following schedule lists proposed Main Modifications have been identified by the Inspector as being necessary to make the Aire Valley Leeds Area Action Plan sound. Whilst the Inspector has invited the Council to publish the schedule for consultation, the Inspector will take into account all consultation responses before finally concluding whether or not a change along these lines is required to make the plan sound.

Page, paragraph and table numbers relate to the [Aire Valley Leeds Area Action Plan Publication Draft \(Sept 2015\)](#), Core Document reference CD1/3.

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

Representations should relate strictly to the proposed Main Modifications only. The Main Modifications are set out in Plan order.

Consequential changes to the Plan are those that are required to be made to other text in the Plan as result of a proposed Main Modification. These are listed below the relevant Main Modification rather than in Plan order. Representations should relate to the Main Modification rather than the consequential change.

Some of the proposed Main Modifications will require a change to the Policies Map or illustrative transport network / area maps published for consultation (see [Aire Valley Leeds Area Action Plan Publication Draft \(Sept 2015\) Map Book](#) for previously published versions of maps). Such map changes are detailed in the schedule below the relevant Main Modification. Plans setting out details of these changes to maps are included at the end of the schedule.

## Schedule of Main Modifications

MM No.	Policy/ Para	Change	Deleted text: <del>strikethrough</del>	Reason for Change
1	New Para after 1.4.16	Insert new paragraph after 1.4.16 as follows:		For effectiveness and clarity.
		<p><b><u>Leeds Unitary Development Plan (UDP) (2006) Saved Policies</u></b></p> <p><b><u>Some policies of the Leeds UDP have remained ‘saved’ following adoption of the Core Strategy to ensure comprehensive policy coverage and to determine planning applications. A schedule of UDP Saved Policies is included in Appendix 1 of the Core Strategy for reference. The AVLAAP replaces a number of area-specific UDP saved policies, allocations and designations. A schedule of UDP saved policies deleted at adoption of the AAP is set out in Appendix 1. Other UDP saved policies will be deleted on adoption of emerging and future development plan documents.</u></b></p>		
2	New Para after 1.4.18	Insert new paragraph after 1.4.18 as follows:		For effectiveness and clarity.
		<p><b><u>Policies Map</u></b></p> <p><b><u>The Leeds Policies Map is the geographical expression of those policies which have a spatial implication. This is available on the Council’s website.</u></b></p>		
3	New Para after 1.4.18 and MM2	Insert new paragraph after 1.4.18 and MM2 as follows:		For effectiveness and clarity.
		<p><b><u>How the AAP will be used to determine planning applications</u></b></p> <p><b><u>All planning applications on allocated or non-allocated land will be determined against the relevant policies in the Local Development Framework. This includes strategic and city-wide policies in the Core Strategy and NRWLP, UDP saved policies and area-specific policies, allocations and designations in the AAP, which should be read as a whole.</u></b></p> <p><b><u>In order to assist plan users, where appropriate, the AVLAAP makes a cross reference to relevant Core Strategy, NRWLP, Saved UDP Policies and other documents. Cross references are made where it is of particular importance to justify the policy approach of the AVLAAP and/or to assist understanding of the requirements of LDF policy as it applies to specific</u></b></p>		

**Aire Valley Leeds Area Action Plan – Proposed Main Modifications**

MM No.	Policy/ Para	Change	Reason for Change
		New text: <u>underlined</u> Deleted text: <del>strikethrough</del>	
		<b><u>issues. It does not provide an exhaustive list and reference will need to be made to the other LDF document as appropriate.</u></b>	
4	Para 1.6	<p>Delete section 1.6 - stages of preparation and consultation and update contents page.</p> <p><del>1.6 AVLAAP— STAGES OF PREPARATION &amp; CONSULTATION</del></p> <p><del>1.6.1 The AVLAAP has been in production since 2005, against a background of changing national and regional planning policy. The current timetable has been driven by the adoption of the Core Strategy and the desire to prepare the SAP &amp; AVLAAP at the same time, to ensure the district’s site allocations can be presented and considered in their entirety.</del></p> <p><del>1.6.2 The stages in plan preparation completed to date are as follows:</del></p> <ul style="list-style-type: none"><li><del>•Early Issues for consultation (Summer 2005)</del></li><li><del>•Alternative Options for consultation (April — June 2006)</del></li><li><del>•Preferred Options (October – November 2007)</del></li><li><del>•Informal consultation on the promotion of the area as an Urban Eco Settlement and extensions to the AAP boundary (January — March 2011)</del></li></ul> <p><del>1.6.3 The final stages to progress the plan to adoption are:</del></p> <ul style="list-style-type: none"><li><del>•Public consultation of publication draft (Autumn 2015)</del></li><li><del>•Examination (Spring 2016)</del></li><li><del>•Adoption (Winter 2016/2017)</del></li></ul>	This section is not needed in the final Plan
5	Para 2.2 (Principle 6)	<p>Amend principle 6 under para 2.2 as follows:</p> <p>6. To <b><u>preserve</u></b>, enhance <b><u>and ensure a sustainable future</u></b> the existing natural and <b><u>for</u></b> heritage assets <b><u>and enhance natural assets</u></b> linked to <b><u>within</u></b> a wider network of green infrastructure</p>	For effectiveness. To address consultation representation.

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

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

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

**Aire Valley Leeds Area Action Plan – Proposed Main Modifications**

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		<p><b><u>The following map changes are required as a result of this main modification:</u></b></p> <p>1. Amend boundary of Site AV10 on Policies Map and Map 7 to reflect updated baseline position.</p>																																																																			
7	Para 3.2.15 & Table 2	<p>Amend para 3.2.15 and table 2 as follows:</p> <p>Table 2, <b><u>the Policies Map and area maps</u></b> shows identified general employment sites (mainly industry and storage and distribution uses) which provide a total of <del>469</del> <b><u>178.2</u></b> hectares of employment land.</p> <table><tr><th colspan="3">TABLE 2: SCHEDULE OF IDENTIFIED GENERAL EMPLOYMENT SITES</th></tr><tr><th>Site No.</th><th>Site Name</th><th>Area (ha)</th></tr><tr><td>AV42</td><td>Riverside Place, Bridgewater Road</td><td>0.45</td></tr><tr><td>AV45</td><td>Gibraltar Island Road</td><td>0.70</td></tr><tr><td>AV47</td><td>South Point, South Accommodation Road</td><td>0.51</td></tr><tr><td><b><u>AV50</u></b></td><td><b><u>Snake Lane</u></b></td><td><b><u>0.80</u></b></td></tr><tr><td>AV52</td><td>Newmarket Lane</td><td>2.04</td></tr><tr><td>AV55</td><td><b><u>Pontefract Lane / Newmarket Lane</u></b> <del>South of Pontefract Road</del></td><td>0.49</td></tr><tr><td>AV56</td><td>Land off Knowsthorpe Road</td><td>2.97</td></tr><tr><td>AV57</td><td>Plot 2A, Thornes Farm</td><td>0.99</td></tr><tr><td>AV58</td><td>Plot 2B, Thornes Farm</td><td>1.20</td></tr><tr><td>AV59</td><td>Plot 5, Thornes Farm</td><td>2.70</td></tr><tr><td>AV60</td><td>Plot 6, Thornes Farm</td><td>2.40</td></tr><tr><td>AV61</td><td>Connex 45 site, Thornes Farm Way</td><td>1.83</td></tr><tr><td>AV62</td><td>Thornes Farm Way</td><td>0.87</td></tr><tr><td>AV63</td><td>Logic Leeds (Skelton Moor Farm)</td><td>46.40</td></tr><tr><td>AV64</td><td>Temple Green</td><td>69.56</td></tr><tr><td><b><u>AV65</u></b></td><td><b><u>Pontefract Lane / Newmarket Approach</u></b></td><td><b><u>0.41</u></b></td></tr><tr><td><b><u>AV66</u></b></td><td><b><u>Former Pittards site, Knowsthorpe Gate</u></b></td><td><b><u>5.22</u></b></td></tr><tr><td>AV67</td><td>Skelton Grange (North)</td><td>11.81</td></tr><tr><td>AV68</td><td>Skelton Grange (South)</td><td><del>7.33</del> <b><u>9.17</u></b></td></tr><tr><td>AV69</td><td>Symingtons, Far Lane, Thornes Farm</td><td>1.01</td></tr></table>	TABLE 2: SCHEDULE OF IDENTIFIED GENERAL EMPLOYMENT SITES			Site No.	Site Name	Area (ha)	AV42	Riverside Place, Bridgewater Road	0.45	AV45	Gibraltar Island Road	0.70	AV47	South Point, South Accommodation Road	0.51	<b><u>AV50</u></b>	<b><u>Snake Lane</u></b>	<b><u>0.80</u></b>	AV52	Newmarket Lane	2.04	AV55	<b><u>Pontefract Lane / Newmarket Lane</u></b> <del>South of Pontefract Road</del>	0.49	AV56	Land off Knowsthorpe Road	2.97	AV57	Plot 2A, Thornes Farm	0.99	AV58	Plot 2B, Thornes Farm	1.20	AV59	Plot 5, Thornes Farm	2.70	AV60	Plot 6, Thornes Farm	2.40	AV61	Connex 45 site, Thornes Farm Way	1.83	AV62	Thornes Farm Way	0.87	AV63	Logic Leeds (Skelton Moor Farm)	46.40	AV64	Temple Green	69.56	<b><u>AV65</u></b>	<b><u>Pontefract Lane / Newmarket Approach</u></b>	<b><u>0.41</u></b>	<b><u>AV66</u></b>	<b><u>Former Pittards site, Knowsthorpe Gate</u></b>	<b><u>5.22</u></b>	AV67	Skelton Grange (North)	11.81	AV68	Skelton Grange (South)	<del>7.33</del> <b><u>9.17</u></b>	AV69	Symingtons, Far Lane, Thornes Farm	1.01	For effectiveness. Update to reflect baseline position at 31 <sup>st</sup> March 2016 and consequential changes.
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		<p><b><u>The following map changes are required as a result of this main modification:</u></b></p> <p>1. Amend boundary of site AV68 on Policies Map and Map 11.</p> <p>2. Show sites AV50, AV65, AV66, AV115 and AV116 as Identified, General Employment sites on Policies Map and Map 11.</p>																																												
8	Para 3.2.16	<p>Amend first sentence of para 3.2.16 as follows:</p> <p>“Additional contributions come from sites allocated (or proposed) for waste and rail and water freight uses (<del>41.3</del> <b><u>42.6</u></b> ha)...”</p>		For effectiveness. Update to reflect adoption of NRWLP in September 2016.																																										

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9	Para 3.2.18 & Table 3	<p>Amend table 3 under para 3.2.18 as follows:</p> <p>Table 3 below summarises the contribution from each of the above sources of supply and sets out the residual land requirement that needs to be identified as new allocations in the AAP.</p> <table><tr><th colspan="2">TABLE 3: AVL EMPLOYMENT LAND REQUIREMENTS &amp; SOURCES OF EMPLOYMENT LAND SUPPLY</th></tr><tr><td>AVL employment land requirement (Core Strategy Spatial Policy 5)</td><td>250 hectares</td></tr><tr><td>Identified offices sites (including mixed use sites with office uses)</td><td><del>13.4</del> <u>13.5</u> hectares</td></tr><tr><td>Identified general employment sites</td><td><del>169</del> <u>178.2</u> hectares</td></tr><tr><td>Natural Resources &amp; Waste Local Plan allocations &amp; proposed allocations</td><td><del>41.3</del> <u>42.6</u> hectares</td></tr><tr><td><del>Stourton Park &amp; Ride site (employment element)</del></td><td>4.3 hectares</td></tr><tr><td>Residual land requirement for employment uses</td><td><del>22</del> <u>15.7</u> hectares</td></tr></table>	TABLE 3: AVL EMPLOYMENT LAND REQUIREMENTS & SOURCES OF EMPLOYMENT LAND SUPPLY		AVL employment land requirement (Core Strategy Spatial Policy 5)	250 hectares	Identified offices sites (including mixed use sites with office uses)	<del>13.4</del> <u>13.5</u> hectares	Identified general employment sites	<del>169</del> <u>178.2</u> hectares	Natural Resources & Waste Local Plan allocations & proposed allocations	<del>41.3</del> <u>42.6</u> hectares	<del>Stourton Park &amp; Ride site (employment element)</del>	4.3 hectares	Residual land requirement for employment uses	<del>22</del> <u>15.7</u> hectares	For effectiveness. Consequential changes to totals
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10	Para 3.2.21	<p>Amend second sentence of para 3.2.21 as follows:</p> <p>Table 4 provides a schedule for mixed use sites which sets out the estimated capacity for office development. In total these sites could provide an estimated further <del>9.9</del> <u>10.5</u> hectares of employment development alongside housing development.</p>	For effectiveness. Correcting an error.														



# Aire Valley Leeds Area Action Plan – Proposed Main Modifications

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11	Policy AVL3 (after para 3.2.21)	<p>Delete fourth bullet point under part 1 of policy text as follows:</p> <p><b>POLICY AVL3: OFFICE DEVELOPMENT IN AIRE VALLEY LEEDS</b></p> <p>1. New development for large scale offices (Use Class B1a) will be promoted and concentrated in the following locations in AVL:</p> <ul style="list-style-type: none"> <li>• The South Bank area (within mixed use schemes)</li> <li>• The Marsh Lane site (within mixed use schemes)</li> <li>• Leeds Valley Park</li> <li><del>• Skelton Gate (within a comprehensive housing-led development)</del></li> </ul> <p>Remainder unchanged.</p>	Proposal not justified. To address consultation representation.
		<p><b>AS A RESULT OF MAIN MODIFICATIONS TO POLICY AVL3 THE FOLLOWING CONSEQUENTIAL CHANGES ARE REQUIRED:</b></p> <p>Delete fourth bullet point in para 3.2.20 as follows:</p> <ul style="list-style-type: none"> <li><del>• A limited opportunity for up to 10,000 sq. m. of new office floorspace as part of the comprehensive housing-led development proposals at Skelton Gate, east of the M1 (See Section 4.6).</del></li> </ul>	Consequential change as a result of MM11
12	Policy AVL4 (after para 3.2.23)	<p>Amend point 1 and table under point 4 of policy text follows:</p> <p><b>POLICY AVL4: GENERAL EMPLOYMENT DEVELOPMENT IN AIRE VALLEY LEEDS</b></p> <p>1. New development for research &amp; development (Use Class B1b), light industry (Use Class B1c), general industry (Use Class <del>B1c</del> <b>B2</b>) and storage &amp; distribution (Use Class B8) uses will be promoted and concentrated in the following locations as defined on area maps:</p> <p>4. The following sites are allocated for general employment use in accordance with Core Strategy Spatial Policy 9. These sites are shown on the Policies Map <u>and area maps</u> and are subject to site requirements set out in area plans:</p>	For clarity and effectiveness. To address consultation representations.

**Aire Valley Leeds Area Action Plan – Proposed Main Modifications**

No.	Policy/ Para	Change			Reason for Change																																				
		New text: <u>underlined</u>	Deleted text: <del>strikethrough</del>																																						
		<table><tr><th>SITE REF</th><th>SITE NAME</th><th>AREA (HA)</th></tr><tr><td>AV50</td><td><del>Snake Lane</del></td><td><del>0.80</del></td></tr><tr><td>AV51</td><td>Knowsthorpe Way</td><td>0.85</td></tr><tr><td>AV54</td><td>Belfry Road</td><td>1.98</td></tr><tr><td>AV65</td><td><del>Pontefract Lane / Newmarket Approach</del></td><td><del>0.41</del></td></tr><tr><td>AV66</td><td><del>Former Pittards site, Knowsthorpe Gate</del></td><td><del>5.22</del></td></tr><tr><td>AV72</td><td>North of Haigh Park Road</td><td>1.26</td></tr><tr><td>AV74</td><td>Former Playing fields, Skelton Grange Road</td><td>1.01</td></tr><tr><td>AV76</td><td>South of Haigh Park Road</td><td>2.91</td></tr><tr><td>AV80</td><td>Stock Bros, Pontefract Road</td><td>1.62</td></tr><tr><td>AV83</td><td>Skelton Grange Road (East site)</td><td><del>4.62</del> <u>0.41</u></td></tr><tr><td colspan="2">TOTAL</td><td><del>17.7</del> <u>10.0</u> <u>4</u></td></tr></table>	SITE REF	SITE NAME	AREA (HA)	AV50	<del>Snake Lane</del>	<del>0.80</del>	AV51	Knowsthorpe Way	0.85	AV54	Belfry Road	1.98	AV65	<del>Pontefract Lane / Newmarket Approach</del>	<del>0.41</del>	AV66	<del>Former Pittards site, Knowsthorpe Gate</del>	<del>5.22</del>	AV72	North of Haigh Park Road	1.26	AV74	Former Playing fields, Skelton Grange Road	1.01	AV76	South of Haigh Park Road	2.91	AV80	Stock Bros, Pontefract Road	1.62	AV83	Skelton Grange Road (East site)	<del>4.62</del> <u>0.41</u>	TOTAL		<del>17.7</del> <u>10.0</u> <u>4</u>			
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		<p><b><u>The following map changes are required as a result of this main modification:</u></b></p> <ol style="list-style-type: none"><li>1. Delete General Employment Allocation at site AV50, AV65, and AV66 on Policies Map and Map 11 (and replace with Identified General Employment designation as set out under Main Modification No 7).</li><li>2. Amend boundary of site AV83 on Policies Map and Map 11.</li></ol>																																							

**Aire Valley Leeds Area Action Plan – Proposed Main Modifications**

No.	Policy/ Para	Change		Reason for Change
		New text: <u>underlined</u>	Deleted text: <del>strikethrough</del>	
		<b>AS A RESULT OF MAIN MODIFICATIONS TO TABLES 1, 2, 3 AND POLICY AVL 4 THE FOLLOWING CONSEQUENTIAL CHANGES ARE REQUIRED:</b>		Consequential changes as a result of MM 6, 7, 8, 9 & 12.
		Amend last sentence in para 3.2.23 as follows:		
		“...A total of 47.7 <b>10</b> hectares of land is allocated on 40- <del>7</del> sites within the existing employment areas at Cross Green and Stourton...”		
		Amend first sentence of para 3.2.24 as follows:		
		“Total employment land identified in the AVLAAP area from all sources is <del>256.2</del> <b>254.8</b> hectares...”		
13	Para 3.2.25	Amend para 3.2.25 as follows:		For effectiveness and clarity.
		<b><u>In accordance with the intentions of Core Strategy policies SP4 and SP8 (vi), A</u></b> a fundamental priority for the plan is to ensure that local communities in east and south Leeds, benefit directly from the economic development and new jobs that are being created on their doorstep.		
14	Para 3.2.27	Insert new third bullet point at the end of para 3.2.27 as follows:		For effectiveness and clarity.
		<ul style="list-style-type: none"><li><b><u>The use of planning obligations in accordance with point 2 of Policy AVL5 must meet the statutory tests in the Community Infrastructure Levy Regulations 2010 and the policy tests in the National Planning Policy Framework and may only constitute a reason for granting planning permission if they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind.</u></b></li></ul>		
15	Policy AVL5 (after Para 3.2.27)	Amend first paragraph of Policy AVL5 as follows:		For effectiveness and clarity
		<b><u>In accordance with the intentions of Core Strategy policies SP4 and SP8 (vi), T</u></b> he Council will improve access to job opportunities in AVL for communities in east and south Leeds through:  Remainder unchanged		

**Aire Valley Leeds Area Action Plan – Proposed Main Modifications**

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16	Para 3.3.7 & Table 5	Amend para 3.3.7 and table 5 as follows:			For effectiveness. Update to reflect baseline position at 31 <sup>st</sup> March 2016 and consequential changes.																																																																																							
		Table 5 sets out a schedule of identified housing sites in AVL as of April <del>2015</del> <b>2016</b> and these sites are shown on the Policies Map <u>and area maps</u> . Identified sites have potential to provide a total of <del>1,840</del> <b>2,159</b> new dwellings (completed post 2012, under construction and not started) which count towards meeting the area requirements of at least 6,500, leaving a residual requirement of at least <del>4,660</del> <b>4,341</b> dwellings to be allocated on new housing and mixed use sites.																																																																																										
		<table><tr><th colspan="10">Table 5: Schedule of identified housing sites (including mixed use sites to provide housing)</th></tr><tr><th>Site Ref</th><th>Address</th><th>Use</th><th>HMCA</th><th><u>Local Area</u></th><th>Capacity</th><th>Completed Pre-2012</th><th>Completed Post-2012</th><th>U/C</th><th>Not started</th></tr><tr><td>AV5</td><td>Indigo Blu, Crown Point Road</td><td>Mixed Use</td><td>City Centre</td><td><u>South Bank</u></td><td>46</td><td>20</td><td>26</td><td>0</td><td>0</td></tr><tr><td>AV19</td><td>Marsh Lane / Saxton Lane</td><td>Housing</td><td>City Centre</td><td><u>EB, RH &amp; CG<sup>4</sup></u></td><td>80</td><td>0</td><td>0</td><td>0</td><td>80</td></tr><tr><td>AV21</td><td>The Parade &amp; The Drive</td><td>Housing</td><td>Inner Area</td><td><u>EB, RH &amp; CG</u></td><td>410</td><td>335</td><td>75</td><td>0</td><td>0</td></tr><tr><td>AV24</td><td>St Marys Church, Church Road</td><td>Housing</td><td>Inner Area</td><td><u>EB, RH &amp; CG</u></td><td>171</td><td>0</td><td>0</td><td>0</td><td>171</td></tr><tr><td>AV25</td><td>Flax Place</td><td>Housing</td><td>City Centre</td><td><u>EB, RH &amp; CG</u></td><td>195</td><td>0</td><td>0</td><td>0</td><td>195</td></tr><tr><td>AV26</td><td>The Gateway</td><td>Housing</td><td>City Centre</td><td><u>EB, RH &amp; CG</u></td><td>646</td><td>538</td><td>14</td><td>0</td><td>96</td></tr><tr><td>AV27</td><td>Former Leeds College of Technology, East Street</td><td>Housing</td><td>City Centre</td><td><u>EB, RH &amp; CG</u></td><td>39</td><td>0</td><td>0</td><td>0</td><td>39</td></tr></table>				Table 5: Schedule of identified housing sites (including mixed use sites to provide housing)										Site Ref	Address	Use	HMCA	<u>Local Area</u>	Capacity	Completed Pre-2012	Completed Post-2012	U/C	Not started	AV5	Indigo Blu, Crown Point Road	Mixed Use	City Centre	<u>South Bank</u>	46	20	26	0	0	AV19	Marsh Lane / Saxton Lane	Housing	City Centre	<u>EB, RH &amp; CG<sup>4</sup></u>	80	0	0	0	80	AV21	The Parade & The Drive	Housing	Inner Area	<u>EB, RH &amp; CG</u>	410	335	75	0	0	AV24	St Marys Church, Church Road	Housing	Inner Area	<u>EB, RH &amp; CG</u>	171	0	0	0	171	AV25	Flax Place	Housing	City Centre	<u>EB, RH &amp; CG</u>	195	0	0	0	195	AV26	The Gateway	Housing	City Centre	<u>EB, RH &amp; CG</u>	646	538	14	0	96	AV27	Former Leeds College of Technology, East Street	Housing	City Centre	<u>EB, RH &amp; CG</u>	39	0
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<sup>4</sup> East Bank, Richmond Hill & Cross Green

