The Planning Inspectorate

Report to Leeds City Council

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an Inspector appointed by the Secretary of State for Communities and Local Government

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Planning and Compulsory Purchase Act 2004

(as amended)

Section 20

Report on the Examination of the Aire Valley Leeds Area Action Plan

The Plan was submitted for examination on 23 September 2016

The examination hearings were held between 24 and 26 January 2017

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Abbreviations used in this report

AA	Appropriate Assessment
CS	Leeds Core Strategy 2014
DtC	Duty to Co-operate
eSAP	Emerging Leeds Site Allocations Plan
EA	Environment Agency
EZ	Leeds City Region Enterprise Zone
FAS	Flood Alleviation Scheme
GIS	Geographic Information System
GI	Green Infrastructure
HMCA	Housing Market Characteristic Area
HRA	Habitats Regulations Assessment
LDS	Local Development Scheme
MD	Metropolitan District
MM	Main Modification
NRWLP	Leeds Natural Resources and Waste Local Plan 2013
NPPF	National Planning Policy Framework
P&R	Park and Ride
RERF	Recycling and Energy Recovery Facility
RPPA	Regeneration Priority Programme Areas
SA	Sustainability Appraisal
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SRN	Strategic Road Network
UDP	Leeds Unitary Development Plan Review 2006

Non-Technical Summary

This report concludes that the Aire Valley Leeds Area Action Plan provides an appropriate basis for the planning of the Aire Valley Leeds, provided that a number of main modifications [MMs] are made to it. Leeds City Council has specifically requested me to recommend any MMs necessary to enable the Plan to be adopted.

The MMs all concern matters that were discussed at the examination hearings. Following the hearings, the Council prepared a schedule of the proposed modifications and carried out sustainability appraisal of them. The MMs were subject to public consultation over a six-week period. In some cases I have amended their detailed wording and added consequential modifications where necessary. I have recommended their inclusion in the Plan after considering all the representations made in response to consultation on them.

The Main Modifications can be summarised as follows:

- Changes to reflect updates to the identified approaches to strategic infrastructure provision, including the safeguarded HS2 route and station location, and the cancellation of the NGT trolleybus scheme and the consequential changes to transport investment within the area;
- Specific references to potential constraints and clearer identification of the wider policy context for the Plan, particularly in relation to matters such as land stability, flood risk, air and water quality;
- Alterations to housing numbers and employment floorspace to reflect changes to capacity calculations and availability;
- Amendments to site specific requirements, including to reflect the most recent flood risk maps and revisions to potential uses, green infrastructure requirements, and pedestrian and cycle routes;
- More accurate reflection of statutory and national policy requirements in relation to heritage assets and their settings, including non-designated heritage assets;
- Further specification of the monitoring arrangements for delivery, including the provision of an indicative housing delivery trajectory.

Introduction

1. This report contains my assessment of the Aire Valley Leeds Area Action Plan ('the Plan') in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. Paragraph 182 of the National Planning Policy Framework (the Framework) makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy.

2. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The Aire Valley Leeds Area Action Plan Publication Draft, submitted in September 2016, is the basis for my examination. It is the same document as was published for consultation in September 2015.

3. Since September 2015, circumstances have altered in a number of key areas, such as the cancellation of the proposed NGT trolleybus scheme, the announcement by the government confirming the safeguarded route and station location for the HS2 railway line in Leeds and a revision to the Flood Risk maps produced by the Environment Agency. The September 2016 Submission Draft of the Plan proposes several modifications to the Publication Draft, in part to address some of these changes in circumstances, as well as in response to representations received. These proposed changes were not subject to further consultation before submission and, as a result, I have considered these changes as proposed modifications to the Publication Draft of the Plan. In some cases, circumstances have altered following the submission of the Plan and this has led to further proposed modifications being advanced by the Council, in advance of and during the hearing sessions of the examination.

Main Modifications

4. In accordance with section 20(7C) of the 2004 Act the Council requested that I should recommend any main modifications [MMs] necessary to rectify matters that make the Plan unsound and thus incapable of being adopted. My report explains why the recommended MMs, all of which relate to matters that were discussed at the examination hearings, are necessary. The MMs are referenced in bold in the report in the form **MM1, MM2, MM3** etc, and are set out in full in the Appendix.

5. Following the examination hearings, the Council prepared a schedule of proposed MMs and carried out sustainability appraisal of them. The MM schedule was subject to public consultation for six weeks. I have taken account of the consultation responses in coming to my conclusions in this report and in this light I have made some amendments to the detailed wording of the main modifications and added consequential modifications where these are necessary for consistency or clarity. None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and sustainability appraisal that has been undertaken. Where necessary I have highlighted these amendments in the report.

Policies Map

6. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the submission policies map comprises the set of plans identified as the Policies Map (Aire Valley Leeds), Strategic, Issue and Area Maps as set out in the *Aire Valley Leeds Area Action Plan Publication Draft Maps*, September 2015 (CD1/4). These maps were updated by the *Aire Valley Leeds Area Action Plan Map Book*, September 2016(CD1/2), to reflect the proposed changes in the Submission Draft of the Plan.

7. The policies map is not defined in statute as a development plan document and so I do not have the power to recommend main modifications to it. However, a number of the published MMs to the Plan's policies require further corresponding changes to be made to the policies map. In addition, there are some instances where changes to the policies map are needed to ensure that the relevant policies are effective. These further changes to the policies map were published for consultation alongside the MMs http://www.leeds.gov.uk/council/Pages/Aire-Valley-Area-Action-Plan-Examination.aspx .

8. As a result of the main modifications to Policies AVL1, AVL2, AVL4, AVL6, AVL7, AVL11, AVL12, SB1 and SG1 (**MM6, MM7, MM12, MM16, MM18, MM28, MM33, MM44, MM53, MM69, MM82, MM93, MM104**), when the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to update the adopted policies map to include all the changes proposed in the Map Book and the further changes published alongside the MMs. These changes to policy are explained in more detail within the report.

Consultation

9. Following the Examination hearing sessions and at my request, the Council produced a Supplementary Statement on the proposed alteration of the Green Belt boundary at site AV111. This statement was subject to a further consultation process, with an opportunity to comment provided to those who had previously made representations on the Plan on this issue within the appropriate timescales. I have taken into account all comments made in response to that consultation.

Assessment of Duty to Co-operate

10. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33A in respect of the Plan's preparation. It is clear from the evidence before me, including the DtC Background Papers (CD1/35, CD1/36 and CD1/36a), that the Council has engaged constructively with relevant bodies prescribed in s110 of the Localism Act 2011, together with other organisations, to ensure that cross boundary issues are properly considered and addressed.

11. There is evidence of close collaboration between the Council, neighbouring local authorities and other relevant bodies. The Strategic Planning (Duty to Co-operate) Group, which includes representatives from local authorities within the Leeds City Region and other relevant bodies, meets on a regular basis to consider issues of common interest. On-going cooperation is also achieved by meetings of the Leaders Board and the Planning Portfolio Holders of the West Yorkshire Combined Authority, which provides a direct link to the Local Enterprise Partnership. The West Yorkshire Local Nature Partnership provided criteria for Local Wildlife Site selection as part of the plan making process.

12. In addition to this, there is evidence of continued positive and productive engagement with key relevant bodies, such as Highways England and the Environment Agency, to address identified strategic priorities and changes to evidence base data, prior to and following submission of the Plan. This process of continuing engagement and the proactive approach taken to addressing arising issues also suggests that the existing mechanisms will provide an effective means of ensuring future cooperation in relation to cross boundary issues that may arise as development within the Plan progresses.

13. Overall I am satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the duty to co-operate has therefore been met.

Assessment of Soundness

Background

14. The Plan has been prepared to form part of the suite of documents that comprise the development plan for the area. Currently, this includes the adopted Core Strategy (CS) and Natural Resources and Waste Local Plan (NRWLP), together with the saved policies of the Unitary Development Plan (UDP). The Plan area covers a defined part of the wider Metropolitan District (MD) and it is intended that, outside the Plan area, the emerging Site Allocations Plan (eSAP) would identify land for development. From the details provided, much of the preparation of the Plan was undertaken jointly with that of the eSAP, including many joint evidence base documents, with the original intention being that the two plans would be submitted for examination at the same time. However, for a number of reasons, the Plan was submitted in advance of the eSAP. As such, it is necessary to consider the Plan's potential wider implications in a number of respects.

Main Issues

15. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, I have identified a number of main issues upon which the soundness of the Plan depends. Under these headings my report deals with the main matters of soundness rather than responding to every point raised by representors.

Issue 1 – Whether the Plan appropriately reflects the overall vision and strategic framework of the CS, the aims and objectives of the NRWLP and is consistent with national policy.

16. The Urban-Eco Settlement vision and principles of the Plan are consistent with and will help to deliver the spatial vision and objectives set out in the CS, which reflect the overall strategic role of the area and its contribution to job and housing growth. The CS Policy SP4 identifies the Aire Valley Leeds as a Regeneration Priority Programme Area (RPPA), which will be given priority for regeneration funding and resources. The extent of this area is clearly identified within CS Map 5F and the boundaries of the Plan area align with the CS in this regard. The CS Policy SP5 identifies the area as an Urban-Eco Settlement and a strategic location for a minimum of 6,500 new homes, at least 250 hectares of land for employment uses (including research and development, industrial and warehouse development) and new retail services of an appropriate scale.

17. The Plan provides a delivery mechanism to ensure that the development required to implement the CS is appropriately located, of the right type and scale and adequately supported by the required physical and green infrastructure. A key focus of the Plan is to improve physical accessibility and connectivity to and within areas of the Plan, as part of a package of measures to facilitate job growth. The Plan builds on the various policies of the CS and provides a spatial planning framework, plan wide policies, area plans and site specific allocations for the area, supported by an infrastructure delivery plan, producing a positively prepared and coherent framework to deliver sustainable regeneration and growth.

18. The Plan provides for some 7,855 new homes, as well as over 250 hectares of employment land and significant areas of green space. By providing for the delivery of this scale of development, the Plan will positively support the creation of new communities and reinforce the local economy. Furthermore, in so doing, it will significantly enhance the provision of green infrastructure within the area, creating demonstrable benefits to existing and future communities and the environment, within the area and beyond.

19. The Policies Map provides a geographical expression of those policies that have a spatial implication. Due to the extent of development proposed and the area covered, the hard copy representations of the various maps can be relatively complex. However, the electronic version of the Policies Map, which is available on the Council's website, can be accessed at different scales, providing greater clarity. As a result, to assist effective delivery of the Plan, it is necessary to refer to this version of the Policies Map (**MM2**).

20. The origins of the Plan pre-date the CS, with an Issues Report published in 2005, Alternative Options in 2006 and Preferred Options in 2007 (CD1/48, CD1/50 and CD1/52). Its boundaries were extended in 2011, to include parts of existing residential communities in east and south Leeds and parts of the city centre. This revision was subject to informal consultation (CD1/56) and the revised boundary is reflected in the identified Plan area within the CS, which was also subject to testing and public consultation. However, it is not necessary to identify within the Plan the detailed stages of its preparation and consultation (**MM4**).

21. The preparation process followed in relation to the Plan enabled a review of existing allocations, commitments and opportunities in the area to take place, as well as assessments of proposed new allocations. Mechanisms such as the Strategic Housing Land Availability Assessment, the Employment Land Review and Assessment, and the Sustainability Appraisal (SA) have enabled a thorough testing of the proposed allocations against reasonable alternatives, with clear methodologies used for the comparative and cumulative analysis of potential allocations. The SA framework has been used to provide a consistent approach to the assessment of all development plan documents, including the CS and the NRWLP, and the iterative approach adopted has significantly influenced the Plan, including in relation to the allocation of sites and in the identification of necessary mitigation, compensatory measures and site specific requirements. Consequently, subject to the modifications identified in this report, the proposals in the Plan are justified.

22. Generally, this process has enabled the Plan to take appropriate account of various constraints. However, in relation to some matters, such as flood risk, baseline data has evolved since the Plan was published. Updated Flood Risk Maps for the area were produced by the Environment Agency (EA) in November 2016, which include substantial revisions to the flood risk zones within the Plan area. In the light of this, the Council undertook a re-assessment of the allocations proposed in the Plan, which updated the previous assessments that were based on the Strategic Flood Risk Assessment and earlier Flood Risk Maps, and the evidence provided demonstrates that the Council cooperated closely with the EA in this process.

23. Whilst this reassessment has not altered the proposed allocation of sites in relation to the NPPF sequential test, for the Plan to be effective, modifications to site specific requirements are necessary in relation to the NPPF exception tests for flood risk and to remove reference to housing for more vulnerable people in areas at higher risks of flooding **(MM25, MM59, MM60, MM61, MM62, MM63, MM64, MM65, MM66, MM67, MM72, MM73, MM74, MM81 and MM84)**. In addition, to ensure the effective and justified delivery of possible future development, it is necessary to refer to the need to pass the sequential flood risk test in relation to potential further housing development on sites not currently available (**MM19**).

24. This revised information predates the completion of phase one of the Leeds Flood Alleviation Scheme (FAS). Although clarification is required of the level of protection provided by the FAS (**MM24**), this Scheme has been taken into account in relation to the exception test requirements for proposed allocations within the Plan and, when completed, the FAS will be relevant in the preparation of site specific flood risk measures. As such, subject to the above modifications, the allocations in the Plan would be justified in this regard and its provisions would be consistent with national planning policy on flood risk.

25. The Plan contains site specific constraint information, which reflects its position within the hierarchy of the suite of development plan documents. In addition, the saved UDP policies address certain key issues of wider relevance to the Plan area, such as land stability and archaeology. The strategic policies within the CS set requirements for such matters as the mix of development and the proportion of affordable housing. The NRWLP includes policies on a number of matters, including coal mining legacy issues, flood risk, water quality and air

quality, which will also be relevant to potential future developments within the area. In order to ensure that the Plan is effective as a mechanism for directing development and encouraging further investment within the area, it is necessary to make appropriate cross-references to policies of particular relevance within other parts of the development plan (**MM1, MM3, MM26, MM29, MM30, MM31, MM32, MM43, MM82 and MM92**).

26. The potential impact of proposed development on existing Air Quality Management Areas or Areas of Concern was considered as part of the SA. The overall amount and type of development proposed is consistent with the CS requirements. Nonetheless, the plan proposals would result in a significant increase in development, which would have some impact on air quality. To this end, it is appropriate to amend the Plan, as referred to above, to make specific reference to the adopted NRWLP Policy AIR 1, which requires air quality impacts to be mitigated in relation to major development proposals. The Council has also produced guidance in this respect, which is also of relevance to smaller scale proposals.

27. Air quality considerations are of particular relevance in relation to traffic movements. In this respect, the CS aims to focus development in locations that will reduce the need for people to travel. The Plan fully supports and reinforces this approach, with development located within or adjacent to the Main Urban Area and significant provision made within the Plan for improvements to transport infrastructure. The SA (including the Addendum) supports the conclusion that the sites allocated within the Plan represent sustainable locations for new development, which will have the potential to be served by existing and proposed public transport links, as well as enhanced pedestrian and cycle networks, so reducing reliance on the private car as a means of transport. Accordingly, the allocations will provide individuals with a range of possible transport options, so potentially enabling a reduction in the impact of development proposals on air quality.

28. The cancellation of the NGT trolleybus scheme and the consequent proposed provision of additional bus services within the area, including new Park and Ride (P&R) facilities, have led to a programme being developed for major new investment in public transport, which has the real potential to have positive implications for air quality. The Council is also working with the West Yorkshire Combined Authority to support the take up of zero emission vehicles and improvements to the fleets of buses operating within the area.

29. In addition, the Plan includes a number of provisions in relation to energy efficiency and low carbon energy, which would have the potential to enable individuals and communities to further reduce the impact of proposed development on carbon emissions and air quality. These include Policy AVL17, which links to CS Policy EN4 and makes provision for the development of a heat distribution network within the area, as well as the identified potential for the provision of low carbon vehicle fuel infrastructure, with possible options for an electric vehicle recharging facility, and a gas vehicle refuelling station. Furthermore, the improvements and significant additions to green infrastructure identified within the Plan, which would be required in conjunction with new development, would provide some mitigation in this respect.

30. Since preparation of the plan started, the issue of air quality has become more significant. The city of Leeds has been identified nationally as an area with significant air quality issues. Whilst the precise details of measures proposed to address these issues are still under review, at both local and national level, the evidence provided leads me to consider that the Plan would not preclude air quality improvements from taking place within the city or prevent the implementation of existing or potential future Air Quality Action Plans for the area. Accordingly, I am satisfied that it would not delay compliance, or contribute to any future non-compliance, with the Ambient Air Quality Directive (Directive 2008/50/EC). As such, in relation to air quality considerations, the Plan is positively prepared, justified and consistent with national policy.

31. The consistent approach to SA used in relation to the suite of development plan documents, the joint preparation of the Plan with the eSAP, and the continued engagement with Highways England and others, has enabled the wider cumulative impacts of the Plan's proposals to be considered, including those in relation to health and local services, the transport network and highway capacity, education provision, green spaces and nature conservation sites. The policies of the Plan, including Policies AVL8, AVL9, AVL10, AVL12, AVL13 and AVL14, require these impacts to be appropriately addressed as part of future development proposals.

32. The Plan has been negatively screened for the need for AA under the Habitats Regulations. Taking into account the development proposed and from the evidence provided, I consider that the Plan is unlikely to result in significant effects on protected sites or species. However, to be effective, it is necessary to include a specific cross-reference within the Plan to NRWLP Policy WATER 2, to ensure that the potential for cumulative effects on sensitive sites will be appropriately addressed (**MM32**).

33. In a variety of ways, the Council positively supports communities preparing Neighbourhood Plans within the wider administrative area. Whilst there are no Neighbourhood Plans currently in preparation within the geographic area covered by the Plan, I understand that these mechanisms for support and engagement would be available for existing or future communities within the Plan area. This would provide consistency with national policy and would further support the implementation and delivery of the Plan proposals.

34. Consequently, considered overall, whilst the origins of the Plan pre-date the Framework, I conclude that the Plan is consistent with national policy, in particular with the Framework's aims to boost significantly the supply of housing and support sustainable economic development. Subject to the modifications identified in this report, the Plan appropriately addresses the spatial implications of economic, social and environmental change and, as demonstrated by the SA, it will achieve net gains across all three social, economic and environmental dimensions of sustainable development. Furthermore, it provides an effective framework for decision making, which appropriately reflects the overall vision and strategic framework of the CS and the aims and objectives of the NRWLP.

Issue 2 – Whether the Plan would be delivered over its plan period (2012-2028) and provides an appropriate approach to monitoring and review.

35. Whilst the Plan is clearly aspirational, in the light of the evidence provided and the specific local circumstances, I am satisfied that its aims are also achievable. In particular, a range of investment has already taken place within the area, or is due to take place in the near future. A significant amount of development has occurred within the established Leeds City Region Enterprise Zone (EZ), including the recent completion of a recycling and energy recovery facility (RERF), and the development of additional P&R sites is underway or being planned. A number of other key projects will also support the delivery of development across the wider Plan area, such as the intended development of the HS2 railway line and station, and the Council's resolution to grant permission for a substantial part of the proposed allocation at Skelton Gate, site AV111.

36. Within this context, the Plan will provide certainty and clarity for further investment and development within the area. Landowners and developers were involved in the process of site identification and assessment for both housing and employment sites. A number of proactive interventions within the area, such as the FAS, provide confidence that there is a reasonable prospect of sites coming forward during the lifetime of the plan. In addition, the Plan area contains significant amounts of previously developed land and the Council was a pilot authority for the recent national requirement for the establishment of a brownfield land register.

37. The extent of development proposed within the area has been subject to a strategic viability assessment as part of the CS examination process, which confirmed that the CS policies were realistic and viable, including those in relation to energy efficiency. Following some concerns, further testing of the evidence base was undertaken by the District Valuation Service. The most recent report available indicates that, whilst there are some issues regarding build cost in the city centre and inner areas, within the Plan area, the market is improving. Furthermore, there is already evidence of development taking place within these areas and, additionally, formal proposals for further significant redevelopment for sites within the Plan area are expected to be submitted imminently to the local planning authority.

38. The issue of viability was also considered in relation to the introduction of the Council's Charging Schedule for the Community Infrastructure Levy (CIL), which established an appropriate rate for the area that would not prejudice the viability of its future development. The improvement in the housing market coupled with the relatively modest levels set for both CIL and affordable housing requirements within the Plan area provide a reasonable expectation that policy compliant plan-led development will be able to be secured. Should circumstances alter, the Plan policies will generally provide sufficient flexibility to respond to this although, to be fully effective, there is a need to be more explicit in this regard in relation to viability and the provision of green infrastructure, requiring a change to Policy AVL13 (**MM45**).

39. The allocation of mixed use development sites also provides a degree of flexibility to respond to changes in future demand. Moreover, the inclusion of specific redevelopment opportunity areas in Marsh Lane, East Street and

Hunslet Riverside, together with the realistic potential for further windfall development elsewhere, will provide further scope for flexibility beyond that built into the provisions of the Plan. In addition, whilst site CAV1 will be safeguarded for a P&R site, the cancellation of the NGT trolleybus scheme has resulted in the removal of the need for a depot. In consequence, the potential for housing development on part of the site has been identified. Modifications to the Plan are necessary to reflect this change and ensure the effective delivery of development in this respect (**MM87, MM88**).

40. The role of monitoring will be important in resolving the balance between securing development within the area and ensuring that this meets identified objectives and targets, including in relation to matters such as the provision of affordable housing. Appendix 4 of the CS identifies triggers and interventions against 45 indicators and includes specific targets for the Plan area, reflecting its aims and objectives. Whilst specific triggers for a formal review of the Plan have not been identified, its key role in the delivery of the significant regeneration of the area is recognised and, within the existing framework, the Council has confirmed that any significant shortfall or discrepancy in delivery will lead to interventions by the Council.

41. Within the Council's established monitoring framework, spatial indicators from within the Plan area will be reported on separately and published as part of the annual monitoring report. In addition, information regarding housing and employment land development will be updated and reported on quarterly. However, to improve the effectiveness of this monitoring, it is necessary to include an indicative housing trajectory within the Plan (**MM111**). Amongst other measures, this will enable the Council to respond to changes in circumstance as the plan period progresses, for example, in response to market signals. In addition, the Council's existing approach will enable particular issues and sites to be monitored where required, for example, to ensure that necessary mitigation is undertaken.

42. The Council has also confirmed its intention to monitor and update the Infrastructure Delivery Plan (IDP), to reflect implementation of infrastructure on the ground, as well as in light of information shared from infrastructure providers through the Duty to Cooperate group and to reflect and influence decisions of the Council's Strategic Investment Board.

43. Accordingly, viability and delivery issues within the Plan area have been appropriately addressed and the Plan will provide sufficient flexibility to respond to changes in circumstances over its lifetime.

Issue 3 – Whether the Plan proposes an appropriate scale and mix of housing, to meet the identified needs of different groups in the community over the plan period.

Meeting community needs

44. The CS identifies a requirement for the Plan to deliver a minimum of 6500 dwellings. The housing needs for the area were assessed through the CS process and, in particular, formed part of the Council's Strategic Housing Market Assessment 2011. This identified a range of housing needs within the area, although none specific to the Aire Valley. These various needs are reflected in the policies of the CS, including Policy H4, which requires

developments to provide an appropriate mix of sizes and types of dwellings, Policy H5, which seeks an element of affordable housing, and Policies H6 and H8, which make provision for student housing and independent living.

45. The Plan allocates a range of different housing sites across its area, from the city centre to the edge of the Main Urban Area. These sites are of different sizes and in a wide variety of locations, with the majority of allocations on previously developed land. Given the diversity of allocations proposed, the requirements of the CS policies and the operation of the Council's monitoring framework, the allocation of these sites would be very likely to result in the development of a range of dwellings, of different sizes and types, across a mix of tenures. As such, I consider that the Plan adequately addresses the housing needs of different households, from single person units to family dwellings, and would enable housing to be provided to meet the varied needs of different groups within the community, consistent with the requirements of the Framework.

46. The Plan identifies site specific requirements and opportunities for many of the allocated sites, which would further assist in delivering a range of housing to meet identified needs. For example, the identification within Policy AVL7 of those allocations considered particularly suitable for independent living would assist in encouraging development to meet the needs of all sections of the community, including people with disabilities or older people. Although no specific allocations have been made to meet the identified need for care homes within the area, the policies of the Plan do not preclude this type of provision within housing allocation sites and I understand that such proposals have come forward within the area, for example, on site AV23.

47. To ensure that the Plan would be effective in these regards, it will be necessary to ensure that the suitability of particular sites for independent living appropriately reflects potential flood risk, as referred to earlier, and that reference is also made to the Council's intention to adopt the national space and access standards for new dwellings, which is being advanced through the Selective Core Strategy Review (**MM20**). Therefore, subject to the modifications in this report, the Plan makes positive provision for inclusive design and accessible environments.