**Aire Valley Leeds Area Action Plan – Proposed Main Modifications**

No.	Policy/ Para	Change									Reason for Change	
		New text: <u>underlined</u>				Deleted text: <del>strikethrough</del>						
		AV30	Ellerby Lane	Housing	Inner Area	<u>EB, RH &amp; CG</u>	247	100	0	<del>0</del> <u>147</u>	447 <u>0</u>	
		<u>AV33</u>	<u>Low Fold</u>	<u>Housing</u>	<u>Inner Area</u>	<u>EB, RH &amp; CG</u>	<u>312</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>312</u>	
		AV35	Land On St Hildas Crescent, St Hildas Grove, Cross Green Crescent	Housing	Inner Area	<u>EB, RH &amp; CG</u>	21	0	21	0	0	
		AV36	Adjacent St Hildas Church, Knowsthorpe Crescent	Housing	Inner Area	<u>EB, RH &amp; CG</u>	86	0	0	0	86	
		AV39	East Street Mills	Housing	City Centre	<u>EB, RH &amp; CG</u>	161	154	<del>0</del> <u>7</u>	0	<del>7</del> 0	
		AV41	Hunslet Mills	Mixed Use	Inner Area	<u>Hunslet</u>	699	0	0	0	699	
		AV43	Yarn Street	Housing	Inner Area	<u>Hunslet</u>	287	114	<del>143</del> <u>173</u>	<del>28</del> <u>0</u>	<del>2</del> <u>0</u>	
		AV 112	Rocheford Court, Pepper Road	Housing	East	<u>Hunslet</u>	11	0	0	0	11	
		<u>AV 117</u>	<u>Land north of St Hildas Crescent</u>	<u>Housing</u>		<u>EB, RH &amp; CG</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>	
		TOTAL					<del>3099</del> <u>3418</u>	1261	<del>279</del> <u>316</u>	<del>28</del> <u>147</u>	<del>1533</del> <u>1696</u>	
<b><u>The following map changes are required as a result of this main modification:</u></b>												
1. Add sites AV33 and AV117 as Identified Housing designations on Policies Map and Map 8.												
17	Para 3.3.10	Amend fourth sentence onwards of para 3.3.10 as follows:									For clarity and effectiveness To address consultation representation.	
		“...This capacity calculation makes allowance for the creation of the City Park and provision of other uses. <b>A higher number or proportion of dwellings may be appropriate in the area subject to other</b>										

**Aire Valley Leeds Area Action Plan – Proposed Main Modifications**

No.	Policy/ Para	Change	Reason for Change																																																						
		<b>New text: <u>development plan policies and detailed design matters.</u></b> Section 4.2 sets out further details on proposals in the South Bank Planning Statement Area. <b>Deleted text: <del>Section 4.2 sets out further details on proposals in the South Bank Planning Statement Area.</del></b>																																																							
18	Policy AVL7 (after para 3.3.12)	<p>Amend paragraph 2 and tables in Policy AVL 7 as follows:</p> <p>2. The AVLAAP allocates sites for housing and mixed use development (including housing) in accordance with Core strategy Spatial Policies 5 and 7. These are shown on the Policies Map <b><u>and area maps</u></b> and detailed below. Housing allocations are phased for release in Phase 1 in accordance with Core Strategy Policy H1.</p> <p>3.The following sites are allocated for housing, subject to site requirements set out in area plans:</p> <table><tr><th>SITE REF</th><th>SITE NAME</th><th>HMCA</th><th><u>LOCAL AREA</u></th><th>AREA (HA)</th><th>ESTIMATED CAPACITY (DWELLINGS)</th></tr><tr><td>AV20</td><td><del>Yorkshire Ambulance Station, Saxton Lane</del></td><td>City Centre</td><td><del><u>EB, RH &amp; CG</u></del><sup>5</sup></td><td>0.60</td><td>95</td></tr><tr><td>AV22</td><td>Former Richmond Inn, Upper Accommodation Road</td><td>City Centre / Inner Area</td><td><u>EB, RH &amp; CG</u></td><td>0.40</td><td>26</td></tr><tr><td>AV23</td><td>Butterfield Manor &amp; Richmond Court, Walter Crescent</td><td>Inner Area</td><td><u>EB, RH &amp; CG</u></td><td>0.83</td><td>48</td></tr><tr><td>AV28</td><td>Bow Street &amp; East Street</td><td>Inner Area</td><td><u>EB, RH &amp; CG</u></td><td>0.13</td><td>23</td></tr><tr><td>AV29</td><td>Ellerby Road &amp; Bow Street</td><td>Inner Area</td><td><u>EB, RH &amp; CG</u></td><td>1.10</td><td>79</td></tr><tr><td>AV32</td><td>Rose Wharf Car Park, East Street</td><td>Inner Area</td><td><u>EB, RH &amp; CG</u></td><td>0.46</td><td>72</td></tr><tr><td>AV33</td><td><del>Low Fold</del></td><td><del>Inner Area</del></td><td></td><td><del>2.28</del></td><td><del>312</del></td></tr><tr><td>AV34</td><td>South Accommodation Road</td><td>Inner Area</td><td><u>EB, RH &amp; CG</u></td><td>0.52</td><td>27</td></tr></table>	SITE REF	SITE NAME	HMCA	<u>LOCAL AREA</u>	AREA (HA)	ESTIMATED CAPACITY (DWELLINGS)	AV20	<del>Yorkshire Ambulance Station, Saxton Lane</del>	City Centre	<del><u>EB, RH &amp; CG</u></del> <sup>5</sup>	0.60	95	AV22	Former Richmond Inn, Upper Accommodation Road	City Centre / Inner Area	<u>EB, RH &amp; CG</u>	0.40	26	AV23	Butterfield Manor & Richmond Court, Walter Crescent	Inner Area	<u>EB, RH &amp; CG</u>	0.83	48	AV28	Bow Street & East Street	Inner Area	<u>EB, RH &amp; CG</u>	0.13	23	AV29	Ellerby Road & Bow Street	Inner Area	<u>EB, RH &amp; CG</u>	1.10	79	AV32	Rose Wharf Car Park, East Street	Inner Area	<u>EB, RH &amp; CG</u>	0.46	72	AV33	<del>Low Fold</del>	<del>Inner Area</del>		<del>2.28</del>	<del>312</del>	AV34	South Accommodation Road	Inner Area	<u>EB, RH &amp; CG</u>	0.52	27	For clarity and effectiveness. To address consultation representations. Site AV20 is no longer available. As discussed at hearing
SITE REF	SITE NAME	HMCA	<u>LOCAL AREA</u>	AREA (HA)	ESTIMATED CAPACITY (DWELLINGS)																																																				
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		AV38	Former Copperfields College site	East	<u>EB, RH &amp; CG</u>	11.21	273																																												
		AV40	Bridgewater Road (North)	East	<u>Hunslet</u>	11.20	<del>425</del> <u>546</u>																																												
		AV46	Tetleys Motor Services, Goodman Street	Inner Area	<u>Hunslet</u>	0.62	36																																												
		AV111	Skelton Gate	East	<u>Skelton Gate</u>	99.30	<del>2,649</del> <u>1,801</u>																																												
		TOTAL				<del>130.93</del> <u>125.77</u>	<del>4,035</del> <u>2,931</u>																																												
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		New text: <u>underlined</u>	Deleted text: <del>strikethrough</del>																
		AV16	Sayner Lane / Carlisle Road	City Centre	<u>South Bank</u>	1.37	90												
		AV17	Braime Pressings Ltd, Hunslet Lane	City Centre	<u>South Bank</u>	2.28	121												
		AV18	Marsh Lane	City Centre	<u>EB, RH &amp; CG</u>	3.67	289												
		AV48	Former Motor Dealers, Church St, Hunslet	Inner Area	<u>Hunslet</u>	1.29	23												
		AV98	Atkinson Street	Inner Area	<u>Hunslet</u>	1.18	35												
		TOTAL				14.89	1130												
<p>5. The South Bank Planning Statement Area is identified on the Policies Map as a broad location to provide new housing development of a scale indicated below, as part of a wider mixed use regeneration opportunity, and subject to site requirements set out in the South Bank Area Plan:</p> <table><tr><th>SITE REF</th><th>SITE NAME</th><th>HMCA</th><th><u>LOCAL AREA</u></th><th>AREA (HA)</th><th>HOUSING ESTIMATED CAPACITY (DWELLINGS)</th></tr><tr><td>AV94</td><td>South Bank Planning Statement Area</td><td>City Centre</td><td><u>South Bank</u></td><td>19.53</td><td>825 <u>1,635</u></td></tr></table>								SITE REF	SITE NAME	HMCA	<u>LOCAL AREA</u>	AREA (HA)	HOUSING ESTIMATED CAPACITY (DWELLINGS)	AV94	South Bank Planning Statement Area	City Centre	<u>South Bank</u>	19.53	825 <u>1,635</u>
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<p>Remainder unchanged.</p> <p><b><u>The following map changes are required as a result of this main modification:</u></b></p> <p>3. Delete Housing Allocation and Older Persons Housing / Independent Living symbol at site AV20 on Policies Map and Map 8.</p> <p>4. Delete Housing Allocation at Site AV33 on Policies Map and Map 8 (and replace with Identified Housing designation as set out under Main Modification No 16).</p>																			



AS A RESULT OF THE MIAN MODIFICATIONS TO POLICY AVL 7 THE FOLLOWING CONSESEQUENTIAL CHANGES ARE REQUIRED:		Consequential changes as a result of MM19																
Amend second sentence of para 3.3.9 as follows:																		
[...] Focused on the above locations, Policy AVL7 sets out the housing and mixed use allocations (to provide housing) in AVL. Housing allocations provide a total capacity of 4,035 <b><u>3,026</u></b> dwellings [...]																		
Amend second sentence of para 3.3.10 as follows:																		
[...] The area has potential to provide an estimated 825 <b><u>1,635</u></b> dwellings based on the land in the area which is available for development over the plan period, predominantly the former Tetley’s Brewery site [...]																		
Amend text and table 6 under para 3.3.13 as follows:																		
Housing sites identified and allocated in the plan and shown on the Policies Map have a total estimated capacity of 7,830 <b><u>7,855</u></b> dwellings against the minimum housing requirement of 6,500 dwellings. This provides a degree of flexibility towards meeting the housing requirement. Table 6 below sets out the distribution of new homes identified in the AAP by local area showing a broad distribution across the plan area except for the Central Aire Valley area which has an employment focus.																		
<table><tr><th colspan="2">TABLE 6: DISTRIBUTION OF NEW HOMES IN AVL BY LOCAL AREA</th></tr><tr><th>Local Area</th><th>Dwellings</th></tr><tr><td>1. South Bank</td><td>1,649 <b><u>2,459</u></b></td></tr><tr><td>2. East Bank, Richmond Hill &amp; Cross Green</td><td>2,160 <b><u>2,072</u></b></td></tr><tr><td>3. Hunslet</td><td>1,402 <b><u>1,523</u></b></td></tr><tr><td>4. Central Aire Valley</td><td>0</td></tr><tr><td>5. Skelton Gate</td><td>2,619 <b><u>1,801</u></b></td></tr><tr><td>Total</td><td><b><u>7,830</u></b> <b><u>7,855</u></b></td></tr></table>			TABLE 6: DISTRIBUTION OF NEW HOMES IN AVL BY LOCAL AREA		Local Area	Dwellings	1. South Bank	1,649 <b><u>2,459</u></b>	2. East Bank, Richmond Hill & Cross Green	2,160 <b><u>2,072</u></b>	3. Hunslet	1,402 <b><u>1,523</u></b>	4. Central Aire Valley	0	5. Skelton Gate	2,619 <b><u>1,801</u></b>	Total	<b><u>7,830</u></b> <b><u>7,855</u></b>
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Total	<b><u>7,830</u></b> <b><u>7,855</u></b>																	

Amend table 7 under para 3.3.14 as follows:

Table 7 summarises the total capacity of AVL housing sites by HMCA.

<b>TABLE 7: NEW HOMES IN AVL BY CORE STRATEGY CHARACTERISTIC AREA (SPATIAL POLICY 7)</b>			
<b>HCMA</b>	<b>Identified sites</b>	<b>Allocations</b>	<b>Total</b>
City Centre	457	2,002 <b>2.717</b>	2,459 <b>3.174</b>
Inner Area	1,372 <b>1.691</b>	671 <b>359</b>	2,043 <b>2.050</b>
East Leeds	11	3,317 <b>2.620</b>	3,328 <b>2.631</b>
<b>Total</b>	<b>1,840 2,159</b>	<b>5,990 5,696</b>	<b>7,830 7,855</b>

Amend second sentence of Para 3.4.23 as follows:

[... ] In accordance with Core Strategy Policy SP5 and P7, a new local centre is proposed to support the ~~2,619~~ new homes proposed at Skelton Gate (AV111) [...]

Delete para 4.3.63 and Policy AVL7, Site AV20 Site requirements as follows:

**~~Yorkshire Ambulance Station Lane, Saxton Lane~~**

~~4.3.63 This 0.6 hectare site is currently occupied by an ambulance station is to become available in the medium term and is suitable for housing use.~~

~~Under Policy AVL7, Yorkshire Ambulance Station, Saxton Lane (Site AV20) is allocated for housing:~~

**~~Site requirements~~**

- ~~• The site is suitable for older persons housing / independent living in accordance with Policy AVL7.~~
- ~~• The design and layout of the development should provide a positive frontage~~

**Aire Valley Leeds Area Action Plan – Proposed Main Modifications**

		<del>onto the pedestrian/cycling route to the south of the site as shown on the Area Map.</del> <del>• The site is located within Phase 1 of the indicative heat network shown on Map 6.</del>	
		Amend second sentence of para 4.4.36 as follows:	
		[...] This site has an estimated capacity of 425 <b>546</b> new homes with a waterfront location [...]	
		Amend first sentence of Skelton Gate spatial vision (after para 4.6.1) as follows:	
		Skelton Gate will be a sustainable, healthy, and vibrant community (with potential for 2,619 <b>1,801</b> new homes), within a landscaped parkland setting which has Skelton Lake as its centrepiece. [...]	
		Amend para Objective 1 (after para 4.6.1) as follows:	
		1. Deliver a high quality, sustainable housing development of 2,619 <b>1,801</b> homes supported by local facilities and services.	
		Amend para 4.6.15 as follows:	
		The plan proposes a major new housing development at Skelton Gate. The scale of the opportunity at the site is such that this represents one of the largest proposed housing schemes in the district, with potential for 2,619 <b>1,801</b> new homes, making a critical contribution to meeting the identified needs of the district for new housing set out in the Core Strategy.	
		Amend first sentence of para 4.6.44 as follows:	
19	Para 3.3.15	Applying the Core Strategy green space standards in policy G4 would require around 21 hectares of new green space for a scheme of 2,619 <b>1,801</b> dwellings [...]	For clarity and effectiveness.
		Amend third sentence of para 3.3.15 as follows:  [...] Area plans identify three significant opportunities within the Marsh Lane, East Bank (Section 4.3)	

### Aire Valley Leeds Area Action Plan – Proposed Main Modifications

		and Hunslet Riverside areas (Section 4.4) where there could be potential further housing (or mixed use) development to expand upon development proposed in this plan and which would be encouraged in principle, subject to the suitability of the site <b><u>and passing the flood risk sequential test where relevant</u></b> [...]	
20	Para 3.3.18	Insert new sentence at end of para 3.3.18 as follows:	For clarity and effectiveness
		Core Strategy Policies H3 on density and H4 on housing mix set minimum densities and the preferred mix of sizes of dwellings, to ensure efficient use of land and to provide mixed, sustainable developments which include, for example, family housing. <b><u>Leeds City Council intends to adopt the national space and access standards for new dwellings in Leeds. Proposals being advanced through the Selective Core Strategy Review are expected to be adopted in 2018.</u></b>	
21	Policy AVL8 (after para 3.4.18)	Amend point 5 of Policy AVL5 as follows:	Policy text correction for clarity.
		<b>POLICY AVL8: IMPROVING PUBLIC HEALTH IN AIRE VALLEY LEEDS</b>  5. Encouraging local people to take more physical exercise; <del>their physical activity</del> such as walking, cycling to work, and for enjoyment; by providing new and improve green routes linking communities and key destinations.  Remainder unchanged	
22	Para 3.4.22	Amend second sentence of para 3.4.22 as follows:	For effectiveness and clarity and to reflect refusal of NGT scheme in May 2016.
		[...] New housing <b><u>development</u></b> proposals and the proposed NGT stop next to the Penny Hill Centre provide an opportunity to expand the centre [...]	
23	Para 3.4.26	Insert new sentence at end of para 3.4.26 as follows:	For effectiveness. To mitigate potential negative effect identified in the SA resulting from changes to site capacity in Policy AVL7. To address consultation representations.
		A new secondary free school (The Ruth Gorse Academy) is also proposed to open in 2016 at Black Bull Street and will make an important contribution to serving the needs of the area. <b><u>There may also be a need to identify a site for a new primary school in the South Bank area subject to further master planning work and the chosen delivery route.</u></b>	

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24	Para 3.4.28	Amend para 3.4.28 as follows:	For clarity and effectiveness
		To manage flood risk issues in the area, the Council, working alongside the Environment Agency, the Canal and River Trust and other partners, is constructing a £50m flood alleviation scheme (FAS) to protect Leeds City Centre (between Leeds City Station and Knostrop weir in the Aire Valley) from a flood event likely to happen once every 75 years <b><u>on average</u></b> , taking into account the likely effects of climate change.	
25	Para 3.4.31	Split para 3.4.31 into two paragraphs after third sentence. Final part of second paragraph to be to be amended as follows:	For effectiveness and in response to Environment Agency representation
		Sites within or partly within higher flood risk areas (Flood Zones 2 and 3) should be planned to ensure the development will be safe and will not increase flood risk elsewhere, <b><u>taking into account the impact of climate change.</u></b> <del>and will apply A sequential approach <b><u>should be taken</u></b> to the layout of the site so that the built development is located in those areas of the site at lowest risk of flooding. Where an Exception Test has been undertaken, the required flood risk mitigation measures, if development is to proceed, are detailed within the test. All sites within flood zone 1, on sites larger than 1 hectare have to submit a site specific flood risk assessment as part of the planning application process.</del>  Renumber subsequent paragraphs	
26	Insert new para after 3.4.31 (second para of MM26 above)	Insert new paragraph after para 3.4.31 (as split by MM26):	For effectiveness and in response to Environment Agency representation
		<b><u>The NRWLP Policies Water 4 and Water 6 require all applications for new development to consider flood risk commensurate with the scale and impact of the development. Policy Water 6 requires that where there is the possibility of any flood risk to the site, or the potential for flood risk impact on other sites, a detailed Flood Risk Assessment is required. The policy explains the points that the FRA should address including a consideration of the climate change impacts (in accordance with the latest Environment Agency allowances).</u></b>	
27	Para 3.4.33	Amend para 3.4.33 as follows:	For clarity and effectiveness To address consultation representations.
		An urban design assessment of the area has also identified other buildings of local importance which are not formally designated as heritage assets. Core Strategy Policy P11 sets out an approach to allow such assets to be conserved where they are considered to be locally significant. Policy AVL11 below identifies locally significant heritage assets in AVL. <b><u>A schedule of the assets is set out in Appendix</u></b>	

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		<b>2 and</b> <del>the location of the assets</del> is shown on area maps.	
28	Policy AVL11 (after para 3.4.34)	<p>Amend Policy AVL11 text as follows:</p> <p><b>POLICY AVL11 – LOCALLY SIGNIFICANT UNDESIGNATED HERITAGE ASSETS</b></p> <p>In accordance with Core Strategy Policy P11, the locally significant undesignated heritage assets shown on area <u>maps and listed in Appendix 2 and their setting</u> will be conserved.</p> <p><b><u>The following map changes are required as a result of this main modification:</u></b></p> <ol style="list-style-type: none"> <li>1. Amend Locally Significant Undesignated Heritage Assets shown on Maps 7, 8 and 9 to reflect list shown in Appendix 2.</li> <li>2. Delete ‘Landmark Building’ symbols shown on Maps 7, 8 and 9 and reference to ‘Landmarks’ (retaining the ‘heritage assets’ reference) on Map 3 as these are not referred to in the Appendix 2 main modification.</li> </ol>	For clarity and effectiveness To address consultation representations.
29	New para after Policy AVL11	<p>Insert new section ‘Archaeology’ after Policy AVL11 as follows:</p> <p><b><u>Archaeology</u></b></p> <p><b><u>Saved UDP Policy N29 states that sites and monuments of archaeological importance will be preserved and appropriate investigation will be required where there is the potential for development to have an adverse impact on archaeological assets or their setting. Saved UDP Policies ARC5 and ARC6 provide further details on this. West Yorkshire Archaeology provide advice where they have information that indicates where further investigation is required. Saved UDP Policy GP7 enables the Council to require a planning obligation or condition to secure resources and time for archaeological investigations and rescue.</u></b></p>	For clarity and effectiveness

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30	New para after Policy AVL11 and MM30	<p>Insert new section 'Land Instability' after Policy AVL11 (and MM30) as follows:</p> <p><b><u>Land Instability</u></b></p> <p><b><u>Parts of the AVL are in the former coal mining area where there is a legacy of problems such as land instability and combustion. These factors have been taken into account in the sustainability appraisal of sites allocated in this Plan. Under Saved UDPR Policy GP5 all applications for development are required to resolve instability problems. Furthermore, in the Development High Risk Area defined by the Coal Authority, applications for development are required to include a Coal Mining Risk Assessment.</u></b></p> <p><b><u>Policy Minerals 3 of the Leeds Natural Resources and Waste Local Plan 2013 covers all forms of development within the Coal Mining Safeguarding Area except minor householder development. It is a policy which applies to all sites in the Aire Valley Area Action Plan within the Coal Authority High Risk Area. This Policy is intended to address coal mining legacy problems by requiring the prior-extraction of any surface coal as part of site preparation.</u></b></p> <p><b><u>Any problems of coal mining legacy must be addressed to ensure that the development is safe. The Coal Mining Risk Assessment also needs to identify where mine shaft entries are present on the site, these will need to be treated to be made safe. Mine entries and their zone of influence need to be kept free from built development.</u></b></p>	For clarity effectiveness and to ensure consistency with national guidance. To address consultation representations.
31	New para after Policy AVL11 and MM31	<p>Insert new section 'Air Quality' after Policy AVL11 (and MM31) as follows :</p> <p><b><u>Air Quality</u></b></p> <p><b><u>Natural Resources and Waste Policy AIR 1 requires that all applications for major development incorporate low emission measures to ensure that the overall impact of proposals on air quality (including unpleasant odours) is mitigated. Guidance on low emission measures can be found in the West Yorkshire Air Quality &amp; Planning Technical Guide.</u></b></p>	For effectiveness and clarity
32	New	<p>Insert new section 'Water Quality' after Policy AVL11 (and MM32) as follows :</p>	For effectiveness and

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	para after Policy AVL11 and MM32	<p><b><u>Water Quality</u></b></p> <p><b><u>All developments within areas adjacent to sensitive water bodies, such as rivers, streams, canal, lakes and ponds are required to comply with Policy WATER 2 of the Natural Resources and Waste Local Plan to demonstrate control of the quality of surface water runoff for the lifetime of the development and during construction. Major developments should consider the water management infrastructure as an integral part of the urban and landscape design.</u></b></p>	clarity
33	Para 3.5.4	<p>Amend sub heading and para 3.5.4 as follows:</p> <p><b><u>High Speed Rail 2 / Yorkshire Hub</u></b></p> <p>The <del>proposed preferred</del> route of the eastern leg of Phase Two of HS2 will extend high speed <del>rail</del> services to Leeds City Centre. The HS2 consultation document <b><u>Phase 2b (Eastern leg) maps (November 2016)</u></b> <del>from 2013</del> show the route into Leeds aligning with the existing Leeds Castleford railway corridor within AVL, passing through Stourton and Hunslet before rising above street level into <del>a the</del> new HS2 station <del>concourse linked to</del> at Leeds Station <del>New Lane, partly within, just outside</del> the AAP boundary <del>at the northern end of Neville Street</del> <del>The consultation route is shown on area maps from information following the publication of the Sir David Higgins report: Re-Balancing Britain: From HS2 towards a national transport strategy, the proposed HS2 station location and route into Leeds is subject to an ongoing review considering how a HS2 station might relate to a potential transnorth “HS3” route. A Safeguarding Direction for development affecting the route and associated works for the High Speed Two rail project Phase 2b has been given by the Secretary of State to Leeds City Council. In preparing this Development Plan Document the area safeguarded by the Safeguarding Direction has been taken into account. The Safeguarded Direction is represented on the Policies Map as required by Regulation 9 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). This is also shown on relevant Area Maps for information.</del></p> <p><b><u>The following map changes are required as a result of this main modification above:</u></b></p> <ol style="list-style-type: none"> <li>1. Amend HS2 route and update key to from “High speed 2 consultation route” to “High speed 2 announced route” on Map 3.</li> <li>2. Replace HS2 Station Operational Area, HS2 Station Construction Area and the HS2 Preferred Route Jan 2013 with the HS2 Safeguarded Area Nov 2016 and HS2 Preferred Route Nov 2016 on Map and Key for Maps 4, 7, 9, 11 &amp; 12.</li> </ol>	For effectiveness. To reflect the Government preferred HS2 Phase 2B (eastern leg) route announcement and safeguarding direction issued in November 2016.



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34	Para 3.5.5	<p>Delete existing para 3.5.5 and replace with new paragraph as follows:</p> <p>The final decision to proceed with the schemes will be taken by Parliament. If the scheme proceeds the Government will issue a Safeguarding Direction to ensure new development does not conflict with the construction or future operation of the route. The HS2 route is not a proposal of the AAP but the Policies Map will have to reflect land covered by a safeguarding direction made by the Government. The consultation route is shown on area maps for information.</p> <p><b><u>In November 2015, Sir David Higgins published a report ‘The Yorkshire Hub’ which proposed moving the HS2 station so that it creates a new integrated hub with the existing station. This proposal has support from City Region political leaders and the Chamber of Commerce. This is included in the November 2016 announcement. It is important to note that the Safeguarding Direction has been made by the Secretary of State for Transport. These are not proposals of Leeds City Council and the route in question will not be determined through the development plan process. The route will be considered in Parliament under hybrid Bill procedures, which will provide appropriate opportunities for petitions to be made to Parliament by those directly affected by the scheme.</u></b></p>	For effectiveness To reflect the Government preferred HS2 Phase 2B (eastern leg) route announcement and safeguarding direction issued in November 2016.
35	New Para 3.5.6 (after Para 3.5.5)	<p>Amend sub heading and insert new paragraph 3.5.6 (after para 3.5.5) as follows:</p> <p><del>NGT Trolleybus system</del> <b><u>Public transport strategy</u></b></p> <p><b><u>3.5.6 Leeds City Council has instigated extensive engagement and conversation on the future direction of transport provision across the city which includes reviewing and considering the measures for those corridors which were previously covered by the now cancelled NGT trolleybus proposals.</u></b></p>	For effectiveness and clarity. Reflecting refusal of NGT scheme in May 2016 and Council's latest position on provision of replacement transport infrastructure
36	New Para after para 3.5.6 (MM36)	<p>Insert new paragraph after para 3.5.6 (MM36) as follows:</p> <p><b><u>Following the cancellation, the DfT have allocated their planned £173.5M contribution to NGT towards public transport schemes in Leeds and the Council submitted a strategic case for the Leeds Public Transport Investment Programme to DfT in December 2016. This package includes an additional private sector investment of up to £100M and comprises the following proposals which will improve public transport services in AVL:</u></b></p>	For effectiveness and clarity To reflect approval of new Leeds Public Transport Investment Programme in December 2016.

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		<ul style="list-style-type: none"> <li>• <u>a comprehensive package of bus priority measures across the city to improve journey times on some of the most congested corridors, including the A61/A639 south Leeds / Wakefield corridor which runs through Hunslet and Stourton;</u></li> <li>• <u>a new high frequency bus network encompassing the A63, A61/A639 and the City Centre-Middleton (through Hunslet) corridors in AVL and including provision of modern, integrated real time infrastructure;</u></li> <li>• <u>investment by First Group in 284 environmentally clean buses that would deliver close to 90% reduction in NOx emissions by this fleet and close to 80% reduction in particulate emissions;</u></li> <li>• <u>a strategic bus park and ride site at Stourton with express bus service to Leeds City Centre; and</u></li> <li>• <u>new improved bus hub interchange facilities in the city centre and district centres, including Hunslet.</u></li> </ul>	
37	Para 3.5.7	<p>Amend para 3.5.7 and as follows:</p> <p><del>The Leeds New Generation Transport (NGT) trolleybus system is jointly promoted by the West Yorkshire Combined Authority and the Council. The system proposes a modern, reliable Trolleybus which combines dedicated lanes, junctions and traffic signal priority to ensure improved journey times.</del></p> <p><b><u>The Council's ambition remains to have a transport system that can move large numbers of people through the city. Options for mass-transit solutions such as light rail, tram-train or tram will therefore be reviewed. However, developing and implementing such an option will take a number of years. Consequently, as transport improvements are needed now the Leeds Public Transport Investment Programme has been developed to deliver improvements in the shorter term.</u></b></p>	For effectiveness and clarity. To reflect approval of new Leeds Public Transport Investment Programme in December 2016.
38	Paras 3.5.8 to 3.5.10	<p>Delete paragraphs 3.5.8 to 3.5.10:</p> <p><del>3.5.8 The proposed 14.8km system will run between Holt Park in North Leeds and Stourton in AVL through the city centre and will be served by major park and ride facilities. It will connect people to key employment sites, education, health, shopping and leisure facilities and act as a catalyst and driver for Leeds and the city region's economic growth and regeneration.</del></p>	For effectiveness and clarity. Reflecting refusal of NGT scheme in May 2016

### Aire Valley Leeds Area Action Plan – Proposed Main Modifications

		<p>3.5.9 The scheme is subject to a Transport and Works Act application to the Secretary of State. If approved the scheme is scheduled to open in 2020.</p> <p>3.5.10 Within AVL, the system is proposed to run from a 1,500 space park and ride (with potential to be expanded to 2,300 in the future) at junction 7 of the M621 at Stourton (AV82), through Belle Isle and Hunslet to Leeds Dock and Brewery Wharf, and then into the core of Leeds City Centre via Leeds Bridge. The proposed route and stops are shown on area plans, which also identify specific development and regeneration opportunities, public realm improvements and improved pedestrian routes which will benefit from and improve connectivity to the NGT system.</p>	
39	Para 3.5.13	<p>Amend para 3.5.13 as follows:</p> <p>These schemes complement other improvements on the wider motorway network including those completed and under construction on the M1 and M62. <b><u>In addition to the above schemes, Highways England's West Yorkshire Infrastructure Study has identified future investment requirements for the SRN, including additional carriageway capacity on the M1 between junctions 45 and 46 and further junction improvements at locations on the M1, M621 and M62. These schemes, which will be required later in the plan period, are set out in detail in the Infrastructure Delivery Plan Background Paper. Contributions from development within the AVLAAP area may be sought towards the funding of these schemes in advance of their programmed delivery where development requires additional SRN highway capacity to make it acceptable.</u></b></p>	For effectiveness In response to Highways England representation.
40	Para 3.5.18 (2 <sup>nd</sup> bullet)	<p>Amend second bullet point under para 3.5.18 as follows:</p> <ul style="list-style-type: none"> <li>Opening up <b><u>Open</u></b> the existing private road at Knowsthorpe Lane which passes beneath the M1 as a road and/or public transport link and a second access to the Skelton Gate area. <b><u>with appropriate provision for pedestrians and cyclists. This route offers a potential access to the employment sites west of the M1 and to secure longer term improvements to public transport, walking and cycling provision in the area. This proposal is subject to funding and further feasibility work to and will need to demonstrate that opening the route to general traffic would not create unacceptable impacts on the strategic highway network.</u></b></li> </ul>	For effectiveness. In response to Haworth Group submission
41	Para 3.5.18 (3 <sup>rd</sup> bullet)	<p>Amend third bullet point under para 3.5.18 as follows:</p> <ul style="list-style-type: none"> <li>Improvements to the road network in the South Bank to reduce the dominance of major roads and the amount of through traffic whilst retaining local access to existing properties and new</li> </ul>	For effectiveness. To reflect Government's November 2016 HS2 announcement.

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		development, including potentially the <del>Leeds New Lane</del> <b><u>new HS2 concourse to the south of Leeds station/Yorkshire Hub</u></b> . An important priority will be providing new and improved and more direct crossing points and routes for pedestrians and cyclists. This forms part of the emerging City Centre Transport Strategy set out in Core Strategy Policy CC3 and shown on Map 11 of the Core Strategy.	
42	Para 3.5.25	<p>Amend para 3.5.25 as follows:</p> <p><del>A scheme has also been identified for potential extension of the NGT trolleybus network into the east of the area, potentially linking to the park and ride facility. A route and funding for this scheme is yet to be determined, but it forms part of the West Yorkshire 'Plus' Transport Fund package for AVL. </del><b><u>A further bus based park and ride facility is proposed at Stourton to serve the City Centre and has been included in the Leeds Public Transport Investment Programme submitted to DfT in December 2016. The site would be accessed from M621 J7 and would help to reduce the number of car journeys into the City Centre from the south using the M621 and A639.</u></b></p>	For effectiveness To reflect approval of new Leeds Public Transport Investment Programme in December 2016.
43	Para 3.5.38	<p>Amend para 3.5.38 as follows:</p> <p>The NRWLP safeguards existing rail sidings and canal wharfs in the area and allocates two new sites for rail (at Bridgewater Road) and water freight use (at Stourton) respectively. It also identifies <b><u>a safeguarded rail spur to the Skelton Grange area and</u></b> area of search for an intermodal freight depot in the Stourton area taking advantage of the area's good connections into the road, rail, and waterways network. Designations and allocations from the NRWLP are shown on <b><u>the Policies Map and</u></b> area maps. <b><u>Policy MINERALS 13 of the NRWLP provides protection for wharves and rail sidings and Policy MINERALS 14, provides a criteria based policy for assessing alternative development on protected wharves and rail sidings.</u></b></p>	For effectiveness and clarity.
44	Policy AVL12 (after para 3.5.39)	Amend first sentence; insert new criteria after point 2; amend text to points 4 and 13; delete point 7 and add footnote to policy AVL12 as follows:	For clarity and effectiveness To address consultation representations.

	<p><b>POLICY AVL12 - STRATEGIC TRANSPORT INFRASTRUCTURE IMPROVEMENTS IN AVL</b></p> <p>The following transport infrastructure improvements are proposed in AVL and are shown on <b><u>the Policies Map, Maps 3 and 4</u></b> and on area maps.</p> <p><u>Highway network</u></p> <p><b><u>Use Knowsthorpe Lane to provide a link under the M1, between M1 Junction 45 and land to the west of the M1, for pedestrians, cyclists, public transport and general traffic subject to funding and further feasibility work and demonstration that it would not create an unacceptable impact on the strategic highway network.</u></b></p> <p><u>Public transport</u></p> <p><del>4. Construction of the NGT trolleybus route and stops through the area between the South Bank and Stourton via Hunslet Town Centre, including a 1,500 space (expandable to 2,300 spaces). <b><u>A 1,000 space bus based</u></b> park and ride facility at Stourton <b><u>is proposed</u></b> (AV81).</del></p> <p><del>7. An extension of the NGT trolleybus system to the LCREZ and eastern part of AVL subject to funding.</del></p> <p><u>Pedestrian routes &amp; safer streets</u></p> <p><b><u>13. Improvements to the public rights of way network Retain, and where appropriate, improve, existing public rights of way (of any type) within development sites. If demonstrated through evidence, that a diversion cannot be avoided, the proposed diversion should maintain the convenience, safety and visual amenity of the original route.<sup>5</sup></u></b></p> <p><b><u>Insert footnote</u></b></p> <p><b><u><sup>5</sup> <a href="#">Public Rights of Way</a> map showing all routes on the LCC on-line definitive map with non-definitive routes in green and definitive routes shown in black.</u></b></p> <p>Remainder unchanged</p> <p><b><u>The following map changes are required as a result of this main modification:</u></b></p> <ol style="list-style-type: none"> <li>1. Delete NGT trolleybus route and stops from Maps 3, 4, 7, 9, 11 &amp; 12.</li> <li>2. Delete NGT trolleybus extension from Maps 4 &amp; 11.</li> <li>3. Show potential Knowsthorpe Lane link on Maps 4, 11 &amp; 12.</li> </ol>	
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# Aire Valley Leeds Area Action Plan – Proposed Main Modifications

		<b>AS A RESULT OF MODIFICATIONS TO POLICY AVL 12 THE FOLLOWING CONSEQUENTIAL CHANGES ARE REQUIRED</b>	Consequential changes as a result of MM45
		<p>Delete fourth bullet point under para 3.2.2:</p> <p><del>The NGT Trolleybus route is proposed to pass through the South Bank and Hunslet area, including several stops to improve the accessibility of the area and development sites to the city centre and other parts of the city. The scheme includes a 1,500 space park &amp; ride and vehicle and staff depot at Stourton which will provide local job opportunities in south Leeds.</del></p> <p>Amend third sentence of para 3.2.8 as follows:</p> <p>[...] The catalyst for the area's development will be major transport investments; <del>led by the NGT trolleybus system,</del> the opening of Leeds Station Southern Entrance and potentially, the proposed HS2 station [...]</p> <p>Delete para 3.2.17:</p> <p><del>3.2.17 A further 4.3 hectares of land has been identified as part of the NGT park and ride proposal at Stourton. The scheme incorporates a vehicle and staff depot on land next to the park and ride facility which is considered to be an employment use. The calculation of the land area excludes the park and ride facility itself. This proposal will require approval under the Transport and Works Act (see Section 3.5).</del></p> <p>Amend fourth bullet point under para 3.5.2 as follows:</p> <ul style="list-style-type: none"> <li>• To plan the area to integrate potential key national and city region transport proposals, such as HS2, <del>and the NGT trolleybus system</del> with the local transport network and to maximise the regeneration opportunities created by the potential catalyst of transport infrastructure investment.</li> </ul> <p>Amend first sentence of para 3.5.21 as follows:</p> <p><del>"Parts of the area are well served by the existing bus network and proposed NGT Trolleybus network and other parts lie within walking distance of key transport interchanges, including the main Leeds bus and rail stations..."</del></p>	

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		Amend para 4.2.46 as follows:	
		It is important to secure improved pedestrian and cycle access to the sites and links to public transport services including the Leeds Station Southern Entrance and the proposed NGT trolleybus system. It is also expected that the secondary school will serve the family housing that the plan is encouraging to be developed in the area.	
		Amend objective 5 under para 4.4.1 as follows:	
		5. New and existing homes, businesses and leisure opportunities in Hunslet will be connected to a sustainable transport network, including the NGT trolleybus system, new and improved bus services, an improved cycle network, greener and safer streets and water-based transport.	
		Delete para 4.4.15:	
		<del>Although Hunslet Town Centre is well served by frequent bus services, the proposals for a NGT trolleybus stop within the centre offer an important opportunity to facilitate improvements in the centre and to increase the number of visits by local residents.</del>	
		Amend para 4.4.43 as follows:	
		<del>There are significant opportunities to improve connections between Hunslet town centre, the city centre, Hunslet Riverside and the River Aire corridor. The NGT trolleybus route and improvements to the bus network in the Aire Valley, which can all significantly benefit Hunslet are considered in detail in the strategic connections section of the AAP.</del>	
		Amend point 2 under policy HU4 as follows:	
		2. Improved pedestrian and cycle routes between Hunslet Riverside Opportunity Area and the South Bank. <del>and the proposed NGT trolleybus stop at St Joseph's.</del>	
		Remainder unchanged	
		Amend para 4.4.53 as follows:	

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		The Leeds FAS and <del>NGT trolleybus schemes</del> are <u>is an</u> additional proposals with potential to bring funded green infrastructure improvements to Hunslet.	
		Amend first sentence, second paragraph under Central Aire Valley spatial vision as follows:	
		[...] Transport improvements, led by construction of an all-purpose bridge crossing at Skelton Grange and including other road improvements, <del>the NGT trolleybus network</del> and new bus services, and new walking and cycling routes [...]	
		Amend objective 4 under para 4.5.1 as follows:	
		4. Ensure that the LCREZ and the Cross Green, Skelton Grange and Stourton areas are well connected to each other, the city centre and to communities in east and south Leeds by a high quality transport network including the <del>NGT trolleybus system</del> , frequent bus routes, park & ride facilities and walking and cycling routes which offer a genuine alternative to the car and help to reduce congestion on local roads.	
		Delete second to last sentence of para 4.5.54 as follows:	
		[...] The new bridge would be multi-modal, catering for buses, pedestrians and cyclists, as well as general traffic. <del>It could also form part of a potential NGT trolleybus scheme expansion into this part of the area.</del> It would require public funding (alongside potential developer contributions) and is included within the West Yorkshire Plus Transport Fund.	
		Amend third and fourth sentences of para 4.5.59 as follows:	
		[...] There is an opportunity to provide a pedestrian/cycle link from the site to the proposed <del>NGT stop</del> and park and ride at Stourton using an existing pedestrian bridge over the M621. This would offer a connection to frequent public transport services from the city centre once the <del>NGT scheme</del> <b><u>park and ride</u></b> is operational. [...]	
		Amend second bullet point under para 4.6.16 as follows:	



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		<ul style="list-style-type: none"> <li>Development is of sufficient scale to support frequent public transport services to the city centre, initially via the Temple Green Park and Ride and in the longer term through the potential extension of the NGT trolleybus network.</li> </ul>	
45	Policy AVL13 (after 3.6.24)	<p>Amend second paragraph of Policy AVL13 as follows:</p> <p>The requirements set out in Core Strategy Policy G1 (Enhancing &amp; Extending Green Infrastructure) will apply to development proposals that are located within or adjoining the network, having <b>due</b> regard to the scale of development, type of use and identified green infrastructure functions of the corridor.</p> <p>Remainder Unchanged</p>	For effectiveness
46	Para 3.7.7	<p>Amend final sentence of para 3.7.7 as follows:</p> <p>[...] The principle of extending the scheme to other properties in the area is supported in Policy AVL16 and further funding may become available through off-site 'Allowable Solutions' linked to zero carbon homes <b><u>or similar Government schemes.</u></b></p>	For clarity and effectiveness
47	Policy AVL16 (after para 3.7.7)	<p>Amend Policy AVL16 as follows:</p> <p><b>POLICY AVL16: RETROFITTING OF EXISTING BUILDINGS</b></p> <p>The Council will support programmes to retrofit existing buildings to improve energy efficiency and other initiatives to offer energy advice to local residents, focusing on the Hunslet, Cross Green and Richmond Hill area, subject to future funding. Where retrofitting works involves external works to the building such as wall insulation and re-cladding, proposals should respect the local character. <b><u>Where works are proposed to a Listed Building, these should safeguard the special architectural or historic character of that building.</u></b></p>	To ensure consistency with national policy. To address consultation representations.