48. The variety of scale, location and characteristics of the housing allocations within the Plan, together with the framework provided by the criteria based CS policies, would provide sufficient flexibility to respond to market changes and allow for development to take place to meet a variety of specific needs, such as student housing, if required. In addition, the requirements within the Plan for the preparation of a masterplan or development brief for specific larger or more complex sites would also make a positive contribution in this regard, enabling the detailed development proposals of those sites to take account of any particular identified needs within the local area. Furthermore, the range of different allocations proposed across the area would also provide sufficient flexibility to address the demand for sites from a variety of different sectors of the housing development industry, from volume housebuilders to those looking for opportunities for self-build or custom-build dwellings.

49. There are no allocations proposed within the Plan for sites for gypsies and travellers or travelling showpeople. Whilst the CS identifies a need and sets

targets for such provision within the wider MD, it does not identify a specific requirement for provision within the Aire Valley. Furthermore, the evidence provided, including the Housing (including Gypsies, Travellers and Travelling Showpeople) Background Paper (CD1/27), demonstrates that a comprehensive review of potential sites took place across the whole MD, including the Aire Valley, and involved engagement with representatives of the communities concerned.

50. This review did not identify any potentially suitable or available sites within the Plan area and I understand that provision in this regard is due to be taken forward within the eSAP, elsewhere within the MD. I am mindful that those sites will be subject to a separate examination process. Nonetheless, taking into account the criteria based CS Policy H7, which provides an appropriate framework to consider any proposed sites that may come forward within the Plan area, I consider that the Plan would not preclude the identified needs of these members of the community from being met. As a result, the absence of a specific allocation in this regard would not adversely affect the soundness of the Plan.

Housing land supply and delivery

51. The Council's SHLAA (CD7/1) was used in the preparation of the plan to identify available and suitable housing land, where development would be achievable over plan period. Sites previously allocated within the UDP were carried forward, with site owners contacted to confirm continued availability. Sites which had planning permission at the start of the plan period, or which had been developed or received permission between the start of the plan period and April 2016, were also identified. A 'call for sites' led to additional sites being advanced by landowners. In the case of some originally proposed allocated sites, circumstances have changed subsequently, with parts or all of some sites no longer considered available. In other cases, development commenced on proposed allocations before April 2016 and, for consistency, these sites should be considered as 'identified'. Consequently, to be effective, it will be necessary to modify Policy AVL6 Table 5 and Policy AVL7 to take these changes in circumstance into account and add an extra column to identify distribution by local area and enable cross reference to Table 6 **(MM16, MM18)**.

52. The criteria for site selection are set out in the evidence base (CD1/27, CD1/28) and a proforma was used for individual site assessments (CD1/47a), which informed the conclusions of the SHLAA. The site assessment process undertaken for identified and allocated sites enabled each site to be assessed against a range of criteria and, in turn, this was informed by the SA process for the Plan. Each site was scored against these criteria, enabling clarity on site selection. In respect of certain issues, such as flood risk, the proposed allocations were reassessed in light of new or updated information. I am satisfied that the iterative process followed, incorporating the use of up-to-date evidence to inform the plan making process, provides a robust mechanism for site selection and a sound justification for the sites selected.

53. In cases where planning permission exists, or existed previously, these figures have been used to identify the potential capacity of particular sites. In other cases, the capacity of the sites has been calculated by the methodology set

out in the SHLAA. In the main and with some exceptions for sites with specific requirements or where particular constraints have been identified (such as with site AV111), this uses a standard gross density figure based on the location of the site, which is then converted to a figure for net density based on the size of the site, to take account of matters such as the requirement for greenspace provision. Whilst, inevitably, this involves an element of estimation, I consider that this provides a reasonable approach to the calculation of density and adequately justifies the anticipated number of dwellings expected to be delivered.

54. In the case of proposed mixed use sites within or on the edge of the city centre and in town centres, a 50% residential to non-residential mix has been assumed. This reflects the Council's past experience of other mixed use development proposals and, whilst it is acknowledged that individual site mixes may deviate from this assumption, in the main and taken as a whole, I consider that this represents an appropriately pragmatic and practical approach to the calculation of housing capacity on such sites. However, in the case of allocation Sites AV40 and AV94, the submission of further evidence has demonstrated that the housing capacity figures within Plan should be adjusted and, in the case of Site AV94, should indicate a degree of flexibility in the mix of development proposed. This would ensure that the Plan acknowledges that a higher number of residential units could be realistically accommodated within the sites, whilst using the SHLAA methodology and appropriate multipliers (**MM17, MM18**).

55. The housing requirement within the CS for the MD equates to some 66,000 houses over the plan period. Taking into account the modifications to availability and capacity above, the Plan would contribute some 7,855 dwellings to this total, representing the delivery of approximately 12% of the housing requirement within the CS.

56. Within the context of the established strategic viability of the CS policies and the CIL charging rate for the area, the SHLAA provides a clear and specific assessment of whether the development of individual sites would be achievable and provides an annual delivery schedule over the short, medium and long term. The methodology contains specific assessments of likely lead-in times and build-out rates for each site and the overall process has been informed by reports commissioned by the Council from the District Valuer Service.

57. Having regard to the details provided, I am satisfied that the extent of housing delivery proposed within the Plan would be realistically achievable and the identified and allocated sites are either deliverable or developable over the plan period. In the case of larger or more complex sites, the framework provided by the Plan for use of masterplans and development briefs will positively assist in the delivery of those sites.

58. CS Policy H1 includes a phased release mechanism for housing sites. All the housing and mixed use sites within the Plan will be released for development in Phase 1 of this Policy, as part of the focus of the CS on the regeneration of the Main Urban Area. Having regard to the CS approach to the managed release of housing sites for development and subject to the necessary mitigation and site requirements identified in the Plan, I am satisfied that the

sites identified or allocated in the Plan would accord with the CS criteria in this regard.

59. Whilst the overall extent of housing development accords with the CS requirement, it will be important to ensure that the anticipated rate of delivery is monitored, so that effective measures can be put in place to address any shortfall in the future. The inclusion of an indicative housing trajectory within the plan will assist with this monitoring process and ensure consistency with national planning policy (**MM111**).

60. The evidence provided indicates that the housing provision in the Plan is expected to contribute some 3,273 units in the five year period starting in 2017/18 and 3,667 starting in 2018/19 and, on average, to contribute some 3,571 units to the supply of housing land across the plan period in each rolling five years from 2018/19 to 2027/28. This would make a significant contribution to meeting the housing requirement identified in the CS.

61. Within the first four years of the plan period, by 31 March 2016, 316 units had been completed. Whilst this figure represents a lower rate of delivery than would be required to meet the delivery targets across the plan period, the evidence indicates that, in part, this reflects the economic conditions at the beginning of the plan period, together with the need for significant investment in infrastructure provision, some of which has now occurred or is imminent.

62. In light of the previous rates of development, the rate and overall extent of housing development proposed appear somewhat challenging. Nonetheless, taking into account the change in economic circumstances and the significant investment made or planned in national, strategic and local infrastructure provision, together with other measures and interventions potentially available to stimulate development within the area, such as the release of Council owned land, I consider that the potential for growth within the area is realistic and would support the rates of planned housing development. Furthermore, the identification of potential development opportunity areas within the Plan area, in Marsh Lane, East Street and Hunslet Riverside, would provide a reasonable degree of flexibility and, given the overall housing development proposed relative to the CS requirement, represent a suitable contingency to address the possible non-delivery of allocated sites.

63. Consequently, I consider that the scale and mix of housing proposed by the Plan is justified and there is a reasonable prospect for its effective delivery over the plan period, which will positively address the identified needs of different groups in the community.

Issue 4 – Whether the allocation of site AV111 for housing would be justified in the context of the wider review of Green Belt within the district.

64. The geographic area covered by the Plan extends from the city centre to the edge of the Main Urban Area and includes an area of land that is currently designated as Green Belt. Part of this area of existing Green Belt is proposed for development within the Plan and forms part of the proposed housing allocation site AV111. Paragraph 83 of the Framework states that, once

established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan.

65. The CS Map 5F clearly identifies the boundary of the Plan area and CS Map 6 identifies key locations within the Plan area, which include the area known as Skelton Gate. The proposed allocation AV111 falls within and covers much of the area of Skelton Gate identified on this Map. However, although paragraph 4.5.1 of the CS confirms that the Plan area is within the Main Urban Area of the Settlement Hierarchy, this is not fully reflected in CS Map 3, which depicts the settlement hierarchy and shows the area of Skelton Gate as being outside, but immediately adjacent to, the Main Urban Area. Furthermore, whilst CS Policy SP10 identifies the need for a review of the Green Belt, it is clear from the evidence provided that this was intended to be a comprehensive review, across the MD as a whole.

66. Within the CS, paragraph 4.8.5 indicates that the focus for growth is placed upon opportunities for growth within the RPPA and within the Main Urban Area and other identified settlements, with growth directed to the most appropriate and sustainable locations to meet identified needs. The CS provides the overall basis for the Green Belt review, as set out in Policy SP10, with the mechanism of the Site Allocations Plan identified to establish the precise extent and location of boundary changes. Consequently, whilst I am satisfied that the proposed allocation AV111 would not conflict with the policies of the CS, I am also not persuaded that the inclusion of the area within the identified Plan boundary within the CS would negate the need for a thorough Green Belt review process to be followed and for exceptional circumstances to be demonstrated, to justify the release of Green Belt land in this case.

67. To this end, the evidence provided demonstrates that the proposed allocation site AV111 formed part of the Green Belt review of the wider MD taken forward as part of the eSAP. As site AV111 is the only site within the Plan within the existing Green Belt, I consider that such an approach provided the opportunity for a thorough assessment of this site, in comparison to other potential reasonable alternatives. The evidence provided demonstrates that the review undertaken followed the framework identified in CS Policy SP10, namely to consider Green Belt release around the Main Urban Area and identified Major Settlements and Smaller Settlements. Exceptionally, CS Policy SP10 also makes provision for consideration of sites unrelated to these areas.

68. Full details of each of the other sites considered as part of the wider Green Belt review are not before me and will form part of the examination of the eSAP. However, from the evidence available to me, for the Council to identify a sufficient number of proposed allocations across the MD to meet the targets for housing development within the CS, it has been necessary to propose allocating sites within the Green Belt for housing development in all HMCAs that contain Green Belt, reflecting all the locations identified above. In the light of this and taking into account the location of this area of the Green Belt, forming part of the larger proposed allocation site AV111 and immediately adjacent to the Main Urban Area, I am satisfied that the proposed release would be in accordance with the CS framework for review and would contribute to directing growth to the most sustainable locations, reflecting the

spatial development strategy based on the Leeds settlement hierarchy outlined in CS Policy SP1.

69. Moreover, this area of Green Belt is located adjacent to a landfill site to the east and the River Aire to the south, with Skelton Lake and the remainder of site AV111 separating it from the motorway to the west and north. Having regard to the particular characteristics of this location and its relationship to other land nearby, I consider that the area of Green Belt within Skelton Gate makes a relatively limited contribution to the first four of the five purposes of including land within the Green Belt identified in paragraph 80 of the Framework. Furthermore, in relation to the fifth purpose, the land is located within the RPPA and, as such, its development would support and contribute to the regeneration of the remainder of the Aire Valley. Accordingly, I am also satisfied that, in these respects, the release of this land would not conflict with the identified CS framework for Green Belt review.

70. Evidence has been provided about the constraints and potential housing capacity of site AV111. Consequently, for the Plan to be effective, it is necessary that the amount of housing proposed to be delivered within the allocation should be reduced, from 2619 to 1801 dwellings. Nonetheless, the Plan would make provision for more than the minimum CS Policy SP5 requirement for housing delivery of 6,500 units for the Plan area, even if the area of Green Belt land were excluded from the proposed site allocation, which would further reduce the housing delivery by some 700 dwellings. Furthermore, the Council has recently resolved to grant permission for a planning application for the development of some 1100 residential units on the remainder of site AV111, on land outside the existing Green Belt. Consequently, the Council's actions in this regard demonstrate that, in terms of planning policy, the sustainable development of the part of site AV111 outside the Green Belt would not be dependent on the Green Belt element.