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48	Spatial Vision (after para 4.2.3)	<p>Amend text to second and third paragraph of South Bank Spatial Vision as follows:</p> <p>The catalysts for regeneration are the construction of a HS2 rail station and delivery of a nationally recognised City Park which will be integrated into the wider redevelopment of South Bank. The area will be supported by other improvements to the city's transport infrastructure, including <del>the NCT trolleybus,</del> and green pedestrian and cycle routes will link the area to the traditional core of the city centre, waterfront, station, <b>Holbeck</b> and surrounding communities. This will provide opportunities to stimulate growth across business sectors and place South Bank at the heart of the city region's economic growth.</p> <p>A focus on placemaking will create an attractive, welcoming and safe environment, offering a choice of living accommodation, work and leisure opportunities and a vibrant waterfront achieved through redevelopment of brownfield sites, <b><u>the reuse and adaption of its legacy of historic buildings</u></b> and reinvention of existing areas such as Leeds Dock.</p>	For clarity and effectiveness. To address consultation representations.
49	Objective s 2 & 8 (after para 4.2.3)	<p>Amend Objectives 2 and 8 after para 4.2.3 as follows:</p> <p>2. Subject to the decision on the final location <b><u>design</u></b> of the HS2 station, deliver a world class gateway and transport interchange for HS2 services and other modes of transport.</p> <p>8. Create and enhance pedestrian / cycle routes within the area to provide better connectivity with the traditional core of the city centre, to key destinations within the area such as the new City Park and Leeds Dock, to the waterfront, <b><u>to Holbeck</u></b> and to surrounding communities in east and south Leeds.</p>	For clarity and effectiveness. To address consultation representation.
50	New Objective 11 (after para 4.2.3)	<p>Insert new Objective 11 after para 4.2.3 as follows:</p> <p><b><u>11. Encourage the conservation and reuse of the area's heritage assets to create an attractive distinctive gateway to the AVL area from the city centre.</u></b></p>	For clarity and effectiveness. To address consultation representation.

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51	Para 4.2.18	Amend para 4.2.18 as follows:	
		Regeneration of this area is a long-term project and proposals will come forward which are <del>unforeseen uncertain</del> at the time the plan is prepared, for example the <del>location</del> <b><u>detailed design</u></b> of the proposed HS2 station <del>and emerging</del> <b><u>Yorkshire Hub concept</u></b> (see Section 3.5). The ultimate integration of HS2/ <b><u>Yorkshire Hub</u></b> and its infrastructure into the South Bank will require flexibility in the planning approach for the South Bank, especially at its immediate hinterland. <b><u>Within this context the Council is preparing further detailed guidance for the South Bank currently in the form of the 'South Bank Masterplan', to provide concepts and the delivery mechanism to guide the growth of the wider South Bank area (including Holbeck).</u></b>	For effectiveness To reflect Government's November 2016 HS2 announcement
52	Para 4.2.20	Amend para 4.2.20 as follows:	
		<del>There is potential for the new</del> The HS2 station/ <b><u>Yorkshire Hub</u></b> <del>location</del> proposals <del>to</del> provide an exciting new focus for plans for the South Bank area, <b><u>with potential for this to forming</u></b> one of the largest regeneration projects in Europe. The location of the HS2 station/ <b><u>Yorkshire Hub</u></b> and <del>it's the HS2 2b route were announced in November 2016, and the Yorkshire Hub remain subject to a decision by Government, assessment before clarity can be given on with</del> <b><u>The emerging South Bank Masterplan establishes the principles for</u></b> how they will be integrated into the area in a way that meets the city's ambitions for placemaking and growth. <del>In conjunction with the NGT trolleybus scheme, these major transport infrastructure investments will transform accessibility with two NGT stops proposed in the South Bank area.</del>	For effectiveness To reflect Government's November 2016 HS2 announcement
53	Policy SB1 (after para 4.2.22)	Amend first paragraph and point 6 of Policy SB1 as follows:	
		<b>POLICY SB1: PEDESTRIAN AND CYCLE CONNECTIVITY IN THE SOUTH BANK</b> <b><u>As shown on Map 4 and the area map,</u></b> <del>the</del> the following measures are proposed to improve pedestrian and cycle connections within the area, to the traditional core of the city centre, the waterfront, <b><u>Holbeck,</u></b> <del>and</del> surrounding communities and to reduce the physical and visual impact of vehicular traffic infrastructure. Where appropriate and directly related to the development, proposals on identified sites, allocations and other sites will be required to provide or contribute towards provision of these improvements:	For clarity and effectiveness. To address consultation representation.

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		<p>6. Provision of other <b>north-south and east-west</b> green pedestrian / cycle links through development sites, as shown indicatively on the area map, to improve the permeability of the area and to connect with key destinations and adjoining communities.</p> <p>Remainder Unchanged.</p> <p><b><u>The following map changes are required as a result of this main modification:</u></b></p> <ol style="list-style-type: none"> <li>1. Revise Local Pedestrian/Cycle Routes existing &amp; proposed (indicative) in the South Bank area on Maps 4 and 7 to reflect main modifications proposed above.</li> <li>2. Revise Maps 4 and 7 to refer to the area west of Neville Street/Victoria Road as 'Holbeck' rather than 'Holbeck Urban Village'.</li> </ol>	
54	Policy SB2 (after para 4.2.29)	<p>Insert new point 9 under Policy SB2 point 9 as follows:</p> <p><b><u>9. Create opportunities to improve the setting of the Listed Buildings and locally significant undesignated heritage assets in the area;</u></b></p> <p>Remainder Unchanged.</p>	For clarity and effectiveness To address consultation representation.
55	Para 4.2.30	<p>Insert new sentence to end of para 4.2.30 as follows:</p> <p>To supplement the new City Park proposal, a network of new and improved green routes and spaces is identified on the area map. The network incorporates the planting of street trees and other landscaping to define key pedestrian/cycle routes and the provision of new linear green spaces and open space within development sites (based on the green space requirements set out in Core Strategy Policy G5). <b><u>Any contribution of land towards the creation of the City Park will be taken into account when calculating the green space requirement of a development under Core Strategy Policy G5.</u></b></p>	For clarity and effectiveness To address consultation representation.
56	Para 4.2.31	<p>Amend para 4.2.31 as follows:</p> <p>The proposed network will contribute to improving <b>north-south and east-west</b> connectivity <del>between the north and south banks of the river,</del> with for example a green corridor connection to Sovereign Square <b>and the north bank of the river;</b> to the waterfront; the new City Park; <b>to Holbeck</b> and to surrounding communities. By creating this attractive network of routes, the aim is to encourage people to walk and cycle more and to secure the environmental improvements associated with high quality green infrastructure.</p>	For clarity and effectiveness. To address consultation representation.

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57	Policy SB4 (after para 4.2.47)	<p>Amend point 2 and insert new point 9 under Policy SB4 as follows:</p> <p><b><u>2. Employment uses complimentary to housing uses including <del>O</del>offices, research &amp; development, light industry and creative industries</u></b></p> <p><b><u>9. Other appropriate land uses, subject to consideration of relevant development plan policies</u></b></p> <p>Remainder unchanged</p>	For clarity and effectiveness. To address consultation representation.
58	Policy AVL7 & SB3 (Site AV94) (after para 4.2.50)	<p>Amend first sentence and first and fifth bullet points of policy text and first, fifth and sixth bullet points under site requirements as follows:</p> <p>Under Policy AVL7 and <del>SB3</del> <b><u>SB2</u></b>, the South Bank Planning Statement Area (AV94) is allocated as a major regeneration opportunity providing a phased housing and mixed use development incorporating the following uses:</p> <ul style="list-style-type: none"> <li>• A new City Park of approximately 3.5 hectares to be delivered in phases in accordance with the principles set out in Policy <del>SB3</del> <b><u>SB2</u></b>.</li> <li>• Other uses set out under Policy <del>SB4</del> <b><u>SB4</u></b> to support the principle uses above and on ground floors to promote the creation of active frontages along road frontages, routes and public spaces.</li> </ul> <p><b><u>Site requirements</u></b></p> <ul style="list-style-type: none"> <li>• <del>The site is suitable for older persons housing / independent living in accordance with Policy AVL7.</del></li> </ul> <p><del>The site includes listed buildings to be retained within the development and where consideration to the setting of the listed buildings is required.</del> <b><u>There are a number of Listed Buildings both within the site and on its periphery. Any development should preserve the special architectural or historic interest or setting of these buildings. Proposals will also be expected to provide a sustainable future for those Listed Buildings which are currently vacant or at risk. Where possible, opportunities should be taken to improve the setting of these buildings.</u></b></p> <ul style="list-style-type: none"> <li>• The undesignated heritage assets within the site shown on the Area Map should be retained and <b><u>where possible opportunities should be taken to improve the setting of these buildings.</u></b></li> </ul>	For clarity and to ensure consistency with national guidance. To address consultation representations.

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59	Policy AVL7 & SB3 (Site AV94) (after para 4.2.50)	<p>Amend eighth (last) bullet point relating to flood risk site requirements as follows:</p> <p>The site, or part of the site, is located within Flood Zone 3. <b><u>A sequential approach to be adopted within the boundary of a planning application so that the most vulnerable development is located in areas of the lowest flood risk unless there are overriding reasons to prefer a different location. Where more vulnerable development within Flood Zone 3 is justified the flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.</u></b></p>	For effectiveness To reflect updated EA flood map data (Nov 2016) and revised sequential test outcome.
60	Policy AVL7 (Site AV7) (after para 4.2.51)	<p>Delete first bullet point under site requirements as follows:</p> <p><u>Site requirements</u></p> <p><del>• The site is suitable for older persons housing / independent living in accordance with Policy AVL7.</del></p>	To ensure consistency with national guidance on flood risk.
61	Policy AVL7 (Site AV7) (after para 4.2.51)	<p>Delete third bullet point under site requirements as follows:</p> <p><del>• The site, or part of the site, is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site specific flood risk assessment should be applied.</del></p>	For effectiveness. To reflect updated EA flood map data (Nov 2016) and revised sequential test outcome.
62	Policy AVL7 (Site AV9) (after para 4.2.52)	<p>Delete first bullet point, amend fifth bullet point and insert sixth bullet as follows:</p> <p><del>• The site is suitable for older persons housing / independent living in accordance with Policy AVL7.</del></p> <p><del>• The site is adjacent to a listed building where consideration to the setting of the listed building is required.</del> <b><u>There are a number of Listed Buildings adjacent to this site. Any development should preserve the special architectural or historic interest or setting of these buildings.</u></b></p> <p><b><u>• Consideration should be had to the setting of the undesignated heritage assets to the north and south of this site which are shown on the Area Map.</u></b></p>	For clarity and to ensure consistency with national guidance. To address consultation representations

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63	Policy AVL7 (Sites AV12/ AV13) (after para 4.2.53)	Delete first bullet point under site requirements as follows:	To ensure consistency with national guidance on flood risk.
		<u>Site requirements</u> <del>• The sites are suitable for older persons housing / independent living in accordance with Policy AVL7.</del>	
64	Policy AVL7 (Sites AV14/ AV15/ AV16) (after para 4.2.55)	Delete first bullet point under site requirements as follows:	To ensure consistency with national guidance on flood risk.
		<u>Site requirements</u> <del>• The sites are suitable for older persons housing / independent living in accordance with Policy AVL7.</del>	
65	Policy AVL7 (Sites AV14/ AV15/ AV16) (after para 4.2.55)	Revise sixth bullet point under site requirement (applies to Site AV14 only):	For effectiveness. To reflect updated EA flood map data (Nov 2016) and revised sequential test outcome.
		<ul style="list-style-type: none"> <li><del>The site or part of the site, AV14</del> is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.</li> </ul>	
66	Policy AVL7	Insert new criterion after sixth bullet point under site requirement as follows (applies to Site AV15 and AV16 only):	For effectiveness. To reflect updated EA

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	(Sites AV14/ AV15/ AV16) (after para 4.2.55)	<ul style="list-style-type: none"> <li><b><u>For Sites AV15 and AV16, housing development (or any other type of development classified as ‘more vulnerable’ according to the NPPG) should not be developed in any part of the site lying within Flood Zone 3, as indicated in the Leeds Strategic Flood Risk Assessment or the Environment Agency Flood Risk Maps, whichever is the most up to date.</u></b></li> </ul>	flood map data (Nov 2016) and revised sequential test outcome.
67	Policy AVL7 (Site AV17) (after para 4.2.56)	<p>Delete first and amend second bullet points under site requirements as follows:</p> <p><u>Site requirements</u></p> <ul style="list-style-type: none"> <li><del>• The site is suitable for older persons housing / independent living in accordance with Policy AVL7.</del></li> <li>• The site includes a listed building. <del>to be retained within the development and where consideration to the setting of the listed building is required.</del> <b><u>Any development should preserve the special architectural or historic interest or setting of this building.</u></b></li> </ul>	To ensure consistency with national guidance on flood risk and heritage. To address consultation representation.
68	Objective 8 (after para 4.3.1)	<p>Insert new objective 8 under para 4.3.1 as follows:</p> <p><b><u>8. Conserve the area’s heritage assets and ensure that those that are vacant or at risk have a sustainable future.</u></b></p>	For effectiveness. To address consultation representation.
69	Para 4.3.54	<p>Amend third sentence of para 4.3.54 as follows</p> <p>[...] This part of the site <b><u>lies within two separate ownerships and both land parcels</u></b> <del>are</del> is considered to be as available for development [...].”</p> <p><b><u>The following map changes are required as a result of this main modification:</u></b></p> <p>Alter Map 8 to show the green corridor required under Policy AVL7 (Site AV18) and illustrated on Map 8 running between the two separate ownerships at the site along the existing public right of way.</p>	For clarity and effectiveness. To address consultation representation.



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70	Para 4.3.58	Amend guiding principle 2 under para 4.3.58 as follows:	For clarity and effectiveness. To address consultation representation.
		2. Providing a high quality, comprehensive <b><u>or phased</u></b> mixed use development [...]	
71	Policy EB4 (after para 4.3.61)	Amend Policy EB4 as follows:	For clarity and effectiveness. To address consultation representation.
		<p><b>POLICY EB4 – EAST STREET OPPORTUNITY AREA</b></p> <p>Within the East Street Opportunity Area identified on the Policies Map redevelopment of existing buildings for housing is encouraged where it supports the guiding principles for the area set out in this plan <b><u>and accords with other plan policies.</u></b></p> <p>The identified mixed use site at Cross Green Lane (AV31) is suitable for office, housing and appropriate community uses.</p>	
72	Policy AVL7 (Sites AV32/ AV33 & AV34 ) (after para 4.3.67)	Delete reference to Low Fold (AV33) in first sentence; delete first, fifth and sixth bullet points; and amend eighth bullet point as follows:	For clarity and effectiveness. To reflect deletion of AV33 from Policy AVL7 allocations (and inclusion as an identified site under Policy AVL6) and to ensure consistency with national guidance on flood risk.
		<p>Under Policy AVL7, sites at Rose Wharf Car Park (AV32), <del>Low Fold (AV33)</del> and South Accommodation Road (AV34) are allocated for housing:</p> <ul style="list-style-type: none"> <li><del>• Sites AV32 and AV33 are suitable for older persons housing / independent living in accordance with Policy AVL7.</del></li> <li><del>• Site AV33 to make provision for pedestrian/cycle bridge to link the site to the South Bank area.</del></li> <li><del>• The green space requirements of development should be provided on the areas of highest flood risk within the site, where practicable.</del></li> <li>• An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided including a buffer to the edge of <b><u>the</u></b> river bank.</li> </ul> <p>Remainder unchanged</p>	
73	Policy	Amend seventh bullet point under requirement (applies to Site AV32 only) as follows:	For effectiveness. To

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	AVL7 (Sites AV32/ AV33 & AV34) (after para 4.3.67)	<ul style="list-style-type: none"> <li><del>The site or part of the site</del> <b>Part of the site, AV32</b> is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.</li> </ul>	reflect updated EA flood map data (Nov 2016) and revised sequential test outcome.
74	Policy AVL7 (Sites AV32/ AV33 & AV34) (after para 4.3.67)	<p>Insert additional criteria after seventh bullet point under site requirement as follows:</p> <ul style="list-style-type: none"> <li><b><u>For Site AV34, housing development (or any other type of development classified as ‘more vulnerable’ according to the NPPG) should not be developed in any part of the site lying within Flood Zone 3, as indicated in the Leeds Strategic Flood Risk Assessment or the Environment Agency Flood Risk Maps, whichever is the most up to date.</u></b></li> </ul>	For effectiveness. To reflect updated EA flood map data (Nov 2016) and revised sequential test outcome.
75	Policy AVL7 (Sites AV28 & AV29) (after para 4.3.69)	<p>Amend second and fifth bullet points under site requirements as follows:</p> <ul style="list-style-type: none"> <li>Site AV29 to contribute to improvement of the adjacent green space at Bow Street Recreation Ground to mitigate loss of existing green space within <b><u>the</u></b> site.</li> <li>Site AV29 is adjacent to the Grade 1 listed St Saviour Church and other listed buildings <del>where consideration to the setting of the listed building is required.</del> <b><u>Any development should preserve the special architectural or historic interest or setting of these buildings.</u></b></li> </ul> <p>Remainder unchanged</p>	For clarity and to ensure consistency with national guidance. To address consultation representation.
76	Policy AVL7 (Site AV38) (after para 4.3.84)	<p>Amend fourth bullet point as follows:</p> <ul style="list-style-type: none"> <li><del>The site is adjacent to a <b><u>two</u></b> listed buildings <del>where consideration to the setting of the listed building is required.</del></del> <b><u>Any development should preserve the special architectural or historic interest or setting of these buildings.</u></b></li> </ul> <p>Remainder unchanged</p>	For clarity and to ensure consistency with national guidance. To address consultation representation.

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77	Spatial Vision (after para 4.4.1)	Insert new paragraph at the end of Hunslet Area spatial vision as follows:	For clarity and effectiveness. To address consultation representation.
		<b><u>Hunslet Mill and Victoria Mill have been brought back into use and have become key landmark buildings which have helped in increasing the attractiveness of the waterfront area as a place to live and visit.</u></b>	
78	Policy AVL7 (Site AV48) (after para 4.4.18)	Amend first bullet point under site requirements as follows:	For clarity and effectiveness.
		In accordance <b><u>with</u></b> Core Strategy Policy P8, proposals for town centre uses will not be permitted unless they clearly demonstrate that there will be no significant adverse impact on vitality and viability or planned investment in Hunslet Town Centre or other designated centres.  Remainder unchanged	
79	Para 4.4.20	Amend second sentence in para 4.4.20 as follows:	For clarity and effectiveness.
		“... Over 30 hectares of land has been identified in the area with potential for new sustainable development providing new homes and jobs and potentially new shops, leisure and community facilities. The majority of these sites <del>are allocated</del> <b><u>were incorporated</u></b> within the Hunslet Riverside Strategic Housing & Mixed Use <b><u>UDPR</u></b> allocation <del>which was made in the UDPR</del> . The main development opportunities in the area are...”	
80	Policy AVL7 (Site AV98) (after para 4.4.31)	Amend second bullet point under site requirements as follows:	For clarity and to ensure consistency with national guidance. To address consultation representation.
		• The site is adjacent to <del>the</del> listed <b><u>buildings at Hunslet Mill/Victoria Mills</u></b> <del>buildings where consideration to the setting of the listed building is required.</del> <b><u>Any development should preserve the special architectural or historic interest or setting of these buildings.</u></b>	
81	AVL7	Amend fourth bullet point under site requirements as follows:	For effectiveness. To

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	(Site AV98) (after para 4.4.31)	<del>The site, or part of the site, is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site specific flood risk assessment should be applied. <b><u>Housing development (or any other type of development classified as ‘more vulnerable’ according to the NPPG) should not be developed in any part of the site lying within Flood Zone 3, as indicated in the Leeds Strategic Flood Risk Assessment or the Environment Agency Flood Risk Maps, whichever is the most up to date.</u></b></del>	reflect updated EA flood map data (Nov 2016) and revised sequential test outcome.
82	Para 4.4.35	<p>Amend para 4.4.35 as follows:</p> <p>Given the proximity of heavy industrial uses of the north and east of the site, only part of the site is considered to be suitable for residential. This is reflected in the NRWLP which allocates a 7.4 hectare site (<b><u>NRWLP Site 21</u></b>) on the south west part of the land for new rail sidings. <b><u>This allocation requires a landscape buffer to be provided between minerals rail freight and residential uses under Policy Minerals 13 (3).</u></b></p> <p><b><u>The following map change is required as a result of this main modification:</u></b></p> <p>1. Delete designation referring to an indicative buffer at site AV40 on Map 9.</p>	For clarity and effectiveness. To address consultation representation.
83	Policy AVL7 (Site AV40) (after para 4.4.38)	<p>Amend eighth bullet point under site requirements as follows:</p> <p><u>Site requirements</u></p> <ul style="list-style-type: none"> <li>• The site is located <b><u>lies</u></b> opposite the listed <b><u>buildings at</u></b> Hunslet <b><u>Mill</u></b>/Victoria m <b><u>Mill</u></b> buildings where consideration to the setting of the listed buildings is required. <b><u>Any development should preserve the special architectural or historic interest or setting of these buildings.</u></b></li> </ul> <p>Remainder unchanged</p>	For clarity and to ensure consistency with national guidance. To address consultation representation.
84	Policy AVL7 (Site AV46) (after para 4.4.39)	<p>Delete first bullet point and amend fourth bullet point under site requirements as follows:</p> <p><u>Site requirements</u></p> <ul style="list-style-type: none"> <li>• <del>The site is suitable for older persons housing / independent living in accordance with Policy AVL7.</del></li> <li>• The site is adjacent to a <b><u>lies opposite the</u></b> listed <b><u>buildings at</u></b> Hunslet <b><u>Mill</u></b>/ Victoria Mills buildings where consideration to the setting of the listed building is required. <b><u>Any development should preserve</u></b></li> </ul>	For clarity and to ensure consistency with national guidance on flood risk and heritage. To address consultation representation.