71. Nevertheless, it is clear from the evidence provided that the additional 700 houses expected to be delivered on this part of the Green Belt would make a significant contribution to meeting the CS Policy SP6 housing requirement of 70,000 houses (net) for the MD as a whole and CS Policy SP7 for 11,400 housing units within the East HMCA, within which site AV111 is located. Moreover, for the reasons given above and on the evidence available to me, I am satisfied that if these houses were not provided on this site, in order to fulfil the housing requirements for the wider district, the release of other areas of Green Belt or safeguarded land would be likely to be necessary. Furthermore, whilst full details of these alternatives are not before me, given the positive locational benefits of site AV111 relative to the Main Urban Area and from the evidence available to me, I consider it likely that these alternatives would very probably be in less sustainable locations. As such, in these respects, I find that there would be significant benefits in allocating this area of land and not to do so would have the real potential of causing harm elsewhere within the Metropolitan District.

72. Furthermore, the area of AV111 that is the subject of the recent planning application has a former use as an opencast mine, which impacts significantly on the costs associated with its potential redevelopment. Further constraints, such as high voltage power lines and flood risk areas, also exist within this area of land and have adverse effects in this regard. Accordingly, whilst in

planning policy terms this area has been considered suitable for development without the remainder of the proposed allocation, from the evidence provided, the absence of the Green Belt element would have a serious impact on the potential viability of the development of the area outside the Green Belt, such that its delivery would be at real risk.

73. Consequently, from the evidence provided, I am satisfied that the removal of this area of Green Belt from the proposed allocation would seriously threaten the delivery of the remainder of the proposed development. As such, I find that the removal of site allocation AV111, in whole or in part, would seriously undermine the potential delivery of 1801 dwellings on the site. In turn, this would result in the Plan not meeting the CS housing requirement for the area. Furthermore, from the evidence provided within the SHLAA, I am satisfied that no other suitable sites exist within the Plan area that would provide a reasonable alternative for the development proposed. Accordingly, I am satisfied that the allocation of this area of Green Belt would be necessary to secure delivery of development across the allocation as a whole and not to do so would have significant implications for the soundness of the Plan.

74. In addition, I am in no doubt from the details provided that the provision of 1801 dwellings, rather than 1100 dwellings, on the site would make a real difference to securing the long-term provision of the necessary physical and social infrastructure to support the development of the site. In particular, the resulting increase in the number of residents would make the provision of a viable bus link to the nearby park and ride site, providing access into the city centre, far more likely to be sustainable in the long-term. Moreover, the additional people living on the site likely to result from 1801 dwellings, rather than 1100, would directly support the provision of education facilities on site, including a through-school, and a local centre incorporating a retail element, as well as other types of social and green infrastructure. As a result, I consider that the inclusion of the area of Green Belt within the proposed allocation would have a demonstrably positive effect on the achievement of a sustainable pattern of development within Skelton Gate and, given its scale, within the Plan area as a whole.

75. Taking all these matters into account, I find that the allocation of site AV111, including the area of Green Belt as proposed, would be consistent with CS Policy SP10 and the wider Green Belt review within the MD and would not prejudice the outcome of that wider review. I have considered this matter in relation to paragraph 14 of the Framework and specific policies within the Framework, including those in relation to Green Belt. I am satisfied that the evidence before me demonstrates that there are no reasonable alternatives to this site and that the allocation as proposed would be necessary to meet objectively assessed needs with sufficient flexibility to adapt to rapid change. Consequently, taken as a whole, I find that the benefits that would result from the development of this land are sufficient to amount to the exceptional circumstances necessary to support the release of the Green Belt in this location.

76. As such, I consider that the allocation of site AV111 as proposed would enable the development of a sustainable extension to the Main Urban Area, in accordance with CS Policy SP1. However, a reduction in housing numbers,

from 2619 to 1801, would be necessary to ensure that the Plan would be effective in this regard (**MM18**).

Issue 5 – Whether the Plan would make provision for the delivery of an appropriate quantitative and qualitative mix of floorspace and land for economic development.

77. The Plan area contains a significant amount of employment land, with a large number of established existing businesses, situated in an area of the city with good access links to the wider city region and beyond. The provisions of the Plan would build on this existing situation, with the potential to provide for a wide range of complementary employment uses, including within the EZ and the South Bank area. In so doing, the Plan would guide new development, as well as ensuring that the existing businesses are well served.

78. The geographic location of the area supports the aims of the Plan for economic development and a range of sites, with a variety of different potential uses, has been identified to meet local employment and business requirements. A comprehensive assessment of these sites was undertaken through the Employment Land Review and Employment Land Assessment. The criteria used for site selection (CD1/29, CD1/30, CD1/30a, CD1/30b) are clear and demonstrate that the potential suitability of sites was assessed across a range of factors, with strong interaction with the SA.

79. Availability was considered in terms of both identified constraints and landownership, to reach an assessment of whether there was a reasonable prospect of development being achieved. Having regard to the representations received on site AV111, increased flexibility in the range of commercial uses on the site would support the effective delivery of the wider development. As a result, the allocation of proposed office floorspace within Skelton Gate would not be justified. It is therefore necessary to amend the Plan accordingly in this respect and, to be effective, provide clarity within Policy SG1 and the supporting text about the extent of commercial development proposed within site AV111 (**M11, MM98, MM99, MM101, MM102, MM103, MM104**). With this exception, I am satisfied that the approach followed represents a robust method for site selection, which fully justifies the sites allocated within the plan.

80. The Plan provides a suite of policies, including Policies AVL1-4, AVL9, SB4, HU2 and SG1, to meet particular identified needs. In addition, the requirements for some specialist economic uses concentrated within the area have been addressed through the NRWLP. To avoid potential conflict with the NRWLP, to reflect existing allocations and to ensure the effective delivery of proposals within the Plan, modifications are necessary to the precise boundaries of sites AV68 and AV83, with consequential changes to Table 1, Policy AVL4, supporting text and maps (**MM7, MM8, MM12, MM93**).

81. The capacity calculations undertaken follow an identified methodology, including in relation to mixed use sites, which provides a reasonable degree of confidence in the resulting estimates of deliverable employment floorspace. The amount of employment land proposed to be allocated would only exceed the CS minimum requirement of 250ha by a reasonably small margin. However, I am mindful of the approach taken by the CS in determining this

figure, which was set above the identified requirement, to provide a degree of choice. As such, I am satisfied that the amount and type of employment land within the Plan would be sufficient to respond flexibly to future changes in demand.

82. In addition, further flexibility is provided by the policies of the CS, including Policy EC3, which allow for the consideration of potential alternative uses on allocated sites, if circumstances alter in the future and sites are no longer required for the uses identified. The robust monitoring framework identified within the Plan will be an important mechanism in this respect. Such potential flexibility would also apply to allocations within the NRWLP, for example, through Policy WASTE 6 concerning strategic waste allocations, which enables other uses to be permitted on those allocated sites, if it can be demonstrated that the need for waste management can be met elsewhere.

83. Taking all these matters into account, I am satisfied that the uses specified within the proposed allocations are justified and the suite of development plan documents and policies provide sufficient flexibility to respond positively to changing circumstances in the future. Paragraph 22 of the Framework resists the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. However, whilst recognising that for some sites circumstances may be more challenging than for others, overall and given the inherent flexibility of the policy context, I am satisfied that the identified and allocated sites within the Plan have a reasonable prospect of coming forward.

84. As a result, I consider that the approach as proposed would be effective. It would not be necessary to expand proposed allocations to encompass land specifically allocated within the NRWLP, as this would have the real potential to cause confusion or create conflict. In turn, this could seriously undermine the adopted NRWLP and prejudice the delivery of those sites. In the case of the strategic waste allocations, this would have the real potential to hinder the management of waste arising in the future.

85. Should alternative uses come forward for those sites, the Plan would not preclude the full and appropriate consideration of such proposals. Furthermore, the Plan's approach, including its interaction with the NRWLP allocations under the umbrella of the strategic policies of the CS, would not prevent an appropriate configuration of development, the provision of infrastructure delivery or the comprehensive masterplanning of larger sites, including sites AV67 and AV68.

86. Whilst rates of development for employment floorspace have been slower than anticipated for the first years of the plan period, the evidence provided indicates that since 2015 the rate of development has increased significantly and it is now above that required to meet the objectives of the Plan. In part this can be attributed to the recovery period following the economic downturn. In addition, the works undertaken for the provision of infrastructure, such as the FAS and site preparation works associated with the EZ, have also contributed to these higher rates of growth.

87. Much of the employment land identified within the Plan has been granted planning permission and significant progress has taken place with the

development of the EZ recently. In addition, the South Bank area of the city has seen an increase in office floorspace within Leeds Dock and the anticipated submission of a substantial office development scheme within the area also demonstrates an increase in confidence. Whilst it is difficult to be certain about the future, overall and having regard to all these factors, I consider that the rate of economic growth and development within the Plan is both realistic and achievable.

88. To ensure that the Plan will be effective, it will be necessary to modify Policy AVL4, Tables 1 and 2, and related text, to reflect permissions granted on sites AV10, AV11, AV50, AV65 and AV66. Planning permission was also granted on sites AV115 and AV116 in 2015/16, requiring a factual update of the schedule of identified employment sites in Table 2 of the Plan (**MM6, MM7, MM12**). Consequent alterations to the related explanatory text and Table 3 are also necessary, to reflect the various alterations in circumstances since the publication of the Plan, including the removal of the employment element within the Stourton P&R site, following the cancellation of the NGT trolleybus scheme, and the adoption of the NRWLP (**MM8, MM9, MM10**).

89. The Plan clearly specifies the proposed amount and location of town centre uses, including office use, and identifies the particular functions of town and local centres, which is consistent with the hierarchy and policies of the CS and the NPPF. The Policies and Area Maps also identify the boundaries of the town and local centres. However, to enhance its effectiveness, modifications are required to Policy SB4, to clarify the extent and type of employment and other uses considered appropriate in mixed use sites within the South Bank city centre area, and also to the requirements for site AV48, to clarify its relationship to CS Policy P8 (**MM57, MM78**).

90. Although CS Policies P5 and P7 identify the potential for a new town centre for Richmond Hill, no deliverable locations were identified for such a centre. As a result and having regard to the proximity to Hunslet town centre and Leeds Dock, Policy AVL9 seeks to address identified deficiencies in food retail provision within the Richmond Hill and Cross Green area by identifying the Copperfields site, AV38, as a potential site for a food store. Having regard to the evidence provided, including the Retail background paper (CD1/42), I am satisfied that this proposal would be broadly consistent with the strategic aims of the CS and the Plan represents an effective and justified approach to addressing the key identified deficiencies in retail provision within the area.

91. It is also necessary to amend the requirements for site AV111 and Policy SG1in this regard, to ensure that the town centre uses within the site are of an appropriate scale and support the effective delivery of a sustainable housing development on the wider site (**MM99, MM104**). Subject to these changes, I am satisfied that the approach taken in Policy HU1, to support the existing town centre at Hunslet, and the provision elsewhere of new town centre uses, including retail and local services on mixed use allocations, would be adequately consistent with the aims of the CS and national planning policy.

92. The objectives of CS Spatial Policy 4, to improve access to employment and skills development within the area, are clearly reflected in the approach of the Plan to new development and infrastructure provision, and are specifically referenced in Policy AVL5. However, for effective delivery of these aims and to

ensure that the requirements of the Policy are fully justified and consistent with national policy, it is necessary to modify Policy AVL5 and related text, to refer to CS Spatial Policy 8(vi) and the legal and policy tests for planning obligations **(MM13, MM14, MM15)**.

93. Accordingly, subject to the modifications identified, I consider that the Plan proposes an appropriate quantitative and qualitative mix of floorspace and land for economic development and will support the objectives of the CS in its approach to improving access to employment within the area.

Issue 6 - Whether the Plan makes clear what physical infrastructure is required, who is going to fund and provide it and how it relates to the anticipated rate of development.

94. A key component of the approach within the Plan to the redevelopment of the area is the provision of enhanced transport infrastructure. This supports the protection and increased use of existing facilities, such as the canal network, within the area. In addition, a significant increase in infrastructure provision is being planned and provided within the area, such as new P&R sites and additional and enhanced pedestrian and cycle routes. This will improve connectivity and provide significantly greater opportunities for walking and cycling within and through the area, which would directly support the achievement of the Council's aims for an Urban-Eco Settlement.

95. The updated IDP provides clear information on timescales and priorities, with those necessary to support development within the area specifically identified. This information was revised and updated during the examination process, to reflect current circumstances, and provides clarity for developers of the extent and type of provision required, including in relation to individual site requirements, with funding sources clearly identified for those expected to take place within the next five years. I am satisfied that the IDP provides a reasonable degree of confidence that the range of schemes identified have a realistic prospect of being delivered in line with the anticipated rate of development. However, to ensure clarity for developers and to support the effective delivery of development within the area, it is necessary to modify the Plan to refer to the potential requirement for further investment in Strategic Road Network (SRN) capacity later in the plan period (**MM39**).

96. A strategically critical piece of infrastructure development, which is necessary to ensure adequate capacity and support development within the Plan, concerns the improvement to Junction 45 of the M1 motorway, which will be publicly funded and, at the time of the Hearings, was due to commence imminently. The expected completion of this scheme in 2017 will play a significant part in addressing key transport constraints and contribute to realising the development potential of the area. In addition, assessment has taken place of the wider SRN and the existing and future capacity of the SRN and local road network, including junction capacity.

97. The development proposals within the Plan will have an impact on the transport network. However, the evidence, including the Transport background paper (CD1/40), information provided about subsequent testing and the detailed representations of Highways England and the local highway authority, demonstrates that the capacity of the road network will be

reasonably able to meet forecast demands arising from the proposals in the Plan, without unacceptably increasing congestion, including when considered cumulatively with other identified schemes outside the area. In addition, measures are in place, through the CS indicators, to provide effective monitoring in this regard which, if necessary, will trigger interventions by the Council on transport management priorities.

98. Several key elements of existing or proposed transport infrastructure lie within or close to the Plan area. In this regard, there have been some substantial changes in circumstances since the Publication Draft of the Plan, in particular the cancellation of the NGT trolleybus scheme and the announcement concerning the proposed route and station location for the HS2 railway line. These alterations will have a direct effect on the provisions of the Plan, both in relation to development within its area and in relation to the effect of this on the wider city region.

99. The detailed HS2 project has yet to be finalised and, since cancellation of the NGT trolleybus scheme, significant work has been undertaken by the Council and others to develop an alternative public transport strategy for the area, including through the development of a Leeds Public Transport Investment Programme. Part of this would involve the retention of a proposed P&R site at Stourton, but with changes to the overall development proposal, to reflect the removal of a depot within the scheme. Whilst work in these areas is on-going, consequent alterations to the Plan are justified, to reflect these changes in circumstance and ensure that its provisions remain effective (**MM22, MM33, MM34, MM35, MM36, MM37, MM38, MM41, MM42, MM48, MM49, MM51, MM52, MM86, MM87, MM88, MM110**).

100. Within this context, changes are also required to Policy AVL12, which makes provision for strategic transport infrastructure improvements within the area, with further consequential changes to the text of the Plan in relation to these matters. In addition, in relation to the highway network, I understand that the recent planning application for the development of part of site AV111 has established that the use of Knowsthorpe Lane as a second point of access to the site is not required to serve the development proposed. Furthermore, although I also understand that the Lane currently has an existing use, associated with the former Skelton Grange power station site (which relates to sites AV67, AV68 and site NRW200 in the NRWLP), the Plan clearly signals the potential for this route to be opened for wider public use and the impact on the SRN of such work has not yet been fully assessed.

101. As such, notwithstanding any existing rights of access, to ensure that Policy AVL12 and related text within the Plan are justified and effective, it is necessary to modify the wording to refer to the feasibility work required in relation to the potential wider public use of the route, including for public transport use, pedestrians and cyclists, to provide improved access to employment sites to the west of the M1 motorway (**MM40, MM44**). I am mindful that developer contributions sought in this respect would need to meet the requirements of the Community Infrastructure Levy Regulations 2010 and policy tests within the Framework for planning obligations.

102. In addition, for the development of site AV111 to be justified and effective, reference should be made within the site requirements to the need for the

improvements to M1 Junction 45 to be complete before the occupation of any part of the development of the site (**MM100**) and to clarify within the supporting text that development that would attract an unacceptably high number of additional trips utilising the motorway network would not be consistent with the overall approach for the site (**MM102**).

103. Since the Publication Draft of the Plan, I understand that planning permission has been granted for a motorway service area on part of site AV111. However, a specific allocation in this respect would not be justified, as this use would not conflict with the proposed allocation, which provides some degree of flexibility in the provision of non-residential uses on the site, subject to specific criteria being met.

104. Furthermore, as the modifications above would remove the requirement in Policy AVL12 for a secondary or improved access to the Skelton Gate site, the references, in paragraph 4.6.29 and on the area map, to Knowsthorpe Lane as a potential option for an alternative vehicle access for the site would not unacceptably prejudice the delivery of that site or make the Plan unsound in this respect. However, for effectiveness, the wording of that paragraph should be amended to provide clarity about the relationship of Pontefract Lane with the M1 motorway junction (**MM97**).

105. Modifications to Policy AVL12 are also necessary to ensure the effective retention of and, where appropriate, improvement to existing public rights of way within development sites, as well as articulating specific considerations for proposed diversions (**MM44**). In addition, to ensure effective delivery of development to support the aims of the Plan, specific alterations to the Plan and the Policies and Area Maps are required to ensure that the Plan makes satisfactory provision for pedestrians and cyclists, including in relation to the requirements of the NRWLP and Policies SB1 and CAV2, in respect of linkages within and beyond the Plan area (**MM53, MM56, MM89, MM93, MM99**).

106. In order to ensure that the Plan appropriately safeguards and takes into account the potential future requirements of the rail network, it is necessary to amend paragraphs 3.5.38 and 4.5.52, to refer to the safeguarded rail spur to the Skelton Grange area and make specific cross-reference to the NRWLP (**MM43, MM93**). Although it has been suggested that there may be a potential future requirement to widen the rail corridor within the Marsh Lane Opportunity Area, having regard to the representations received, including those from Network Rail, the allocation of site AV18 would be justified. Furthermore, as Network Rail owns much of the site, the allocation would not necessarily preclude the delivery of improvements to the rail network, if required in the future.

107. Consequently, subject to the modifications above, the Plan makes clear provision for the extent and type of physical infrastructure required to meet the anticipated rate of development and would appropriately reflect the current strategy for strategic transport infrastructure improvements in the area, including in relation to public transport provision.

Issue 7 – Whether the Plan will realise the Urban Eco-Settlement vision to create an attractive, safe, resilient, connected, low carbon environment.

108. The Plan provides a spatial strategy for the Aire Valley, supported by a series of detailed proposals for the five identified areas within it. Individually and collectively, these policies and proposals seek to protect and support existing businesses and communities within the area, whilst providing for significant opportunities for development and growth. To support effective integration with other parts of the city and the effective delivery of development within the area, the Plan should be amended to refer to Holbeck and to the preparation of a masterplan for the South Bank area (**MM48, MM49, MM51, MM53, MM56**).

109. To enable the effective delivery of development, in relation to the Marsh Lane Opportunity Area, reference to the mixed use allocation at site AV18, Marsh Lane, in paragraphs 4.3.54 and 4.3.58, should be altered to reflect the separate ownerships of this land and the potential phased development of the site, with consequent changes to the Maps to amend the route of the identified green corridor (**MM69, MM70**). In addition, to ensure the proposals within Policy EB4 are justified, the policy wording should be amended to explicitly refer to other plan policies (**MM71**) and paragraph 4.4.20, concerning the Hunslet Riverside Opportunity Area, altered to refer to the allocation within the UDP (**MM79**).

110. Within the framework provided by the CS policies, a key part of the overall approach taken by the Plan to the regeneration of the area concerns environmental improvements. Policies AVL13 and AVL14, seek to retain, enhance and extend the identified Aire Valley Green Infrastructure (GI) network and other green space, including by environmental and biodiversity improvements. GI has the potential to fulfil a number of functions and the approach within the Plan covers both existing features and highlights opportunities for potential future provision, within the framework of strategic infrastructure provided by the CS.

111. The identification of proposed and existing GI sites, including areas of green space and indicative corridors, followed a rigorous methodology, as set out in CD1/41. The approach to the identification of sites, habitats and species of national and local nature conservation importance, including the updated Leeds Habitat Network, is set out in CD1/37a, CD1/37b and CD1/38. Collectively, this evidence provides appropriate justification for the detailed proposals and policies of the Plan, which will appropriately support the delivery of the strategic aims and objectives of the CS in these regards.

112. Delivery of GI will be largely through the planning application process, with planning obligations required to create and manage GI. Specific requirements for particular sites are identified within the area policies of the Plan and mechanisms exist within the Council, including through GIS mapping, to coordinate and monitor delivery. For accuracy, an amendment is necessary to the wording of the site requirements following paragraph 4.3.67, concerning ecological mitigation measures (**MM72**).

113. Policy SB2 of the Plan will be an important mechanism for bringing forward a new city park within the South Bank Planning Statement Area, which is a

requirement for site AV94. A masterplan is proposed for the development of this area, which would allow for detailed issues to be considered and, amongst other matters, would address whether this park should be provided as a single or series of spaces. However, corrections to the requirements for site AV94 are necessary, to refer to other relevant policies of the Plan (**MM58**). In addition, to ensure the effectiveness of these provisions, an amendment to paragraph 4.2.30 is necessary, to confirm that the contribution of land towards the creation of a new city park will be taken into account when calculating the CS Policy G5 green space requirement for development (**MM55**).

114. Improvements to the fragmented GI network in the central Aire Valley are proposed with, amongst other aims, enhanced connections to and across the river and canal, with the retention of and improvement to a connected network of natural habitats. Whilst it has been suggested that the potential use of particular plant species should be identified within the Plan, given the extent and variety of different sites and development incorporated, it seems to me that this level of detail would be more appropriately addressed as part of individual proposals for the development of specific sites. Nonetheless, to enable the previously developed land to the north of the River Aire and the west of the M1 motorway to provide an effective contribution to the wider GI network, modifications to Policy CAV3, referring to potential improvements to this land, and to paragraph 4.5.33 are necessary (**MM90, MM91**).

115. In some cases, the GI network would run between or through allocated sites, including sites AV83 and AV74. This particular part of the network would also bisect the adjacent site to the north, which is safeguarded under the NRWLP for future use as a wharf. In light of this location and to ensure effective provision of an appropriate soft landscape treatment, a modification to the site requirements for site AV83 is justified (**MM94**).

116. Whilst recognising the concerns expressed in this regard, the extent of work required on specific sites is not specified within the Plan and, in any event, Policy CAV3 only requires provision or improvement to GI where, amongst other matters, this would be appropriate and consistent with the overall plan objectives to promote economic growth and create job opportunities. As a result, even with the annotation on the Policy and Area Maps, I am satisfied that the provisions of the Plan in this regard would be consistent with the aims of the NRWLP and would not unreasonably prejudice the delivery of the sites concerned.

117. To ensure the requirements for GI provision and improvements within site AV111 are consistent with CS Policy G1, it is necessary to amend paragraph 4.6.43 (**MM105**). Given the reduction in housing numbers proposed in respect of site AV111, to be justified, a corresponding proportional reduction in the amount of green space referred to in paragraph 4.6.44 is also required (**MM105A**). Furthermore, the site specific requirements for the development require the provision of a park within the site. To ensure the effective provision of this part of the scheme, amendments are required to paragraphs 4.6.20 and 4.6.47, as well as to the Glossary, to clarify the locational requirements and intended users of the facility (**MM96, MM106, MM112**).

118. The spatial vision for Skelton Gate, set out in paragraph 4.6.1, sees the development of a sustainable, healthy and vibrant community, which has Skelton Lake as its centrepiece. It also includes reference to Skelton Lake as an important visitor destination and gateway to the Lower Aire Valley nature reserves, linked to other attractions along the River Aire and accessible from the waterways network. The specified objectives for the area include the promotion of an opportunity for a visitor destination in the area, based around Skelton Lake and linked to other visitor attractions via the river corridor and strategic walking and cycling routes. The site is located at the confluence of the Wyke Beck and River Aire, linking two strategically important corridors, as well as Temple Newsam and Rothwell Country Park.

119. Given this location, its relationship to other visitor attractions and nature reserves nearby, and taking into account the scale and type of development proposed, the incorporation of a visitor facility for Skelton Lake, within the overall development scheme for the site, would be justified. The precise nature of this facility is not defined within the Plan. However, under the specified site requirements for AV111, the preparation of a masterplan for the whole site, including the Skelton Lake area, is required. I consider that the preparation of such a masterplan would be the appropriate mechanism to address detailed consideration of the type, nature and extent of visitor facility necessary to support the delivery of the specified visions and objectives for the area. As such, to provide an appropriate degree of flexibility in this regard, amendments are required to Policy SG4 and supporting text (**MM107, MM108, MM109**).