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		<p><b><u>the special architectural or historic interest or setting of these buildings.</u></b></p> <p>Remainder unchanged</p>	
85	Objective 5 (after para 4.5.1)	<p>Amend objective 5 (after para 4.5.1) as follows:</p> <p>5. Ensure that the river corridor <b><u>and the heritage assets at Thwaites Mill are</u></b> is recognised for its <b><u>the</u></b> attractive environment <b><u>they provide, and are</u></b> widely used by local residents and visitors for activities such as walking, cycling and water-based recreation <del>and</del> forming part of an enhanced green infrastructure network which connects into wider networks.</p>	For clarity and effectiveness. To address consultation representation.
86	Para 4.5.28	<p>Amend first, second and third bullet points and delete fourth bullet point under para 4.5.28 as follows:</p> <ul style="list-style-type: none"> <li>• The <del>consultation route of the proposed preferred (November 2016)</del> HS2 line <b><u>route</u></b> runs along the alignment of the existing Leeds – Castleford railway line through Stourton.</li> <li>• A NGT <b><u>1,000 space bus based</u></b> park &amp; ride site <del>with up to 2,300 car parking spaces and vehicle depot</del> located off M621 J7 in Stourton is <b><u>proposed.</u></b></li> <li>• A bus based park and ride facility serving the city centre, with 1,000 car parking spaces at Temple Green off M1 Junction 45. Opens <del>Spring 2016</del> <b><u>2017.</u></b></li> <li>• <del>Potential for a NGT extension to Aire Valley (route to be determined)</del></li> </ul>	For effectiveness and clarity. Reflecting refusal of NGT scheme in May 2016 and objective of delivering a replacement park & ride scheme at Stourton.
87	Para	Amend para 4.5.29 as follows:	For clarity and

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	4.5.29	<p><b>Stourton Park &amp; Ride</b></p> <p><del>The NGT trolleybus scheme includes for a 2,300 space park &amp; ride facility and vehicle depot on a site at Stourton (site AV82). Current proposals show a residual area of land may become available to the south of the depot along the southern boundary of the site, next to existing housing and green space. This opportunity has been identified within the Middleton &amp; Belle Isle Regeneration Framework as a potential site for housing. Given uncertainty about the land becoming available at this stage, it is to be identified within the wider park &amp; ride site with any future proposals to be assessed against the criteria set out in Policy CAV1.</del></p> <p><b><u>An 18 hectare site immediately to the south west of M621 J7 is identified as an opportunity to provide a bus based park and ride facility serving the city centre (Site AV82). The land is safeguarded for this purpose under Policy CAV1 but it is not expected that the entire site area will be required. An opportunity has been identified within the Middleton and Belle Isle Regeneration Framework for housing development on any residual areas of land. However, given uncertainty about the extent and timing of land becoming available for other uses all the land is included within the park &amp; ride designation, with any future proposals to be assessed against the criteria and requirements set out in Policy CAV1.</u></b></p>	effectiveness. Reflecting refusal of NGT scheme in May 2016 and objective of delivering a replacement park & ride scheme at Stourton.
88	Policy CAV1 (after para 4.5.29)	<p>Amend Policy CAV1 as follows:</p> <p>Site AV82 at Stourton is safeguarded for a <b>bus based</b> park and ride facility. <del>and vehicle depot with supporting ancillary facilities associated with the NGT trolleybus scheme.</del></p> <p>Other non-transport infrastructure uses, including housing and/or general employment will only be acceptable on any part of the site if it can be demonstrated that it is no longer required to deliver the strategic transport infrastructure needs of the district.</p> <p><b><u>Site requirements</u></b></p> <p><b><u>The site lies adjacent to a Registered Historic Park and Garden. Development proposals should safeguard those elements of the heritage asset which contribute to its significance including its setting</u></b></p>	For clarity and effectiveness. Reflecting refusal of NGT scheme in May 2016 and objective of delivering a replacement park & ride scheme at Stourton. To ensure consistency with national guidance on heritage. To address consultation representation.

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89	Policy CAV2 (after para 4.5.30)	Amend point 1 under policy CAV2 as follows:	For clarity and effectiveness. Reflecting refusal of NGT scheme in May 2016
		1. Provision of a safe and direct walking and cycling route <b>over the motorway</b> between Leeds Valley Park and the <del>NGT trolleybus park and ride site at Stourton Belle Isle</del> ; Remainder unchanged	
90	Para 4.5.33	Amend last sentence of para 4.5.33 as follows:	For clarity and effectiveness. To address consultation representation.
		<del>[...] Vegetation on the land is naturally re-growing and</del> <b>The land</b> provides an opportunity for enhancement to create a mix of natural habitats including community woodland, grassland and semi-permanent wetlands.	
91	4.5.34 Policy CAV3 (after para 4.5.34)	Amend point 1 of policy CAV3 as follows:	For clarity and effectiveness. To address consultation representation.
		1. Integration <b>and improvement</b> of 20 hectares of previously developed, former employment land, to the north of the River Aire and west of the M1 motorway into the wider green infrastructure network. Remainder unchanged	
92	New para before 4.5.35	Insert new sub-heading and paragraph before para 4.5.35:	For effectiveness. To cross-refer to policy in the NRWLP, for completeness
		<b><u>Waste Management Uses</u></b> <b><u>The NRWLP allocates three strategic waste management sites within the Central Aire Valley Area. These are allocated under NRWLP Policy WASTE 6 as sites suitable for major residual waste treatment facilities. Other non-waste management uses, including employment, will only be acceptable on these sites if it can be demonstrated that the site is no longer required to meet the strategic waste management needs of the Council's area. Details of these sites can be found in the NRWLP and also within the development sites section of the Central Aire Valley part of the AAP.</u></b>	

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93	Para 4.5.52	<p>Amend para 4.5.52 as follows:</p> <p>A further 7.8 <b>9.17</b> hectares of land to the south (AV68) is also carried forward from the UDP and identified as a general employment site. <b><u>Both these sites benefit from a location which may incorporate the alignment of a rail served development or interchange.</u></b></p> <p><b><u>The following map changes are required as a result of this main modification:</u></b></p> <ol style="list-style-type: none"> <li>1. Delete part of proposed pedestrian/cycle route (indicative) shown crossing the former railway bridge over the river (just to the east of the M1 motorway) on Maps 4 and 12 as this route safeguarded for a rail spur under Natural Resources and Waste Local Plan Policy Minerals 13 (6), which could provide the rail connection referred to in the main modification.</li> </ol>	For effectiveness. To address consultation representation.
94	Para 4.5.61 & Policy AVL4 (Site AV83)	<p>Amend second sentence of para 4.5.61 and first bullet under Policy AVL4, Site AV83 site requirements as follows:</p> <p>[..] Allocations of land to provide general employment development in Cross Green and Stourton are set out in Policy AVL4 and are shown on the Policies Map <b><u>and area maps.</u></b> [..]</p> <p><b>Skelton Grange Road (East site), Stourton</b></p> <p>Under Policy AVL4, Skelton Grange Road, East site (AV83) is allocated for general employment.</p> <p><u>Site requirements</u></p> <ul style="list-style-type: none"> <li>• <del>An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided including a buffer to the waterfront on the northern boundary.</del> <b><u>Part of the AVL Green Infrastructure Network is adjacent to the north-western boundary of Site AV83. An appropriate soft landscape treatment will be required that is sensitive to the nature conservation value of the adjacent land.</u></b></li> </ul> <p>Remainder unchanged.</p>	For effectiveness. To reflect the revised site boundary.



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95	Objective 5 (after para 4.6.1)	Insert new objective 5 (after para 4.6.1) as follows:	To ensure consistency with national guidance. To address consultation representations.
		<b><u>5. The site lies adjacent to a Registered Historic Park and Garden. Development proposals should assess those elements which contribute to the significance of the heritage asset including its setting and put in place appropriate mitigation.</u></b>	
96	Para 4.6.20 (Principles 4 & 10)	Amend point 4 and insert new point 10 under para 4.6.20 as follows:	For clarity and effectiveness. To ensure consistency with national guidance. To address consultation representations
		4. Locate key facilities, such as the school, local centre and park centrally within the development, within walking distance of all parts of the site <b><u>in an accessible location to all occupiers of the site using sustainable transport options.</u></b> <b><u>10. Ensure key views from the Historic Park and Garden at Temple Newsam are safeguarded.</u></b>	
97	Para 4.6.29	Insert new text to third sentence of para 4.6.29 as follows:	For clarity and effectiveness. To address consultation representations
		The options for alternative vehicle access could be via Pontefract Lane (which leads <b><u>back</u></b> to the M1, J45) or Knowsthorpe Lane allowing access under the M1 from the west.	
98	Para 4.6.30	Amend para 4.6.30 as follows:	For clarity and effectiveness. To reflect fact that the planning permission for the business park lapsed in April 2016.
		More detailed work is needed to assess the trip generation from the site onto the strategic highway network, during peak morning and evening periods. <del>In principle the development can utilise the trips assumed for the existing business park proposal although the overall position will depend on the exact mix of uses proposed.</del> The impact will be considered cumulatively in order to ensure that any commercial development proposed in early phases does not prejudice the long term delivery of the housing proposals.	
99	Policy AVL7,	Amend first part of second bullet point; amend sixth bullet point; delete tenth bullet point and insert new bullet point above last bullet point of Policy AVL7 (Site AV111) as follows:	For clarity and effectiveness. To

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	Site AV111 (after para 4.6.35)	<ul style="list-style-type: none"> <li>• Provision of local facilities, to be located centrally within the site or within walking distance from all residential areas: <ul style="list-style-type: none"> <li>o A local centre to include the following: <ul style="list-style-type: none"> <li>- local shops (500 – 1,000 sq. m. total floorspace),</li> <li>- financial &amp; professional services, cafés/restaurants, a pub (500 – <b><u>up to a maximum of</u></b> 1,000 sq. m. total floorspace <b><u>and subject to securing operators</u></b>)</li> <li>- <b><u>provision of space for</u></b> health services including GPs, pharmacies and dentists, <b><u>as appropriate</u></b></li> <li>- other community facilities including provision for older people (<b><u>subject to securing operators</u></b>), where appropriate;</li> </ul> </li> </ul> </li> <li>• Ensuring that the pedestrian/cycle routes shown, shown on <b><u>Map 4 and</u></b> the Area Map, are incorporated within the development and are linked to all parts of the development by safe and direct routes</li> <li>• <del>An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided.</del></li> <li>• <b><u>The development should assess those elements of the Historic Park and Garden at Temple Newsam which contributes to the significance of the heritage asset, including its setting, and put in place appropriate mitigation.</u></b></li> </ul> <p>Remainder unchanged</p>	ensure consistency with national guidance. To address consultation representations
100	Policy AVL7, Site AV111	<p>Insert additional site requirement after third bullet point of Policy AVL7 (Site AV111) as follows:</p> <ul style="list-style-type: none"> <li>• <b><u>The improvements to M1 Junction 45 set out in Policy AVL12 (1) should be complete prior to occupation of any part of development at the site.</u></b></li> </ul>	For effectiveness In response to Highways England representation.
101	Para 4.6.36	<p>Amend para 4.6.36 as follows:</p> <p>Due to constraints, some parts of the site are not be suitable or viable for housing. Some of these areas can be incorporated within the green infrastructure requirements of the development, or incorporate specific commercial uses where this would be consistent with and help to facilitate housing development <b><u>delivery of the scale of housing proposed in this plan.</u></b> Accommodating other uses could assist viability, thereby funding new infrastructure and facilities required in the early development</p>	For clarity and effectiveness. To address consultation representations

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		phases.	
102	Para 4.6.37	<p>Amend para 4.6.37 as follows:</p> <p>Proposals for other uses would need to be incorporated within the overall masterplan for the site, <del>help facilitate the delivery of the housing scheme and be phased alongside new housing</del> and have the potential to support the main housing development. Proposals which would lead to the creation of a destination serving a wide catchment <b>area</b> such as a retail/leisure park, <b>and</b> <del>motorway service area or other formats</del> which provides large areas of car parking and attracts significant trips to the site from <b>that</b> <u>would attract an unacceptably high number of additional trips utilising</u> the motorway network would not be consistent with this approach.</p>	To ensure plan is justified. To address consultation representations
103	Para 4.6.39	<p>Delete para 4.6.39 as follows:</p> <p><del>4.6.39 Office or other business units could also act as a buffer between the motorway and housing development along the western boundary of the site within the area indicated on the area map and could also help sustain local employment.</del></p>	Proposal not justified. To address consultation representation.
104	Policy SG1	<p>Amend Policy SG1 as follows:</p> <p><b>POLICY SG1: SKELTON GATE (SITE AV111) – NON-HOUSING USES</b></p> <p><b><u>As shown on the area map</u></b> and <del>W</del><u>w</u> within the framework established in the overall masterplan, the following additional uses will be permitted with preference given to locations within the site which have been identified as most constrained for housing development and subject to compatibility with the following requirements:</p> <ol style="list-style-type: none"> <li>1. A food store up to a maximum gross internal floorspace of 2,000 sq. m. to be located within or integrated with the local centre and connected to the rest of the centre by safe and direct pedestrian routes.</li> <li><del>2. Offices and/or other business uses (Class B1) along the western boundary of the site within the broad</del></li> </ol>	To ensure plan is justified, effective and consistent with national policy planning. To address consultation representations.

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		<p><del>area indicated on the area plan, up to maximum total gross internal floorspace of 10,000 square metres.</del></p> <p>3. Other commercial uses not specified above or by other policies in this plan, providing they can be integrated with <b>and support</b> the wider housing site <del>and would enhance the viability and deliverability of the overall development</del> and help to deliver a sustainable housing development in accordance with Policy AVL7.</p> <p><b><u>4. Contribute towards initiatives and requirements stated in Policies SG2, SG3 and SG4.</u></b></p> <p>The development of the alternative commercial uses should <del>be phased alongside delivery of new housing and other facilities</del> <b><u>not prejudice delivery of the scale of housing on the site set out in this plan.</u></b></p> <p><b><u>Site requirements for Site AV111 will apply to any development permitted under this policy where relevant to the specific use.</u></b></p> <p><b><u>The following map changes are required as a result of this main modification:</u></b></p> <p>1. Delete office and business uses from Policies Map and Map 12 and replace with a symbol with the following notation 'Policy SG1 other uses (indicative) and update key accordingly,</p>	
105	Para 4.6.43	<p>Amend para 4.6.43 as follows:</p> <p>The area map identifies important green infrastructure corridors and sites <del>which will need to be retained and improved</del> <b><u>where there is the opportunity to extend and improve the green infrastructure</u></b> within development with the aim of creating continuous, high quality green corridors between Temple Newsam, Skelton Lake, River Aire and along the Wyke Beck corridor.</p>	To provide a form of wording that reflects the core strategy Policy G1
106	Para 4.6.47	<p>Amend para 4.6.47 as follows:</p> <p><del>Most of the green space should be provided in the form of.</del> <b><u>The green space should incorporate</u></b> a community park (as set out under site requirements) which under the definition set out in the Leeds Open Space, Sports and Recreation Assessment should provide for the local community as a whole, with multiple facilities for active and passive recreation with areas of formal landscaping. <b><u>In this case, the local community being defined as the residents of Skelton Gate (Site AV111).</u></b> This should be centrally <b><u>conveniently</u></b> located <del>within the development site</del> within easy walking for future residents <b><u>distance of all residents and occupiers of the site.</u></b></p>	For clarity and effectivenessTo address consultation representation.

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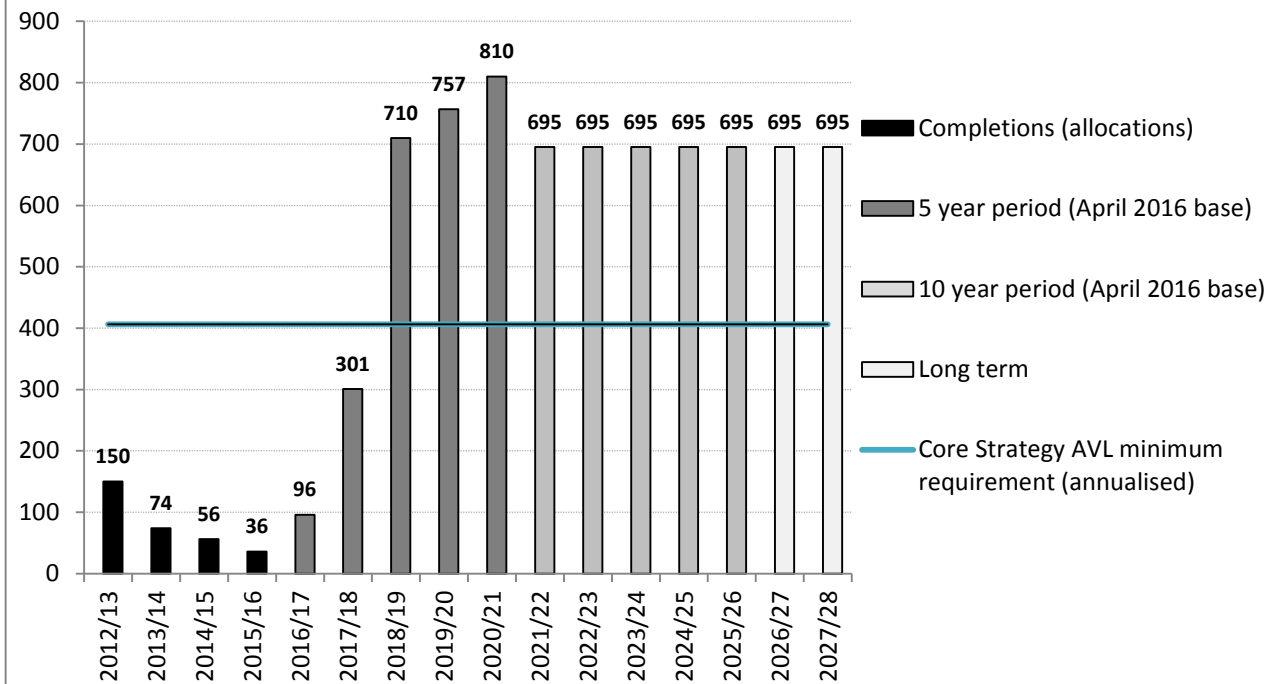
107	Para 4.6.49	Amend para 4.6.49 as follows:	For effectiveness. To ensure consistency in terminology used in reference to this proposal and to reflect recent discussions on likely form the facility will take.
		The Council support the creation of a visitor <del>attraction</del> <b>facility</b> at the northern end of the lake along the southern edge of the <del>housing allocation</del> <b>Skelton Gate</b> . The aim would be to build a visitor <del>centre</del> <b>facility</b> linked to management of the lake as a wildlife habitat. <del>This needs to be a distinctive and sustainable building, exemplifying high standards of architectural and landscape design which is</del> <b>and designed to be</b> sensitive to its setting. It would act as a gateway into the Lower Aire Valley nature sites and river corridor from the urban area of Leeds.	
108	Para 4.6.50	Amend first sentence of para 4.6.50 as follows:	For effectiveness. To ensure consistency in terminology used in reference to this proposal.
		[...] Creation of a visitor <del>centre</del> <b>facility</b> fits into a larger green space enhancement project, including improvements to the natural habitat, public rights of way signage, interpretation, provision of bird hides and incorporating the area to the west of Wyke Beck [...]	
109	Policy SG4 (after para 4.6.51)	Amend point 1 of Policy SG4 as follows:	For effectiveness To ensure consistency in terminology used in reference to this proposal
		1. Provision of a new visitor <del>centre</del> <b>facility</b> at the northern edge of Skelton Lake to be <del>integrated with the wider housing-led development at</del> <b>accessible to the</b> Skelton Gate <b>development</b> and related to long term management of the lake and surrounding land.	
110	Para 5.9	Amend para 5.9 as follows:	For effectiveness. To reflect Government's November 2016 HS2 announcement.
		At an estimated £50 billion, HS2 is the largest national transport infrastructure project of a generation. Primarily financed from central government, its implementation is being managed by HS2 Ltd, a government owned company. The anticipated operational delivery date for trains carrying passengers on the new route between London and Leeds, via Birmingham, is 2033. Various delivery mechanisms are being established, such as a regional programme board for regional engagement, creation of a joint venture between London and Continental Railways and the Council to plan and deliver regeneration associated with HS2 Leeds, preparation of a planning framework and a master plan for the <del>anticipated new station</del> <b>Yorkshire Hub location</b> .	
111	New	Insert new para and housing trajectory figure after para 5.25 as follows:	For effectiveness

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	<p>Para after para 5.25</p>	<p><b><u>Monitoring of housing delivery in the AAP will be undertaken against the quantum of housing development proposed in the plan (7,855 dwellings over the plan period) and against the minimum requirements for the area set out in Core Strategy Spatial Policy 5 (6,500 dwellings). The housing trajectory shown in figure 1 shows the indicative delivery of housing on identified (Policy AVL6) and allocated (Policy AVL7) sites expressed as dwellings per annum over the plan period. The delivery information is taken from the Council's Strategic Housing Land Availability Assessment (SHLAA) and Authority Monitoring Report (AMR) and has a base date of April 2016. For 'developable sites' – within years 6 to 10 (10 year period) and years 11 onwards (long term) the data has been smoothed to provide an average annual delivery rate over that period. The Core Strategy minimum target is shown as an annualised target (406 dwellings). The trajectory is indicative only and uses the best available information at the base date to provide a baseline for monitoring purposes. It will be updated in the future to reflect the latest SHLAA position, including any anticipated delivery through windfall development not foreseen at the time the plan was prepared. The AMR will monitor housing completions on an annual basis.</u></b></p>	
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# Aire Valley Leeds Area Action Plan – Proposed Main Modifications

**Figure 1: Housing trajectory for AVLAAP sites (2012/13 to 2027/28)**



112	Glossary	Insert new definition into the glossary as follows:		For clarity and effectiveness	
		<table><tr><th>Term</th><th>Explanation</th></tr><tr><td>Community Park</td><td>Providing for the local community as a whole. They usually provide multiple facilities for active and passive recreation with areas of formal landscaping.</td></tr></table>	Term		Explanation
Term	Explanation				
Community Park	Providing for the local community as a whole. They usually provide multiple facilities for active and passive recreation with areas of formal landscaping.				