120. In relation to energy efficiency, improvements by retrofitting existing buildings are supported by Policy AVL16. In order to provide an appropriate degree of flexibility to respond effectively to potential future changes in funding sources, an alteration to paragraph 3.7.7 is justified (**MM46**). Policy AVL17 supports the implementation of the district heating network hierarchy set out in CS Policy EN4, linked to the recent completion of the RERF, with further potential sources identified. Map 6 will inform this implementation and illustrates the heating clusters for the area. In addition, the Plan also identifies the potential within the area for further low carbon energy production and distribution, linked to the development of waste sites identified through the NRWLP.

121. Consequently, considered overall and subject to the modifications identified in this report, including those relating to flood risk and other physical constraints on land, such as land stability, the Plan will support the development of the Aire Valley to realise the Urban Eco Settlement vision of the CS to create an attractive, safe, resilient and connected low carbon environment.

Issue 8 – Whether the Plan appropriately recognises and reflects the significance of heritage assets and the contribution they make to their environment, including in relation to non-designated heritage assets.

122. There are a significant number of heritage assets within or close to the Aire Valley, which are identified within the Plan. To ensure that development would appropriately reflect the significance of those assets and their settings, a number of changes are necessary to the identified Urban Eco Settlement vision for the Plan, Policies AVL16 and SB2, the spatial vision and objectives for specific areas, and to several of the site specific requirements.

123. These alterations largely clarify that consideration will be required of the historic or architectural importance of the heritage assets and their setting. In addition, in some cases, they identify the requirement for development proposals to provide a sustainable future for listed buildings that are currently vacant or at risk. These modifications are required to ensure that the policies and proposals of the Plan would be consistent with legislation and national policy and provide for the effective and appropriately justified development of the area (**MM5, MM47, MM48, MM50, MM54, MM58, MM62, MM67, MM68, MM75, MM76, MM77, MM80, MM83, MM84, MM85, MM88, MM95, MM96, MM99**).

124. For accuracy and having regard to representations received on the proposed MM consultation, it is necessary to alter the wording in **MM48**, which relates to the third paragraph of the South Bank spatial vision, to refer to the 'reuse and adaptation' rather than 'adaption'.

125. I understand that the current planning application proposals for site AV111 have been considered not to affect the setting of the grade II historic park and garden at Temple Newsam. Nonetheless, having regard to the representations of Historic England and given the scale of development proposed, its relative proximity to this designated heritage asset and being mindful that circumstances may alter in the future, I consider that the requirement in the Plan, as modified above, for the development of the site to include an assessment of the significance of the heritage asset, with mitigation if appropriate, is fully justified.

126. In addition, for clarity and effectiveness, in addition to the specific reference within Policy AVL11 to non-designated heritage assets, it is necessary to provide a list of those within the area in an Appendix to the Plan, with reference to the availability of updates as required, and consequent alterations to the Area Maps to show those listed in the Appendix and to delete reference to 'landmark buildings' (**MM27, MM28, MM113, MM114**).

127. For similar reasons, the Plan should also include a cross reference to saved UDP policies concerning the consideration of archaeological assets. However, having regard to the representations on **MM29** in this respect, it is necessary to amend the wording to correct the title of the archaeological organisation and make reference to the West Yorkshire Historic Environment Record.

128. Subject to these modifications, the Plan appropriately recognises and reflects the significance of designated and non-designated heritage assets and takes into account the contribution they make to their environment in development and other proposals for the area.

Issue 9 - Whether the Plan takes account of the health and identified needs of the local population for social infrastructure, including community facilities and education.

129. The area of Leeds covered by the Plan includes some of the most deprived communities in the country, with relatively poor rates of health identified for the existing population. Addressing these issues represents a key aim for the regeneration and development of the area, reflecting the wider objectives of

national planning policy and the CS in this regard. The collective delivery of the policies and proposals within the Plan is highlighted as a key component of the approach required to achieve these aims.

130. Policy AVL8 supports a range of measures and interventions to improve public health outcomes and access to health services, and reduce health inequalities in the area. This comprehensive approach includes the promotion of energy efficient homes, with lower cost energy production, the delivery of high quality new housing, improved access to jobs and high quality green spaces, and encouraging more physical exercise, including the use of the green routes linking communities and key destinations. For clarity, a typographical correction is required to the text of the policy (**MM21**).

131. The Plan also seeks to improve the provision of local facilities and services to serve new development and existing local communities, including by addressing local deficiencies. As previously discussed, this includes the appropriate provision of retail and other town centre uses, in accordance with a hierarchy of centres identified by the CS. In addition, Policy SB4 provides specific support for the provision of community facilities on mixed use sites within the South Bank area. Whilst not the subject of a specific allocation, this approach would provide support, for example, for the continued use of the Tetley building as a community facility. Further provision is made for community uses in Policies EB3 and EB4, concerning the Marsh Lane and East Street opportunity areas, and in Hunslet town centre (site AV48).

132. Site specific requirements for the development of site AV111, at Skelton Gate, identify the need to provide a range of local facilities, including health services and other community facilities. However, in order to avoid unacceptably prejudicing the effective delivery of the overall development, it is necessary to amend these requirements to include reference to the need to secure operators for the town centre and community facilities and to provide space for the provision of health services (**MM99**).

133. From the evidence, I am satisfied that the requirement for site AV111 to provide a through school on the site, consisting of a two-form entry primary school and four-form entry secondary school, is justified. In addition, to meet the identified demand for school places within the area arising from the development proposed, the new primary school identified on site AV38, at Copperfields, is also justified.

134. Paragraph 3.4.26 of the Plan also identifies the newly opened Ruth Gorse Academy secondary school. However, to be effective and enable sufficient flexibility to respond to future changes to the identified need for the provision of schools, having regard to the potential demand for school places that may arise from the development proposed in the South Bank area, it is appropriate to modify this paragraph to highlight the potential need to make provision for a primary school within the area (**MM23**).

135. The Infrastructure background paper (CD1/44) provides details of the delivery mechanisms for the range of infrastructure identified within the Plan, including social infrastructure, such as education facilities, and green infrastructure. In addition, as considered previously, the updated IDP provides further clarity in relation to timescales and funding sources.

136. Although recognising that issues of viability may have an impact on developer funding for some schemes, taking into account the relatively low levels of CIL and affordable housing contributions required within the area and having regard to the scale of development proposed, I consider that there is a reasonable prospect that the identified infrastructure required will be provided in accordance with a timescale appropriate to the anticipated rate of development.

137. Accordingly, overall, I consider that the policies and provisions of the Plan to support improvements in the health of the local population and to meet their identified needs for social infrastructure, including community facilities and education, are justified. Furthermore, having regard to my findings elsewhere in this report, I find that there is a realistic prospect that the delivery of the range and type of development as proposed within the Plan will be effective in achieving these aims.

Public Sector Equality Duty

138. For the reasons given, I am satisfied that the Plan's provisions for inclusive design and accessible environments are consistent with the Framework. In this matter and all other relevant matters, including age, I have had due regard to the equality impacts of the Plan in accordance with the Public Sector Equality Duty, contained in section 149 of the Equality Act 2010 which, amongst other matters, sets out the need to advance equality of opportunity and foster good relations between people who share a protected characteristic and people who do not share it.

Assessment of Legal Compliance

139. My examination of the compliance of the Plan with the legal requirements is summarised in the table below. I conclude that the Plan meets them all.

LEGAL REQUIREMENTS	
Local Development Scheme (LDS)	The Aire Valley Leeds Area Action Plan has been prepared in accordance with the Council's LDS April 2016.
Statement of Community Involvement (SCI) and relevant regulations	The SCI was adopted in February 2007 and consultation on the Plan and the MMs has complied with its requirements.
Sustainability Appraisal (SA)	SA has been carried out and is adequate.
Habitats Regulations Assessment (HRA)	The Habitats Regulations AA Screening Reports September 2015 and September 2016 detail the screening and sets out why AA is not necessary. Natural England supports this.
National Policy	The Aire Valley Leeds Area Action Plan complies with national policy except where indicated and MMs are recommended.
2004 Act (as amended) and 2012 Regulations.	The Aire Valley Leeds Area Action Plan complies with the Act and the Regulations.

Overall Conclusion and Recommendation

140. The Plan has a number of deficiencies in respect of soundness for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explored in the main issues set out above.

141. The Council has requested that I recommend MMs to make the Plan sound and capable of adoption. I conclude that with the recommended main modifications, set out in the Appendix, the Aire Valley Leeds Area Action Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

A Napier

Inspector

This report is accompanied by an Appendix containing the Main Modifications.

Appendix - Schedule of Main Modifications

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
1	New Para after 1.4.16	Insert new paragraph after 1.4.16 as follows:
		Leeds Unitary Development Plan (UDP) (2006) Saved Policies **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.**
2	New Para after 1.4.18	Insert new paragraph after 1.4.18 as follows:
		Policies Map **The Leeds Policies Map is the geographical expression of those policies which have a spatial implication. This is available on the Council's website.**
3	New Para after 1.4.18 and MM2	Insert new paragraph after 1.4.18 and MM2 as follows:
		How the AAP will be used to determine planning applications **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.** **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 issues. It does not provide an exhaustive list and reference will need to be made to the other LDF documents as appropriate.**

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
4	Para 1.6	Delete section 1.6 - stages of preparation and consultation and update contents page.
		~~1.6 AVLAAP – STAGES OF PREPARATION & CONSULTATION~~ ~~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 & AVLAAP at the same time, to ensure the district's site allocations can be presented and considered in their entirety.~~ ~~1.6.2 The stages in plan preparation completed to date are as follows:~~ ~~•Early Issues for consultation (Summer 2005)~~ ~~•Alternative Options for consultation (April – June 2006)~~ ~~•Preferred Options (October - November 2007)~~ ~~•Informal consultation on the promotion of the area as an Urban Eco-Settlement and extensions to the AAP boundary (January – March 2011)~~ ~~1.6.3 The final stages to progress the plan to adoption are:~~ ~~•Public consultation of publication draft (Autumn 2015)~~ ~~•Examination (Spring 2016)~~ ~~•Adoption (Winter 2016/2017)~~
5	Para 2.2 (Principle 6)	Amend principle 6 under para 2.2 as follows:
		6. To **preserve**, enhance **and ensure a sustainable future** ~~the existing natural and~~ **for** heritage assets **and enhance natural assets** ~~linked to~~ **within** a wider network of green infrastructure
6	Para 3.2.14 & Table 1	Amend table 1 under para 3.2.14 as follows:
		Table 1, **the Policies Map and area maps** show~~s~~ identified office sites (including mixed use development) which provide a total of ~~13.3~~ **13.5** hectares of employment land.

<table>
<tr><th>MM No.</th><th>Policy/ Para</th><th>Change
New text: <u>underlined</u> Deleted text: ~~strikethrough~~</th></tr>
<tr><td></td><td></td><td>
<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[1]</td><td>1,271</td><td>0.05</td></tr>
<tr><td>AV10</td><td>Armouries Drive, Leeds Dock</td><td>Mixed Use[2]</td><td><s>4,130</s> <u>8,022</u></td><td><s>0.90</s> <u>1.04</u></td></tr>
<tr><td>AV11</td><td>Former Alea Casino, The Boulevard, Leeds Dock</td><td>Offices</td><td><s>5,890</s> <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[3]</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><s>64,640</s> <u>70,833</u></td><td><s>13.38</s> <u>13.50</u></td></tr>
</table>
</td></tr>
<tr><td rowspan="2">7</td><td rowspan="2">Para 3.2.15 & Table 2</td><td>Amend para 3.2.15 and table 2 as follows:</td></tr>
<tr><td>Table 2<u>, the Policies Map and area maps</u> show<s>s</s> identified general employment sites (mainly industry and storage and distribution uses) which provide a total of <s>169</s> <u>178.2</u> hectares of employment land.</td></tr>
</table>

[1] Development completed (also included housing)
[2] Planning permission also allows flexible uses of ground floor units A1/A3/A4 uses up to maximum floorspace limits
[3] Planning permission for offices. See Policy EB4 for other suitable uses.

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~

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
AV50	**Snake Lane**	**0.80**
AV52	Newmarket Lane	2.04
AV55	**Pontefract Lane / Newmarket Lane** ~~South of Pontefract Road~~	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
AV65	**Pontefract Lane / Newmarket Approach**	**0.41**
AV66	**Former Pittards site, Knowsthorpe Gate**	**5.22**
AV67	Skelton Grange (North)	11.81
AV68	Skelton Grange (South)	~~7.33~~ **9.17**
AV69	Symingtons, Far Lane, Thormes Farm	1.01
AV70	2 Pontefract Lane, Cross Green	0.37
AV71	Thwaite Gate / Sussex Avenue	0.43
AV73	Former Post Office building, Skelton Grange Road	3.35
AV75	Pontefract Road, North of M1 J44	5.58
AV77	Nijinsky Way / Pontefract Road	0.83
AV78	Haigh Park Road / Pontefract Road	1.17
AV79	Valley Farm Road, Stourton	1.16
AV92	William Cooke Castings, Cross Green Approach	0.43
AV93	Unit 4, Queen Street	0.22
AV96	Airedale Mills, Clarence Road	0.60
AV113	Former Leeds College of Building, Stourton Link, Intermezzo Drive	1.62

<table>
<tr><th>MM No.</th><th>Policy/ Para</th><th>Change
New text: <u>underlined</u> Deleted text: ~~strikethrough~~</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><td><u>AV115</u></td><td><u>Land off Pontefract Road</u></td><td><u>0.71</u></td></tr>
<tr><td><u>AV116</u></td><td><u>Site 8, Newmarket Green</u></td><td><u>0.16</u></td></tr>
<tr><td colspan="2">TOTAL</td><td>~~169.02~~ <u>17 8.16</u></td></tr>
</table>
</td></tr>
<tr><td>8</td><td>Para 3.2.16</td><td>Amend first sentence of para 3.2.16 as follows:</td></tr>
<tr><td></td><td></td><td>“Additional contributions come from sites allocated (or proposed) for waste and rail and water freight uses (~~41.3~~ <u>42.6</u> ha)…”</td></tr>
<tr><td>9</td><td>Para 3.2.18 & Table 3</td><td>Amend table 3 under para 3.2.18 as follows:</td></tr>
<tr><td></td><td></td><td>Table 3 below summarises the contribution from each of the above sources of supply and sets out the residual land requirement that needs to be identified as new allocations in the AAP.
<table>
<tr><th colspan="2">TABLE 3: AVL EMPLOYMENT LAND REQUIREMENTS & 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>~~13.4~~ <u>13.5</u> hectares</td></tr>
<tr><td>Identified general employment sites</td><td>~~169~~ <u>178.2</u> hectares</td></tr>
<tr><td>Natural Resources & Waste Local Plan allocations & proposed allocations</td><td>~~41.3~~ <u>42.6</u> hectares</td></tr>
<tr><td>~~Stourton Park & Ride site (employment element)~~</td><td>~~4.3 hectares~~</td></tr>
<tr><td>Residual land requirement for employment uses</td><td>~~22~~ <u>15.7</u> hectares</td></tr>
</table>
</td></tr>
</table>

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
10	Para 3.2.21	Amend second sentence of para 3.2.21 as follows:
		Table 4 provides a schedule for mixed use sites which sets out the estimated capacity for office development. In total these sites could provide an estimated further ~~9.9~~ 10.5 hectares of employment development alongside housing development.
11	Policy AVL3 (after para 3.2.21)	Delete fourth bullet point under part 1 of policy text as follows:
		POLICY AVL3: OFFICE DEVELOPMENT IN AIRE VALLEY LEEDS 1. New development for large scale offices (Use Class B1a) will be promoted and concentrated in the following locations in AVL: • The South Bank area (within mixed use schemes) • The Marsh Lane site (within mixed use schemes) • Leeds Valley Park ~~• Skelton Gate (within a comprehensive housing-led development)~~ Remainder unchanged.
		AS A RESULT OF MAIN MODIFICATIONS TO POLICY AVL3 THE FOLLOWING CONSEQUENTIAL CHANGES ARE REQUIRED:
		Delete fourth bullet point in para 3.2.20 as follows:
		~~• 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).~~
12	Policy AVL4 (after para 3.2.23)	Amend point 1 and table under point 4 of policy text follows:
		POLICY AVL4: GENERAL EMPLOYMENT DEVELOPMENT IN AIRE VALLEY LEEDS 1. New development for research & development (Use Class B1b), light industry (Use Class B1c), general industry (Use Class ~~B1c~~ **B2**) and storage & distribution (Use Class B8) uses will be promoted and concentrated in the following

<table>
<tr><th>MM No.</th><th>Policy/ Para</th><th>Change
New text: <u>underlined</u> Deleted text: ~~strikethrough~~</th></tr>
<tr><td></td><td></td><td>
locations as defined on area maps:

4. The following sites are allocated for general employment use in accordance with Core Strategy Spatial Policy 9. These sites are shown on the Policies Map <u>and area maps</u> and are subject to site requirements set out in area plans:
<table>
<tr><th>SITE REF</th><th>SITE NAME</th><th>AREA (HA)</th></tr>
<tr><td>~~AV50~~</td><td>~~Snake Lane~~</td><td>~~0.80~~</td></tr>
<tr><td>AV51</td><td>Knowsthorpe Way</td><td>0.85</td></tr>
<tr><td>AV54</td><td>Belfry Road</td><td>1.98</td></tr>
<tr><td>~~AV65~~</td><td>~~Pontefract Lane / Newmarket Approach~~</td><td>~~0.41~~</td></tr>
<tr><td>~~AV66~~</td><td>~~Former Pittards site, Knowsthorpe Gate~~</td><td>~~5.22~~</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>~~1.62~~ <u>0.41</u></td></tr>
<tr><td colspan="2">TOTAL</td><td>~~17.7~~ <u>10.04</u></td></tr>
</table>
Remainder unchanged.
</td></tr>
</table>

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		AS A RESULT OF MAIN MODIFICATIONS TO TABLES 1, 2, 3 AND POLICY AVL 4 THE FOLLOWING CONSEQUENTIAL CHANGES ARE REQUIRED:
		Amend last sentence in para 3.2.23 as follows:
		"…A total of ~~17.7~~ **10** hectares of land is allocated on ~~10~~ **7** 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 ~~256.2~~ **254.8** hectares…"
13	Para 3.2.25	Amend para 3.2.25 as follows:
		In accordance with the intentions of Core Strategy policies SP4 and SP8 (vi), ~~A~~**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:
		• **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.**

<table>
<tr><th>MM No.</th><th>Policy/ Para</th><th>Change
New text: <u>underlined</u> Deleted text: ~~strikethrough~~</th></tr>
<tr><td rowspan="2">15</td><td rowspan="2">Policy AVL5 (after Para 3.2.27)</td><td>Amend first paragraph of Policy AVL5 as follows:</td></tr>
<tr><td><u>**In accordance with the intentions of Core Strategy policies SP4 and SP8 (vi)**</u>, ~~T~~<u>t</u>he Council will improve access to job opportunities in AVL for communities in east and south Leeds through:
Remainder unchanged</td></tr>
<tr><td rowspan="2">16</td><td rowspan="2">Para 3.3.7 & Table 5</td><td>Amend para 3.3.7 and table 5 as follows:</td></tr>
<tr><td>Table 5 sets out a schedule of identified housing sites in AVL as of April ~~2015~~ <u>**2016**</u> and these sites are shown on the Policies Map <u>**and area maps**</u>. Identified sites have potential to provide a total of ~~1,840~~ <u>**2,159**</u> new dwellings (completed post 2012, under construction and not started) which count towards meeting the area requirements of at least 6,500, leaving a residual requirement of at least ~~4,660~~ <u>**4,341**</u> dwellings to be allocated on new housing and mixed use sites.

Table 5: Schedule of identified housing sites (including mixed use sites to provide housing)
<table>
<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 & CG**</u>[4]</td><td>80</td><td>0</td><td>0</td><td>0</td><td>80</td></tr>
<tr><td>AV21</td><td>The Parade & The Drive</td><td>Housing</td><td>Inner Area</td><td><u>**EB, RH & 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 & 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 & CG**</u></td><td>195</td><td>0</td><td>0</td><td>0</td><td>195</td></tr>
</table></td></tr>
</table>

[4] East Bank, Richmond Hill & Cross Green

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~

AV26	The Gateway	Housing	City Centre	**EB, RH & CG**	646	538	14	0	96
AV27	Former Leeds College of Technology, East Street	Housing	City Centre	**EB, RH & CG**	39	0	0	0	39
AV30	Ellerby Lane	Housing	Inner Area	**EB, RH & CG**	247	100	0	~~0~~ **14 7**	~~147~~ **0**
AV33	**Low Fold**	**Housing**	**Inner Area**	**EB, RH & CG**	**312**	**0**	**0**	**0**	**312**
AV35	Land On St Hildas Crescent, St Hildas Grove, Cross Green Crescent	Housing	Inner Area	**EB, RH & CG**	21	0	21	0	0
AV36	Adjacent St Hildas Church, Knowsthorpe Crescent	Housing	Inner Area	**EB, RH & CG**	86	0	0	0	86
AV39	East Street Mills	Housing	City Centre	**EB, RH & CG**	161	154	~~0~~ **7**	0	~~7~~ 0
AV41	Hunslet Mills	Mixed Use	Inner Area	**Hunslet**	699	0	0	0	699
AV43	Yarn Street	Housing	Inner Area	**Hunslet**	287	114	~~143~~ **173**	~~28~~ **0**	~~2~~ **0**
AV 112	Rocheford Court, Pepper Road	Housing	East	**Hunslet**	11	0	0	0	11
AV 117	**Land north of St Hildas Crescent**	**Housing**	**Inner Area**	**EB, RH & CG**	**7**	**0**	**0**	**0**	**7**
TOTAL					**~~3099~~ 341 8**	**1261**	**~~279~~ 316**	**~~28~~ 1 47**	**~~1533~~ 1 696**

<table>
<tr><th>MM No.</th><th>Policy/ Para</th><th>Change
New text: <u>underlined</u> Deleted text: ~~strikethrough~~</th></tr>
<tr><td>17</td><td>Para 3.3.10</td><td>Amend fourth sentence onwards of para 3.3.10 as follows:

"…This capacity calculation makes allowance for the creation of the City Park and provision of other uses. <u>A higher number or proportion of dwellings may be appropriate in the area subject to other development plan policies and detailed design matters.</u> Section 4.2 sets out further details on proposals in the South Bank Planning Statement Area.</td></tr>
<tr><td>18</td><td>Policy AVL7 (after para 3.3.12)</td><td>Amend paragraph 2 and tables in Policy AVL 7 as follows:

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 <u>and area maps</u> and detailed below. Housing allocations are phased for release in Phase 1 in accordance with Core Strategy Policy H1.

3.The following sites are allocated for housing, subject to site requirements set out in area plans:

<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>~~Yorkshire Ambulance Station, Saxton Lane~~</td><td>~~City Centre~~</td><td>~~EB, RH & CG~~[5]</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 & CG</u></td><td>0.40</td><td>26</td></tr>
<tr><td>AV23</td><td>Butterfield Manor & Richmond Court, Walter Crescent</td><td>Inner Area</td><td><u>EB, RH & CG</u></td><td>0.83</td><td>48</td></tr>
<tr><td>AV28</td><td>Bow Street & East Street</td><td>Inner Area</td><td><u>EB, RH & CG</u></td><td>0.13</td><td>23</td></tr>
<tr><td>AV29</td><td>Ellerby Road & Bow Street</td><td>Inner Area</td><td><u>EB, RH & 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 & CG</u></td><td>0.46</td><td>72</td></tr>
<tr><td>~~AV33~~</td><td>~~Low Fold~~</td><td>~~Inner Area~~</td><td></td><td>~~2.28~~</td><td>~~312~~</td></tr>
<tr><td>AV34</td><td>South Accommodation Road</td><td>Inner Area</td><td><u>EB, RH & CG</u></td><td>0.52</td><td>27</td></tr>
</table>
</td></tr>
</table>

[5] East Bank, Richmond Hill & Cross Green

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~

AV38	Former Copperfields College site	East	**EB, RH & CG**	11.21	273
AV40	Bridgewater Road (North)	East	**Hunslet**	11.20	~~425~~ **546**
AV46	Tetleys Motor Services, Goodman Street	Inner Area	**Hunslet**	0.62	36
AV111	Skelton Gate	East	**Skelton Gate**	99.30	~~2,619~~ **1,801**
		TOTAL		~~130.93~~ **125.77**	~~4,035~~ **2,931**

4.The following sites are allocated for housing and mixed use development to include a significant proportion of housing, subject to site requirements set out in area plans:

SITE REF	SITE NAME	HMCA	LOCAL AREA	AREA (HA)	HOUSING ESTIMATED CAPACITY (DWELLINGS)
AV7	Former Yorkshire Chemicals North West, Black Bull St	City Centre	**South Bank**	0.30	53
AV9	Evans Halshaw Garage, Hunslet Lane	City Centre	**South Bank**	2.43	191
AV12	Armouries Drive / Carlisle Road	City Centre	**South Bank**	1.45	114
AV13	Clarence Road / Carlisle Road	City Centre	**South Bank**	0.17	15
AV14	Hydro Works, Clarence Road	City Centre	**South Bank**	1.60	105
AV15	Sayner Lane / Clarence Road	City Centre	**South Bank**	1.43	94
AV16	Sayner Lane / Carlisle Road	City Centre	**South Bank**	1.37	90

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~

AV17	Braime Pressings Ltd, Hunslet Lane	City Centre	**South Bank**	2.28	121
AV18	Marsh Lane	City Centre	**EB, RH & CG**	3.67	289
AV48	Former Motor Dealers, Church St, Hunslet	Inner Area	**Hunslet**	1.29	23
AV98	Atkinson Street	Inner Area	**Hunslet**	1.18	35
		TOTAL		**14.89**	**1130**

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:

SITE REF	SITE NAME	HMCA	LOCAL AREA	AREA (HA)	HOUSING ESTIMATED CAPACITY (DWELLINGS)
AV94	South Bank Planning Statement Area	City Centre	**South Bank**	19.53	~~825~~ **1,635**

Remainder unchanged.