113

Appendix 2

Insert new Appendix 2 as follows:

Appendix 2: Local Undesignated Heritage Assets Schedule

	Name	Address	Location
<u>1.</u>		<u>54 Cross Green Lane</u>	<u>Cross Green</u>
<u>2.</u>		<u>20 Crown Point Road</u>	<u>Hunslet</u>
<u>3.</u>	<u>The Small Mill</u>	<u>Chadwick Street</u>	<u>Hunslet</u>
<u>4.</u>	<u>The Malthouse</u>	<u>Chadwick Street</u>	<u>Hunslet</u>
<u>5.</u>	<u>The Sun PH</u>	<u>134 Church Street</u>	<u>Hunslet</u>
<u>6.</u>	<u>Crown Hotel</u>	<u>Crown Point Road</u>	<u>Hunslet</u>
<u>7.</u>	<u>Ellerby House</u>	<u>1 - 2 Ellerby Lane</u>	<u>Cross Green</u>
<u>8.</u>	<u>Goodman House</u>	<u>Goodman Street</u>	<u>Hunslet</u>
<u>9.</u>	<u>T F And J H Braime Holdings Plc</u>	<u>Hunslet Road</u>	<u>Hunslet</u>
<u>10.</u>	<u>The Tetley</u>	<u>17 - 33 Hunslet Road</u>	<u>Hunslet</u>
<u>11.</u>		<u>315 – 329 Hunslet Road</u>	<u>Hunslet</u>
<u>12.</u>		<u>331 - 333 Hunslet Road</u>	<u>Hunslet</u>
<u>13.</u>	<u>St Josephs Convent</u>	<u>5 Joseph Street</u>	<u>Hunslet</u>
<u>14.</u>		<u>51 Low Road</u>	<u>Hunslet</u>
<u>15.</u>		<u>34 Lupton Street</u>	<u>Hunslet</u>
<u>16.</u>		<u>3 Sheaf Street</u>	<u>Hunslet</u>

<u>17.</u>	<u>St Saviours Church Hall And Parish Building</u>	<u>9 Upper Accommodation Road</u>	<u>Cross Green</u>
<u>18.</u>		<u>21 Upper Accommodation Road</u>	<u>Cross Green</u>
<u>19.</u>	<u>Hunslet Branch Library</u>	<u>Waterloo Road</u>	<u>Hunslet</u>
<u>20.</u>		<u>13 Brookfield Street</u>	<u>Hunslet</u>
<u>21.</u>	<u>The Brewery</u>	<u>Hunslet Road</u>	<u>Hunslet</u>
<u>22.</u>	<u>Old offices</u>	<u>Crown Point Road</u>	<u>Hunslet</u>

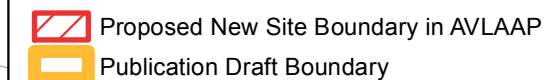
For clarity and effectiveness. To address consultation representations



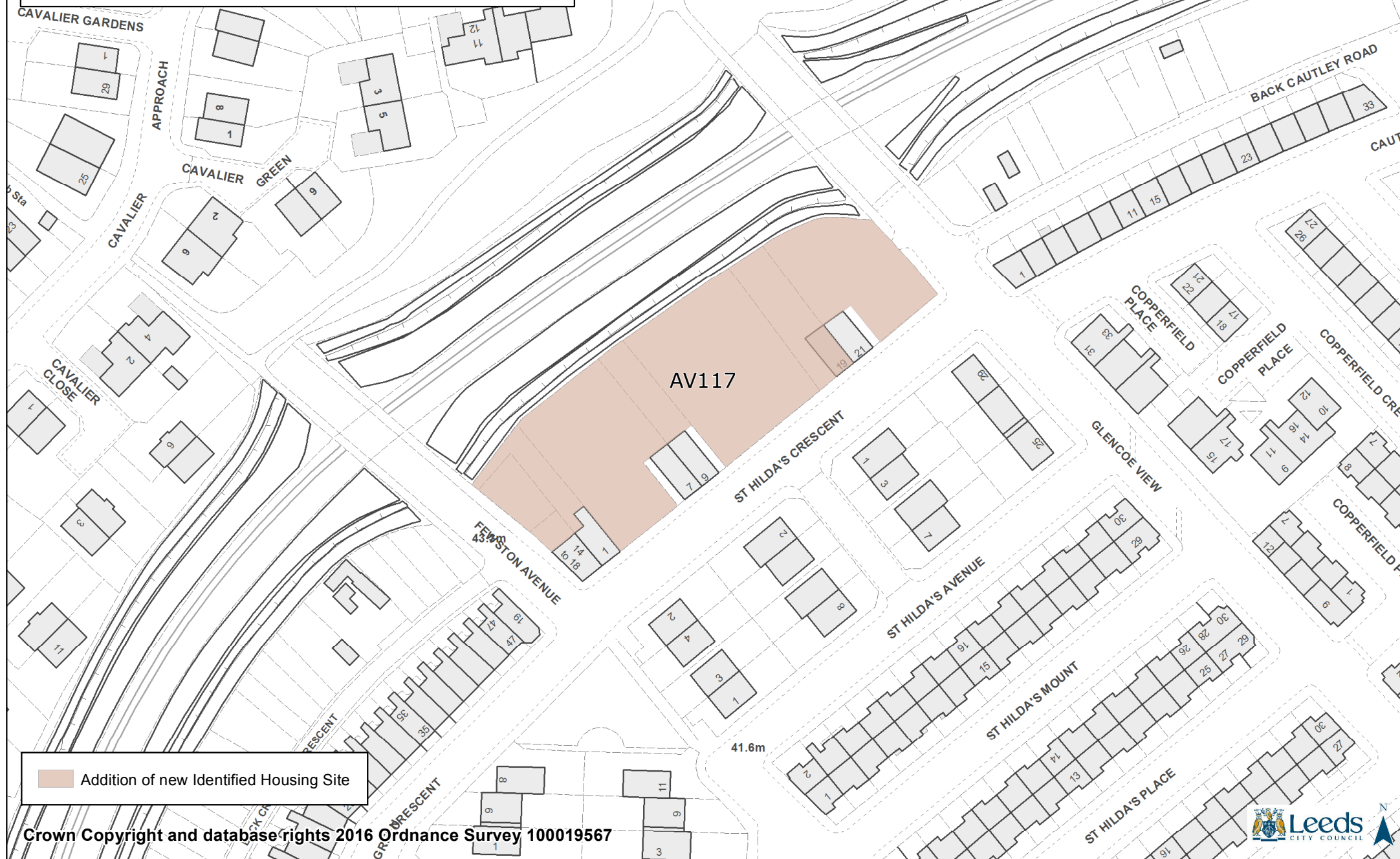
**Aire Valley Leeds Area Action Plan – Proposed Main Modifications**

114	Appendix 2	<p>Addition of new sentence to the end of the list in Appendix 2, to read:</p> <p><b><u>Leeds City Council’s Conservation Team can provide the details as to whether any additional heritage assets have been identified since adoption of the AVLAAP.</u></b></p>	<p>For clarity and effectiveness. To make clear that the list in the Plan is not exhaustive since new heritage assets may be identified after adoption which will still need to be considered (according to para 135 of the NPPF)</p>

Site Address: Armouries Drive, Leeds Dock



Site Address: Land north of St Hilda's Crescent



# Proposed change to the Aire Valley Leeds Area Action Plan

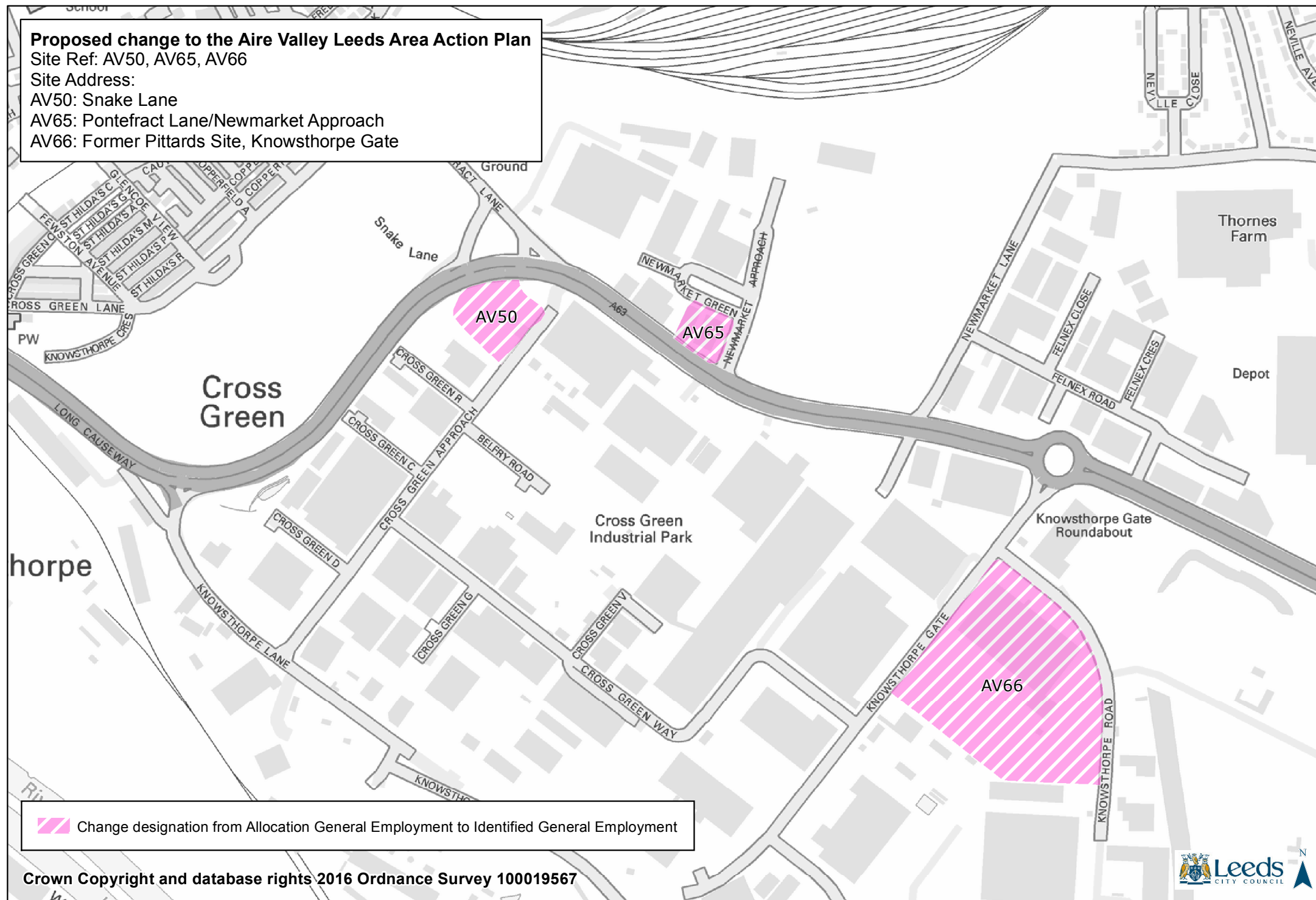
Site Ref: AV50, AV65, AV66

Site Address:

AV50: Snake Lane

AV65: Pontefract Lane/Newmarket Approach

AV66: Former Pittards Site, Knowsthorpe Gate



Change designation from Allocation General Employment to Identified General Employment

Crown Copyright and database rights 2016 Ordnance Survey 100019567

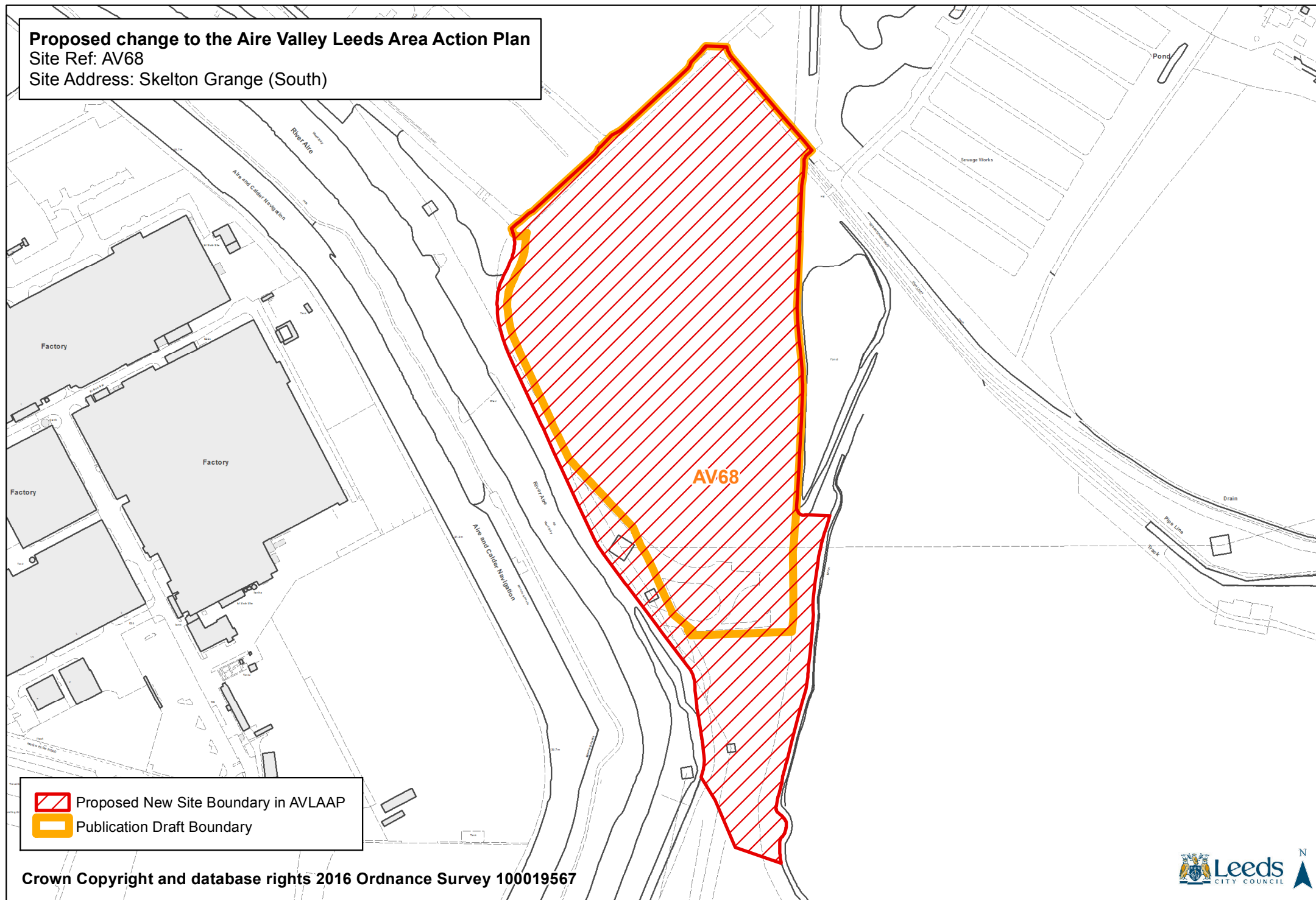




# Proposed change to the Aire Valley Leeds Area Action Plan

Site Ref: AV68

Site Address: Skelton Grange (South)

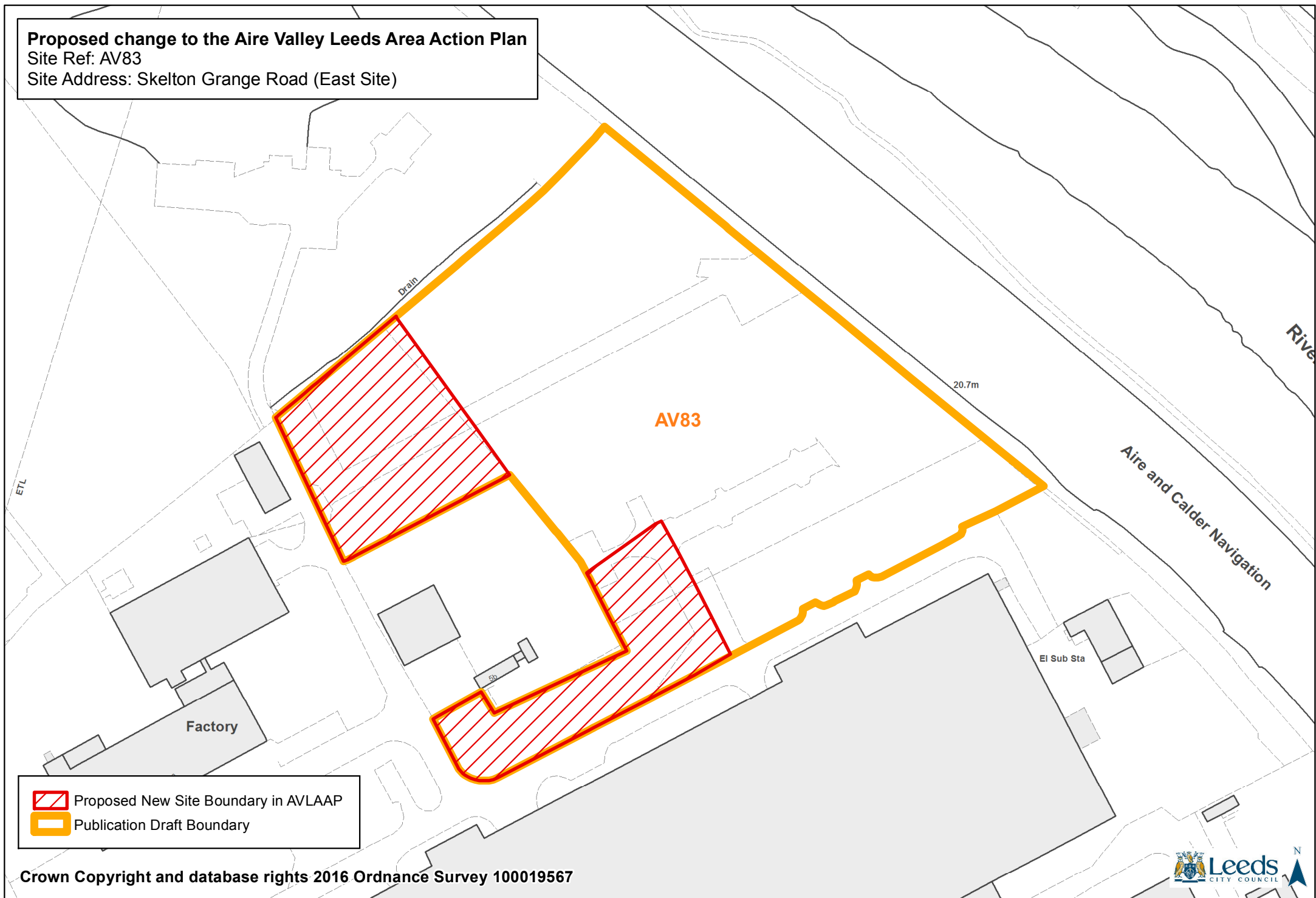


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**Proposed change to the Aire Valley Leeds Area Action Plan**

Site Ref: AV83

Site Address: Skelton Grange Road (East Site)



 Proposed New Site Boundary in AVLAAP

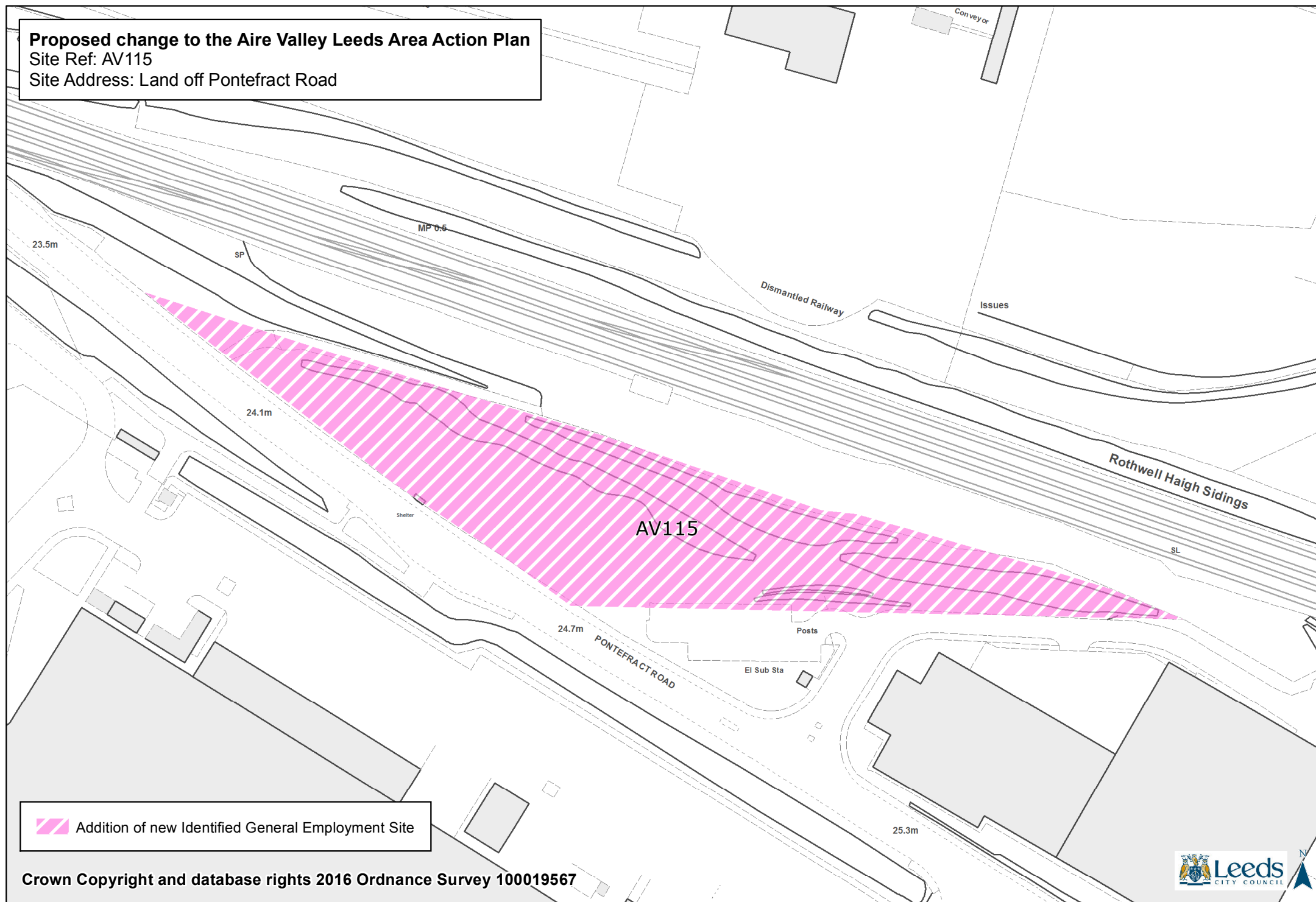
 Publication Draft Boundary

Crown Copyright and database rights 2016 Ordnance Survey 100019567

# Proposed change to the Aire Valley Leeds Area Action Plan

Site Ref: AV115

Site Address: Land off Pontefract Road



Addition of new Identified General Employment Site

Crown Copyright and database rights 2016 Ordnance Survey 100019567

**Proposed change to the Aire Valley Leeds Area Action Plan**

Site Ref: AV116

Site Address: Site 8, Newmarket Green



Addition of new Identified General Employment Site

Crown Copyright and database rights 2016 Ordnance Survey 100019567





# **AIRE VALLEY LEEDS AREA ACTION PLAN**

## **Leeds Local Development Framework**

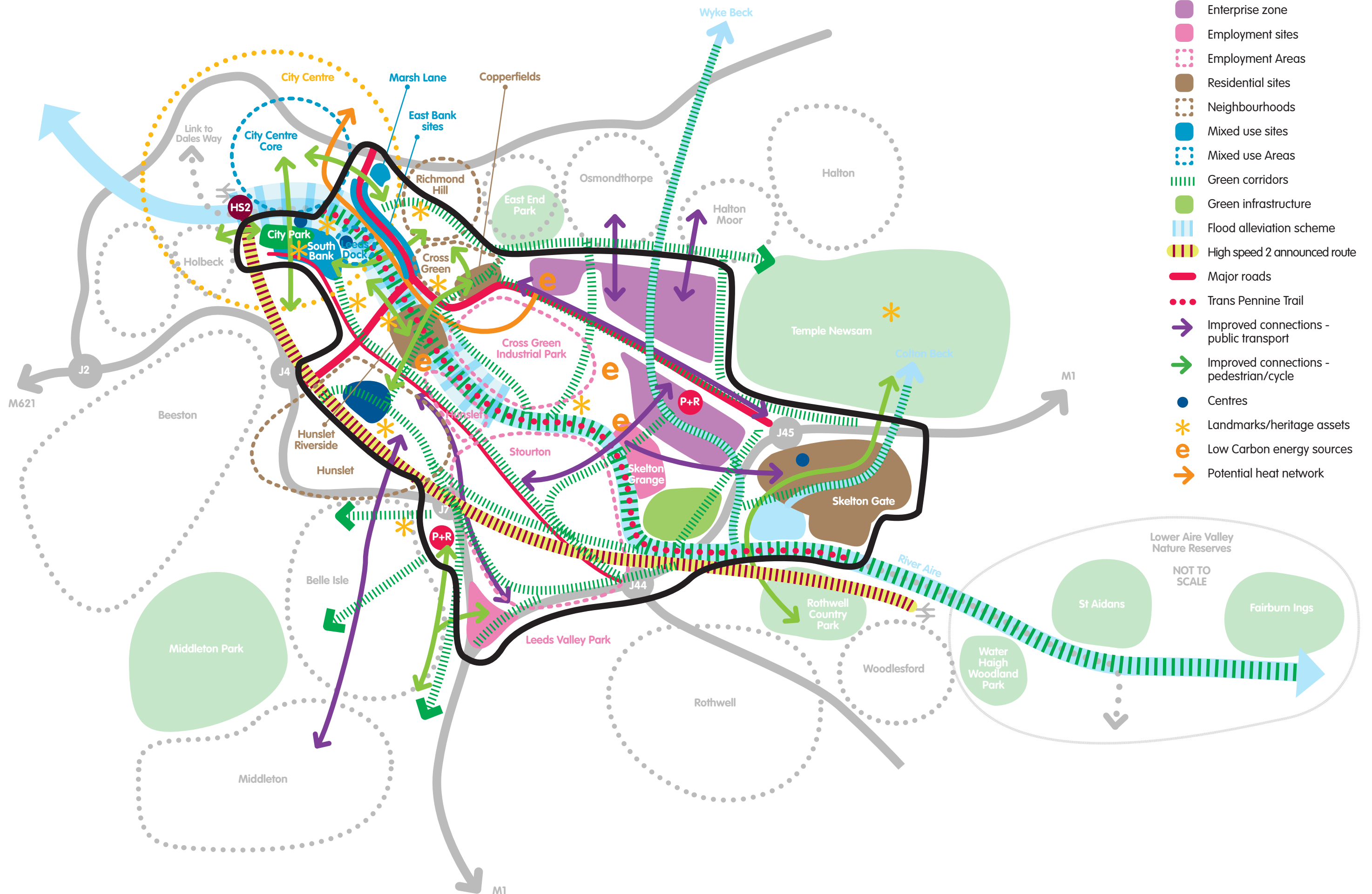
**Development Plan Document**

**Map Book Changes Incorporating Main Modifications**

**April 2017**

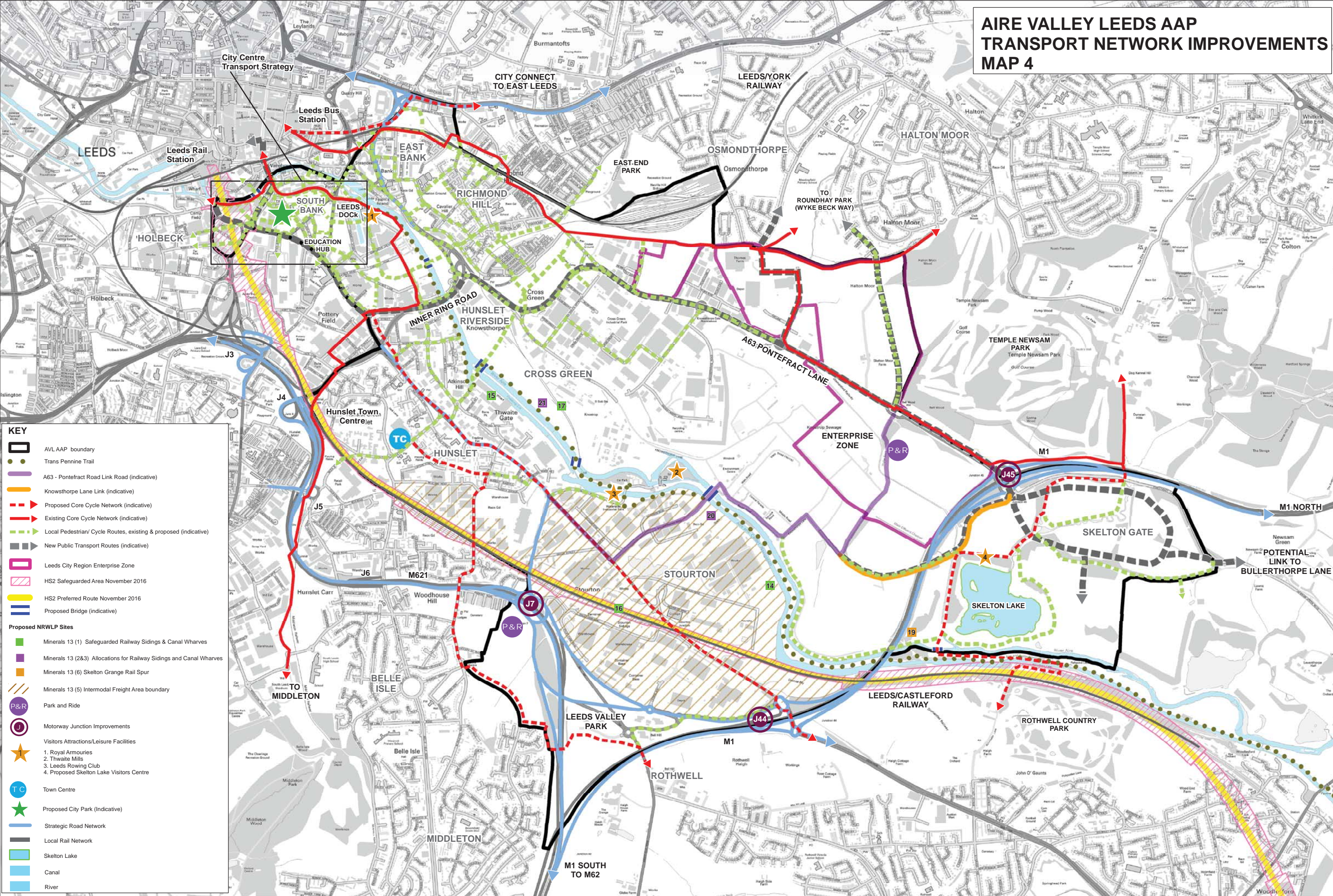


## Map 3: Strategic Plan





AIRE VALLEY LEEDS AAP  
TRANSPORT NETWORK IMPROVEMENTS  
MAP 4





# KEY - AIRE VALLEY LEEDS AREA MAPS



AVL AAP boundary

## Allocations



Allocation, General Employment



Allocation, Housing



Allocation, Mixed Use



South Bank Planning Statement Area, Mixed Use



Older Persons Housing / Independent Living

## Identified Sites



Identified, General Employment



Identified, Housing



Identified, Mixed Use



Identified, Offices



Identified, Transport Infrastructure



Leeds City Region Enterprise Zone



Sustainable Communities Investment Programme



Green Belt boundary (revised)



Opportunity Area



Residential Area



Employment Area



CC2 boundary



Trans Pennine Trail



A63 - Pontefract Road Link Road (indicative)



Knowsthorpe Lane Link (indicative)



Proposed Core Cycle Network (indicative)



Existing Core Cycle Network (indicative)



Local Pedestrian/Cycle Routes,  
existing & proposed (indicative)



New Public Transport Routes (indicative)



HS2 Safeguarded Area November 2016



HS2 Preferred Route November 2016



A Roads



Motorway Network



Local Rail Network



Proposed Bridge (indicative)



Potential Second Primary Access



Potential Secondary Access



Primary Access



Park and Ride



Motorway Junction Improvements



Minerals 13 (1) Safeguarded Railway Sidings and Canal Wharves



Minerals 13 (6) Skelton Grange Rail Spur



Minerals 12 Safeguarded Mineral Processing Sites



Waste 2 Safeguarded Aggregate Recycling Sites



Waste 2 Safeguarded General Waste Sites



Minerals 13 (2&3) Allocations for Railway Sidings and Canal Wharves



Waste 5 Industrial Estates Suitable for Waste Management Uses



Waste 6 Strategic Waste Sites



Waste 7 Allocation for Construction, Demolition and Excavation Waste



Minerals 13 (5) Intermodal Freight Area boundary



Buffer Area (indicative)



Proposed City Park (indicative)



Green Corridor (indicative)



Green Space



Green Infrastructure



Green Space Improvements



Proposed City Centre Open Space (indicative)



Green Space - Civic Space



Major Parks (Outside boundary)



Policy SG1 other uses (Indicative)



Potential Food Store (indicative)



Visitors Attractions/Leisure Facilities  
1. Royal Armouries  
2. Thwaite Mills  
3. Leeds Rowing Club  
4. Proposed Skelton Lake Visitors Centre



Flood Alleviation Scheme



Potential River Boat Stop & Moorings



Canal/River



Local Community Facilities



Local Centre



Town Centre



Hunslet Town Centre boundary



Leeds Dock Local Convenience Centre boundary



Gateway to Site



Primary School



Proposed Primary School (indicative)



Secondary School



Proposed Through School (indicative)



Local Significant Undesignated Heritage Asset



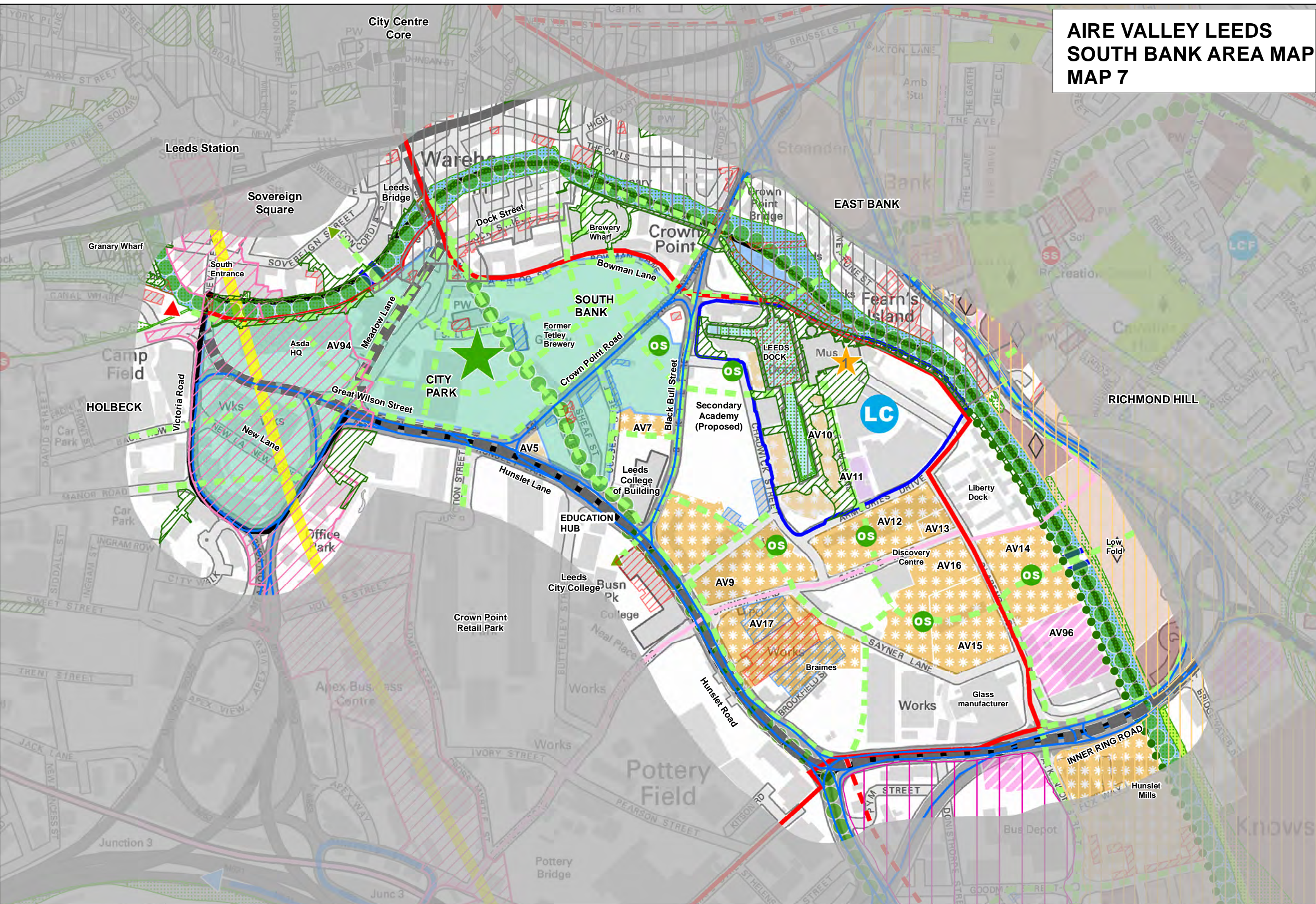
Listed Buildings



Conservation Areas



# AIRE VALLEY LEEDS SOUTH BANK AREA MAP MAP 7





# KEY - AIRE VALLEY LEEDS AREA MAPS



AVL AAP boundary

## Allocations



Allocation, General Employment



Allocation, Housing



Allocation, Mixed Use



South Bank Planning Statement Area, Mixed Use



Older Persons Housing / Independent Living

## Identified Sites



Identified, General Employment



Identified, Housing



Identified, Mixed Use



Identified, Offices



Identified, Transport Infrastructure



Leeds City Region Enterprise Zone



Sustainable Communities Investment Programme



Green Belt boundary (revised)



Opportunity Area



Residential Area



Employment Area



CC2 boundary



Trans Pennine Trail



A63 - Pontefract Road Link Road (indicative)



Knowsthorpe Lane Link (indicative)



Proposed Core Cycle Network (indicative)



Existing Core Cycle Network (indicative)



Local Pedestrian/Cycle Routes, existing & proposed (indicative)



New Public Transport Routes (indicative)



HS2 Safeguarded Area November 2016



HS2 Preferred Route November 2016



A Roads



Motorway Network



Local Rail Network



Proposed Bridge (indicative)



Potential Second Primary Access



Potential Secondary Access



Primary Access



Park and Ride



Motorway Junction Improvements



Minerals 13 (1) Safeguarded Railway Sidings and Canal Wharves



Minerals 13 (6) Skelton Grange Rail Spur



Minerals 12 Safeguarded Mineral Processing Sites



Waste 2 Safeguarded Aggregate Recycling Sites



Waste 2 Safeguarded General Waste Sites



Minerals 13 (2&3) Allocations for Railway Sidings and Canal Wharves



Waste 5 Industrial Estates Suitable for Waste Management Uses



Waste 6 Strategic Waste Sites



Waste 7 Allocation for Construction, Demolition and Excavation Waste



Minerals 13 (5) Intermodal Freight Area boundary



Buffer Area (indicative)



Proposed City Park (indicative)



Green Corridor (indicative)



Green Space



Green Infrastructure



Green Space Improvements



Proposed City Centre Open Space (indicative)



Green Space - Civic Space



Major Parks (Outside boundary)



Policy SG1 other uses (Indicative)



Potential Food Store (indicative)



Visitors Attractions/Leisure Facilities  
1. Royal Armouries  
2. Thwaite Mills  
3. Leeds Rowing Club  
4. Proposed Skelton Lake Visitors Centre



Flood Alleviation Scheme



Potential River Boat Stop & Moorings



Canal/River



Local Community Facilities



Local Centre



Town Centre



Hunslet Town Centre boundary



Leeds Dock Local Convenience Centre boundary



Gateway to Site



Primary School



Proposed Primary School (indicative)



Secondary School



Proposed Through School (indicative)



Local Significant Undesignated Heritage Asset



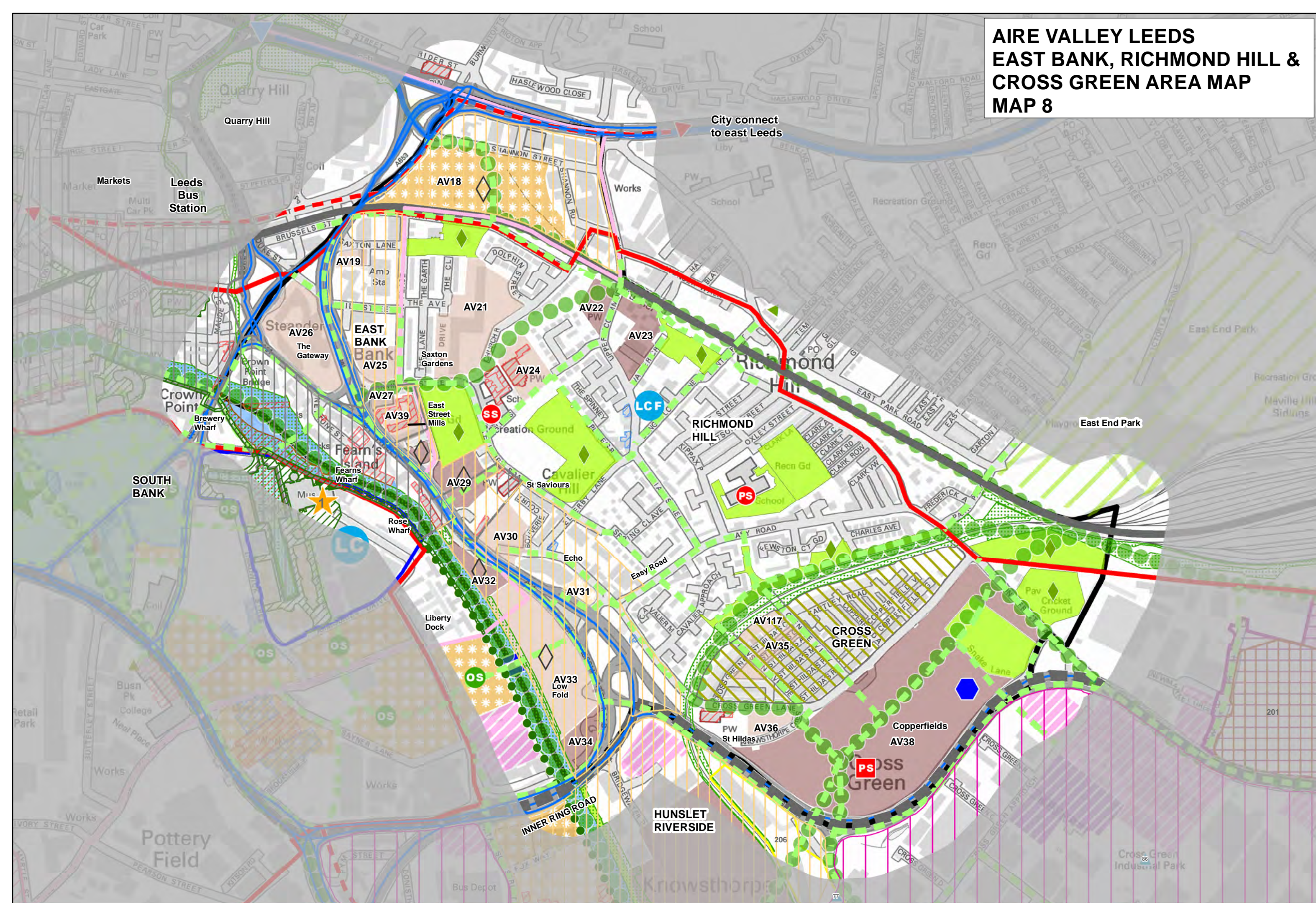
Listed Buildings



Conservation Areas



# AIRE VALLEY LEEDS EAST BANK, RICHMOND HILL & CROSS GREEN AREA MAP MAP 8





# KEY - AIRE VALLEY LEEDS AREA MAPS



AVL AAP boundary

## Allocations



Allocation, General Employment



Allocation, Housing



Allocation, Mixed Use



South Bank Planning Statement Area, Mixed Use



Older Persons Housing / Independent Living

## Identified Sites



Identified, General Employment



Identified, Housing



Identified, Mixed Use



Identified, Offices



Identified, Transport Infrastructure



Leeds City Region Enterprise Zone



Sustainable Communities Investment Programme



Green Belt boundary (revised)



Opportunity Area



Residential Area



Employment Area



CC2 boundary



Trans Pennine Trail



A63 - Pontefract Road Link Road (indicative)



Knowsthorpe Lane Link (indicative)



Proposed Core Cycle Network (indicative)



Existing Core Cycle Network (indicative)



Local Pedestrian/Cycle Routes,  
existing & proposed (indicative)



New Public Transport Routes (indicative)



HS2 Safeguarded Area November 2016



HS2 Preferred Route November 2016



A Roads



Motorway Network



Local Rail Network



Proposed Bridge (indicative)



Potential Second Primary Access



Potential Secondary Access



Primary Access



Park and Ride



Motorway Junction Improvements



Minerals 13 (1) Safeguarded Railway Sidings and Canal Wharves



Minerals 13 (6) Skelton Grange Rail Spur



Minerals 12 Safeguarded Mineral Processing Sites



Waste 2 Safeguarded Aggregate Recycling Sites



Waste 2 Safeguarded General Waste Sites



Minerals 13 (2&3) Allocations for Railway Sidings and Canal Wharves



Waste 5 Industrial Estates Suitable for Waste Management Uses



Waste 6 Strategic Waste Sites



Waste 7 Allocation for Construction, Demolition and Excavation Waste



Minerals 13 (5) Intermodal Freight Area boundary



Buffer Area (indicative)



Proposed City Park (indicative)



Green Corridor (indicative)



Green Space



Green Infrastructure



Green Space Improvements



Proposed City Centre Open Space (indicative)



Green Space - Civic Space



Major Parks (Outside boundary)



Policy SG1 other uses (Indicative)



Potential Food Store (indicative)



Visitors Attractions/Leisure Facilities

1. Royal Armouries
2. Thwaite Mills
3. Leeds Rowing Club
4. Proposed Skelton Lake Visitors Centre



Flood Alleviation Scheme



Potential River Boat Stop & Moorings



Canal/River



Local Community Facilities



Local Centre



Town Centre



Hunslet Town Centre boundary



Leeds Dock Local Convenience Centre boundary



Gateway to Site



Primary School



Proposed Primary School (indicative)



Secondary School



Proposed Through School (indicative)



Local Significant Undesignated Heritage Asset



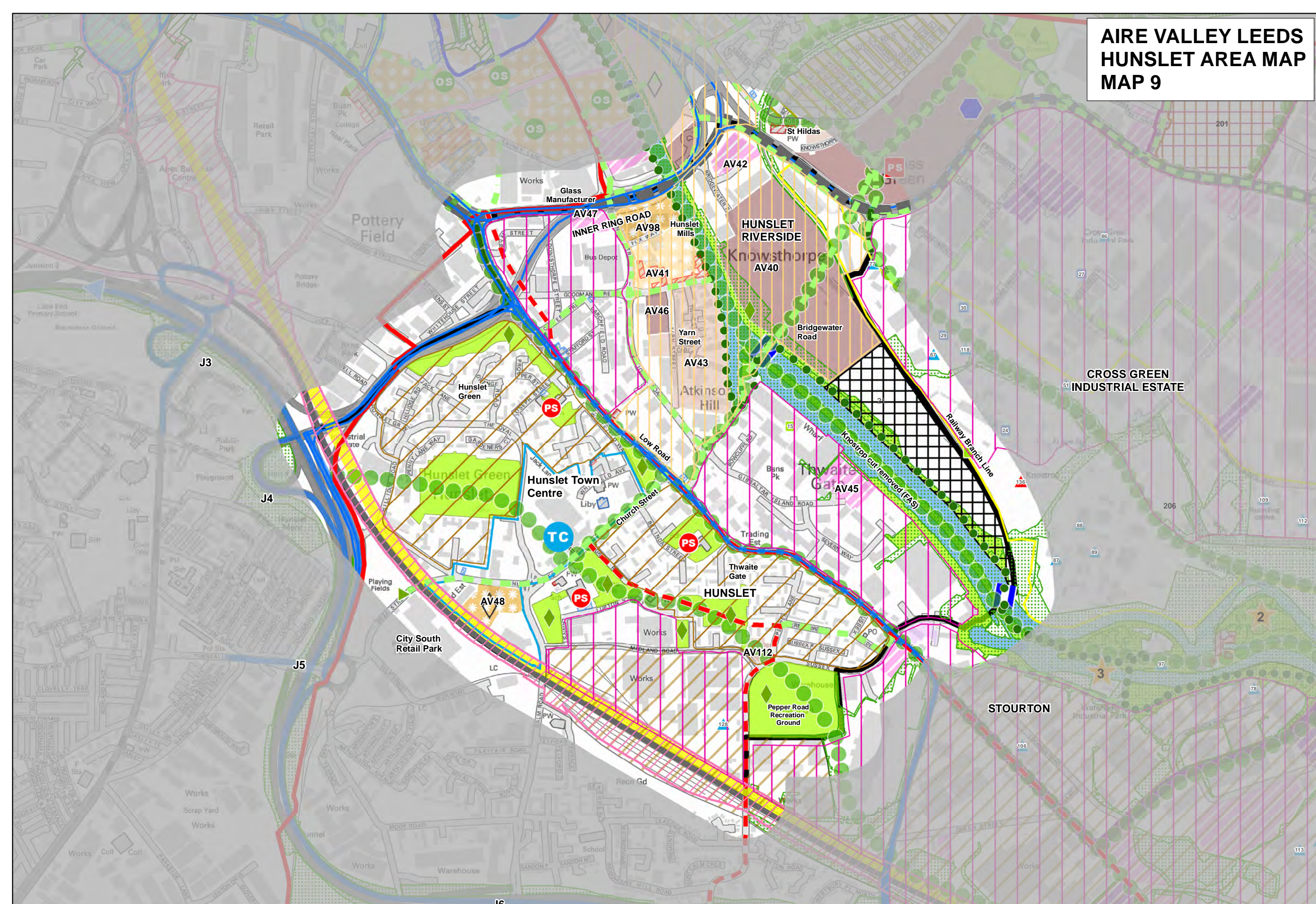
Listed Buildings



Conservation Areas



## AIRE VALLEY LEADS HUNSLET AREA MAP MAP 9





# KEY - AIRE VALLEY LEEDS AREA MAPS



AVL AAP boundary

## Allocations



Allocation, General Employment



Allocation, Housing



Allocation, Mixed Use



South Bank Planning Statement Area, Mixed Use



Older Persons Housing / Independent Living

## Identified Sites



Identified, General Employment



Identified, Housing



Identified, Mixed Use



Identified, Offices



Identified, Transport Infrastructure



Leeds City Region Enterprise Zone



Sustainable Communities Investment Programme



Green Belt boundary (revised)



Opportunity Area



Residential Area



Employment Area



CC2 boundary



Trans Pennine Trail



A63 - Pontefract Road Link Road (indicative)



Knowsthorpe Lane Link (indicative)



Proposed Core Cycle Network (indicative)



Existing Core Cycle Network (indicative)



Local Pedestrian/Cycle Routes,  
existing & proposed (indicative)



New Public Transport Routes (indicative)



HS2 Safeguarded Area November 2016



HS2 Preferred Route November 2016



A Roads



Motorway Network



Local Rail Network



Proposed Bridge (indicative)



Potential Second Primary Access



Potential Secondary Access



Primary Access



Park and Ride



Motorway Junction Improvements



Minerals 13 (1) Safeguarded Railway Sidings and Canal Wharves



Minerals 13 (6) Skelton Grange Rail Spur



Minerals 12 Safeguarded Mineral Processing Sites



Waste 2 Safeguarded Aggregate Recycling Sites



Waste 2 Safeguarded General Waste Sites



Minerals 13 (2&3) Allocations for Railway Sidings and Canal Wharves



Waste 5 Industrial Estates Suitable for Waste Management Uses



Waste 6 Strategic Waste Sites



Waste 7 Allocation for Construction, Demolition and Excavation Waste



Minerals 13 (5) Intermodal Freight Area boundary



Buffer Area (indicative)



Proposed City Park (indicative)



Green Corridor (indicative)



Green Space



Green Infrastructure



Green Space Improvements



Proposed City Centre Open Space (indicative)



Green Space - Civic Space



Major Parks (Outside boundary)



Policy SG1 other uses (Indicative)



Potential Food Store (indicative)



Visitors Attractions/Leisure Facilities

1. Royal Armouries
2. Thwaite Mills
3. Leeds Rowing Club
4. Proposed Skelton Lake Visitors Centre



Flood Alleviation Scheme



Potential River Boat Stop & Moorings



Canal/River



Local Community Facilities



Local Centre



Town Centre



Hunslet Town Centre boundary



Leeds Dock Local Convenience Centre boundary



Gateway to Site



Primary School



Proposed Primary School (indicative)



Secondary School



Proposed Through School (indicative)



Local Significant Undesignated Heritage Asset



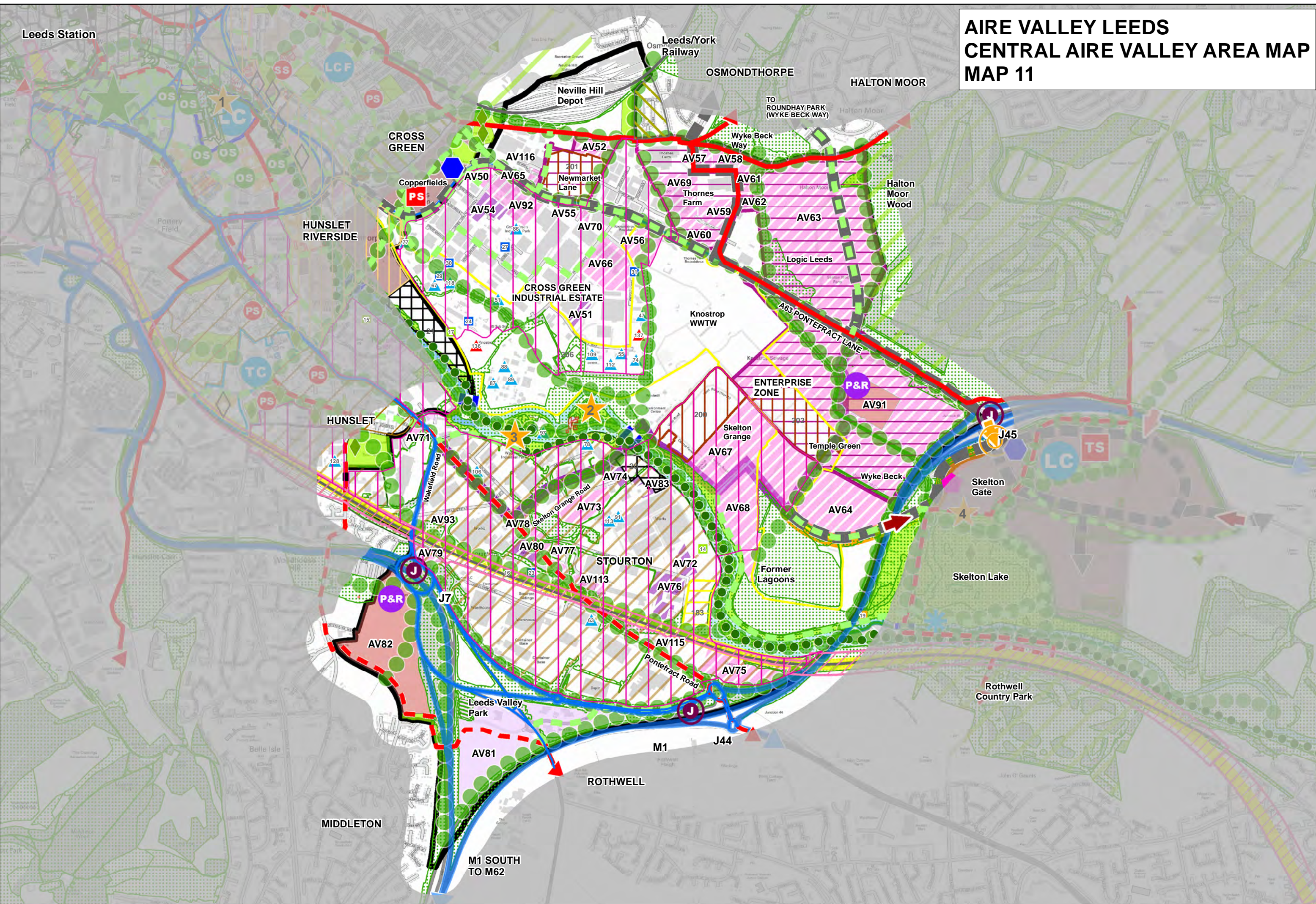
Listed Buildings



Conservation Areas



**AIRE VALLEY LEEDS  
CENTRAL AIRE VALLEY AREA MAP  
MAP 11**





# KEY - AIRE VALLEY LEEDS AREA MAPS



AVL AAP boundary

## Allocations



Allocation, General Employment



Allocation, Housing



Allocation, Mixed Use



South Bank Planning Statement Area, Mixed Use



Older Persons Housing / Independent Living

## Identified Sites



Identified, General Employment



Identified, Housing



Identified, Mixed Use



Identified, Offices



Identified, Transport Infrastructure



Leeds City Region Enterprise Zone



Sustainable Communities Investment Programme



Green Belt boundary (revised)



Opportunity Area



Residential Area



Employment Area



CC2 boundary



Trans Pennine Trail



A63 - Pontefract Road Link Road (indicative)



Knowsthorpe Lane Link (indicative)



Proposed Core Cycle Network (indicative)



Existing Core Cycle Network (indicative)



Local Pedestrian/Cycle Routes,  
existing & proposed (indicative)



New Public Transport Routes (indicative)



HS2 Safeguarded Area November 2016



HS2 Preferred Route November 2016



A Roads



Motorway Network



Local Rail Network



Proposed Bridge (indicative)



Potential Second Primary Access



Potential Secondary Access



Primary Access



Park and Ride



Motorway Junction Improvements



Minerals 13 (1) Safeguarded Railway Sidings and Canal Wharves



Minerals 13 (6) Skelton Grange Rail Spur



Minerals 12 Safeguarded Mineral Processing Sites



Waste 2 Safeguarded Aggregate Recycling Sites



Waste 2 Safeguarded General Waste Sites



Minerals 13 (2&3) Allocations for Railway Sidings and Canal Wharves



Waste 5 Industrial Estates Suitable for Waste Management Uses



Waste 6 Strategic Waste Sites



Waste 7 Allocation for Construction, Demolition and Excavation Waste



Minerals 13 (5) Intermodal Freight Area boundary



Buffer Area (indicative)



Proposed City Park (indicative)



Green Corridor (indicative)



Green Space



Green Infrastructure



Green Space Improvements



Proposed City Centre Open Space (indicative)



Green Space - Civic Space



Major Parks (Outside boundary)



Policy SG1 other uses (Indicative)



Potential Food Store (indicative)



Visitors Attractions/Leisure Facilities  
1. Royal Armouries  
2. Thwaite Mills  
3. Leeds Rowing Club  
4. Proposed Skelton Lake Visitors Centre



Flood Alleviation Scheme



Potential River Boat Stop & Moorings



Canal/River



Local Community Facilities



Local Centre



Town Centre



Hunslet Town Centre boundary



Leeds Dock Local Convenience Centre boundary



Gateway to Site



Primary School



Proposed Primary School (indicative)



Secondary School



Proposed Through School (indicative)



Local Significant Undesignated Heritage Asset



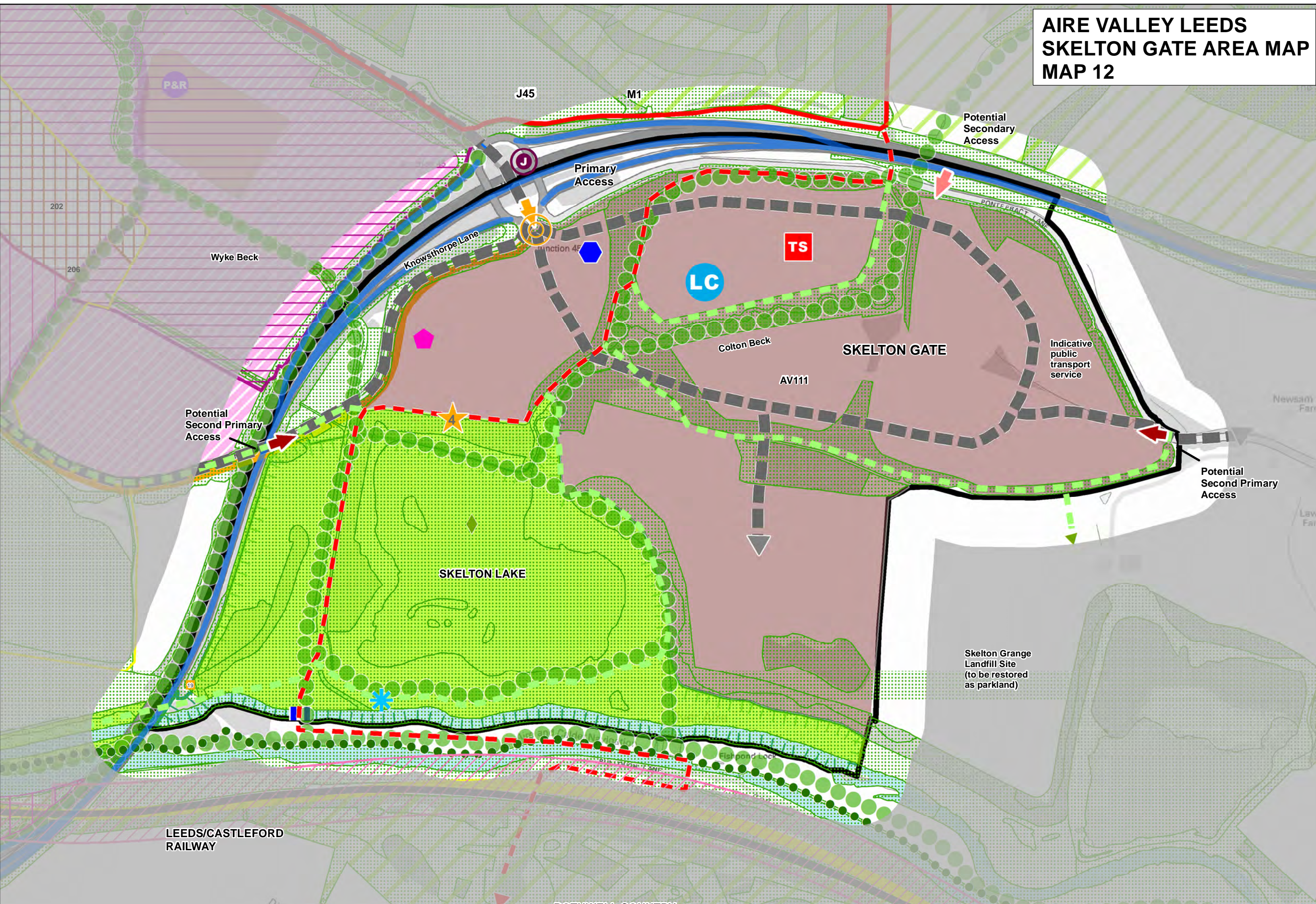
Listed Buildings



Conservation Areas



# AIRE VALLEY LEEDS SKELTON GATE AREA MAP MAP 12





# KEY - AIRE VALLEY LEEDS AREA MAPS



AVL AAP boundary

## Allocations



Allocation, General Employment



Allocation, Housing



Allocation, Mixed Use



South Bank Planning Statement Area, Mixed Use



Older Persons Housing / Independent Living

## Identified Sites



Identified, General Employment



Identified, Housing



Identified, Mixed Use



Identified, Offices



Identified, Transport Infrastructure



Leeds City Region Enterprise Zone



Sustainable Communities Investment Programme



Green Belt boundary (revised)



Opportunity Area



Residential Area



Employment Area



CC2 boundary



Trans Pennine Trail



A63 - Pontefract Road Link Road (indicative)



Knowsthorpe Lane Link (indicative)



Proposed Core Cycle Network (indicative)



Existing Core Cycle Network (indicative)



Local Pedestrian/Cycle Routes,  
existing & proposed (indicative)



New Public Transport Routes (indicative)



HS2 Safeguarded Area November 2016



HS2 Preferred Route November 2016



A Roads



Motorway Network



Local Rail Network



Proposed Bridge (indicative)



Potential Second Primary Access



Potential Secondary Access



Primary Access



Park and Ride



Motorway Junction Improvements



Minerals 13 (1) Safeguarded Railway Sidings and Canal Wharves



Minerals 13 (6) Skelton Grange Rail Spur



Minerals 12 Safeguarded Mineral Processing Sites



Waste 2 Safeguarded Aggregate Recycling Sites



Waste 2 Safeguarded General Waste Sites



Minerals 13 (2&3) Allocations for Railway Sidings and Canal Wharves



Waste 5 Industrial Estates Suitable for Waste Management Uses



Waste 6 Strategic Waste Sites



Waste 7 Allocation for Construction, Demolition and Excavation Waste



Minerals 13 (5) Intermodal Freight Area boundary



Buffer Area (indicative)



Proposed City Park (indicative)



Green Corridor (indicative)



Green Space



Green Infrastructure



Green Space Improvements



Proposed City Centre Open Space (indicative)



Green Space - Civic Space



Major Parks (Outside boundary)



Policy SG1 other uses (Indicative)



Potential Food Store (indicative)



Visitors Attractions/Leisure Facilities  
1. Royal Armouries  
2. Thwaite Mills  
3. Leeds Rowing Club  
4. Proposed Skelton Lake Visitors Centre



Flood Alleviation Scheme



Potential River Boat Stop & Moorings



Canal/River



Local Community Facilities



Local Centre



Town Centre



Hunslet Town Centre boundary



Leeds Dock Local Convenience Centre boundary



Gateway to Site



Primary School



Proposed Primary School (indicative)



Secondary School



Proposed Through School (indicative)



Local Significant Undesignated Heritage Asset



Listed Buildings



Conservation Areas