AS A RESULT OF THE MIAN MODIFICATIONS TO POLICY AVL 7 THE FOLLOWING CONSESEQUENTIAL CHANGES ARE REQUIRED:

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~~ **3,026** dwellings […]

Amend second sentence of para 3.3.10 as follows:

<table>
<tr><th>MM No.</th><th>Policy/ Para</th><th>Change
New text: <u>underlined</u> Deleted text: ~~strikethrough~~</th></tr>
<tr><td></td><td></td><td>
[…] The area has potential to provide an estimated ~~825~~ <u>1,635</u> dwellings based on the land in the area which is available for development over the plan period, predominantly the former Tetley's Brewery site [...]
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~~ <u>7,855</u> 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~~ <u>2,459</u></td></tr>
<tr><td>2. East Bank, Richmond Hill & Cross Green</td><td>~~2,160~~ <u>2,072</u></td></tr>
<tr><td>3. Hunslet</td><td>~~1,402~~ <u>1,523</u></td></tr>
<tr><td>4. Central Aire Valley</td><td>0</td></tr>
<tr><td>5. Skelton Gate</td><td>~~2,619~~ <u>1,801</u></td></tr>
<tr><td>Total</td><td>~~7,830~~ <u>7,855</u></td></tr>
</table>
Amend table 7 under para 3.3.14 as follows:
</td></tr>
</table>

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		Table 7 summarises the total capacity of AVL housing sites by HMCA.

TABLE 7: NEW HOMES IN AVL BY CORE STRATEGY CHARACTERISTIC AREA (SPATIAL POLICY 7)

HCMA	Identified sites	Allocations	Total
City Centre	457	~~2,002~~ **2,717**	~~2,459~~ **3,174**
Inner Area	~~1,372~~ **1,691**	~~671~~ **359**	~~2,043~~ **2,050**
East Leeds	11	~~3,317~~ **2,620**	~~3,328~~ **2,631**
Total	**~~1,840~~ 2,159**	**~~5,990~~ 5,696**	**~~7,830~~ 7,855**

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 onto the pedestrian/cycling route to the south of the site as shown on the Area Map.~~

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		~~• The site is located within Phase 1 of the indicative heat network shown on Map 6.~~
		Amend second sentence of para 4.4.36 as follows:
		[…] This site has an estimated capacity of ~~425~~ **546** 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~~ **1,801** 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~~ **1,801** 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~~ **1,801** 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:
		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~~ **1,801** dwellings […]
19	Para 3.3.15	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) and Hunslet

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		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 **and passing the flood risk sequential test where relevant** […]
20	Para 3.3.18	Insert new sentence at end of para 3.3.18 as follows:
		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. **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.**
21	Policy AVL8 (after para 3.4.18)	Amend point 5 of Policy AVL5 as follows:
		POLICY AVL8: IMPROVING PUBLIC HEALTH IN AIRE VALLEY LEEDS 5. Encouraging local people to take more physical exercise; ~~their physical activity~~ 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:
		[…] New ~~housing~~ **development** 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:
		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. **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.**

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
24	Para 3.4.28	Amend para 3.4.28 as follows:
		To manage flood risk issues in the area, the Council, working alongside the Environment Agency, the Canal and River Trust and other partners, is constructing a £50m flood alleviation scheme (FAS) to protect Leeds City Centre (between Leeds City Station and Knostrop weir in the Aire Valley) from a flood event likely to happen once every 75 years **on average**, 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:
		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**, taking into account the impact of climate change.** ~~and will apply~~ **A** sequential approach **should be taken** 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.~~ 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):
		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).
27	Para 3.4.33	Amend para 3.4.33 as follows:
		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. **A schedule of the assets is set out in Appendix 2 and** ~~T~~**t**he location ~~of the assets is~~ shown on area maps.

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
28	Policy AVL11 (after para 3.4.34)	Amend Policy AVL11 text as follows:
		POLICY AVL11 – LOCALLY SIGNIFICANT UNDESIGNATED HERITAGE ASSETS In accordance with Core Strategy Policy P11, the locally significant undesignated heritage assets shown on area **maps and listed in Appendix 2 and their setting** will be conserved.
29	New para after Policy AVL11	Insert new section 'Archaeology' after Policy AVL11 as follows:
		Archaeology **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 Advisory Service provides advice where they have information in the West Yorkshire Historic Environment Record 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.**
30	New para after Policy AVL11 and MM30	Insert new section 'Land Instability' after Policy AVL11 (and MM30) as follows:
		Land Instability **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.** **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.**

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		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.
31	New para after Policy AVL11 and MM31	Insert new section 'Air Quality' after Policy AVL11 (and MM30) as follows :
		Air Quality **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 & Planning Technical Guide.**
32	New para after Policy AVL11 and MM32	Insert new section 'Water Quality' after Policy AVL11 (and MM31) as follows :
		Water Quality **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.**
33	Para 3.5.4	Amend sub heading and para 3.5.4 as follows:
		High Speed Rail 2 / Yorkshire Hub The ~~**proposed**~~ **preferred** route of the eastern leg of Phase Two of HS2 will extend high speed **rail** services to Leeds City Centre. The ~~HS2 consultation document~~ **Phase 2b (Eastern leg) maps** (**November 2016)** ~~**from 2013**~~ 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 **a** ~~**the**~~ new **HS2** station **concourse linked to** ~~at~~ Leeds Station ~~**New Lane, partly within,**~~ **just outside** the AAP boundary **at the northern end of Neville Street** ~~**The consultation route is shown on area maps from information Following the publication of the Sir David Higgins report: Re-Balancing Britain: From**~~

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		~~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.
34	Para 3.5.5	Delete existing para 3.5.5 and replace with new paragraph as follows:
		~~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.~~ **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.**
35	New Para 3.5.6 (after Para 3.5.5)	Amend sub heading and insert new paragraph 3.5.6 (after para 3.5.5) as follows:
		~~NGT Trolleybus system~~ **Public transport strategy** **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.**

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
36	New Para after para 3.5.6 (MM36)	Insert new paragraph after para 3.5.6 (MM35) as follows:
		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: • **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;** • **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;** • **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;** • **a strategic bus park and ride site at Stourton with express bus service to Leeds City Centre; and** • **new improved bus hub interchange facilities in the city centre and district centres, including Hunslet.**
37	Para 3.5.7	Amend para 3.5.7 and as follows:
		~~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.~~ **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**

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		improvements in the shorter term.
38	Paras 3.5.8 to 3.5.10	Delete paragraphs 3.5.8 to 3.5.10:
		~~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.~~ ~~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.~~ ~~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.~~
39	Para 3.5.13	Amend para 3.5.13 as follows:
		~~These schemes complement other improvements on the wider motorway network including those completed and under construction on the M1 and M62.~~ **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.**

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
40	Para 3.5.18 (2nd bullet)	Amend second bullet point under para 3.5.18 as follows:
		• ~~Opening up~~ **Open** 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~~ **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.**
41	Para 3.5.18 (3rd bullet)	Amend third bullet point under para 3.5.18 as follows:
		• 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 development, including potentially the ~~Leeds New Lane~~ **new HS2** ~~station~~ **concourse to the south of Leeds station/Yorkshire Hub**. 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	Amend para 3.5.25 as follows:
		~~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~~. **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.**
43	Para 3.5.38	Amend para 3.5.38 as follows:

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		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 **a safeguarded rail spur to the Skelton Grange area and** 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 **the Policies Map and** area maps. **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.**
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:
		POLICY AVL12 - STRATEGIC TRANSPORT INFRASTRUCTURE IMPROVEMENTS IN AVL The following transport infrastructure improvements are proposed in AVL and are shown on **the Policies Map,** Map**s 3 and** 4 and on area maps. Highway network **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 further feasibility work and demonstration that it would not create an unacceptable impact on the strategic highway network.** Public transport 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).~~ **A 1,000 space bus based** park and ride facility at Stourton **is proposed** (AV81). ~~7. An extension of the NGT trolleybus system to the LCREZ and eastern part of AVL subject to funding.~~

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		Pedestrian routes & safer streets 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.**[5] **Insert footnote** [5] **Public Rights of Way map showing all routes on the LCC on-line definitive map with non-definitive routes in green and definitive routes shown in black.** Remainder unchanged
		AS A RESULT OF MODIFICATIONS TO POLICY AVL 12 THE FOLLOWING CONSEQUENTIAL CHANGES ARE REQUIRED
		Delete fourth bullet point under para 3.2.2:
		~~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 & ride and vehicle and staff depot at Stourton which will provide local job opportunities in south Leeds.~~
		Amend third sentence of para 3.2.8 as follows:
		[…] The catalyst for the area's development will be major transport investments; ~~led by the NGT trolleybus system~~, the opening of Leeds Station Southern Entrance and potentially, the proposed HS2 station […]
		Delete para 3.2.17:
		~~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).~~

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		Amend fourth bullet point under para 3.5.2 as follows:
		• To plan the area to integrate potential key national and city region transport proposals, such as HS2, ~~and the NGT trolleybus system~~ with the local transport network and to maximise the regeneration opportunities created by the potential catalyst of transport infrastructure investment.
		Amend first sentence of para 3.5.21 as follows:
		"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..."
		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:
		~~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.~~
		Amend para 4.4.43 as follows:
		There are significant opportunities to improve connections between Hunslet town centre, the city centre, Hunslet Riverside and the River Aire corridor. ~~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.~~

MM No.	Policy/ Para	Change New text: **<u>underlined</u>** Deleted text: ~~strikethrough~~
		Amend point 2 under policy HU4 as follows:
		2. Improved pedestrian and cycle routes between Hunslet Riverside Opportunity Area and the South Bank. ~~and the proposed NGT trolleybus stop at St Joseph's.~~ Remainder unchanged
		Amend para 4.4.53 as follows:
		The Leeds FAS ~~and NGT trolleybus schemes are~~ **<u>is an</u>** additional proposal~~s~~ 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, ~~the NGT trolleybus network 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 ~~NGT trolleybus system~~, 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. ~~It could also form part of a potential NGT trolleybus scheme expansion into this part of the area.~~ 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:

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		[…] There is an opportunity to provide a pedestrian/cycle link from the site to the proposed ~~NGT stop 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 ~~NGT scheme~~ **park and ride** is operational. […]
		Amend second bullet point under para 4.6.16 as follows:
		• 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.~~
45	Policy AVL13 (after 3.6.24)	Amend second paragraph of Policy AVL13 as follows:
		The requirements set out in Core Strategy Policy G1 (Enhancing & Extending Green Infrastructure) will apply to development proposals that are located within or adjoining the network, having **due** regard to the scale of development, type of use and identified green infrastructure functions of the corridor. Remainder Unchanged
46	Para 3.7.7	Amend final sentence of para 3.7.7 as follows:
		[…] 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 **or similar Government schemes.**
47	Policy AVL16 (after para 3.7.7)	Amend Policy AVL16 as follows:
		POLICY AVL16: RETROFITTING OF EXISTING BUILDINGS 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. **Where works are proposed to a Listed Building, these should safeguard the special architectural or historic character of that building.**

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
48	Spatial Vision (after para 4.2.3)	Amend text to second and third paragraph of South Bank Spatial Vision as follows:
		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 ~~the NGT trolleybus, and~~ green pedestrian and cycle routes will link the area to the traditional core of the city centre, waterfront, station, **Holbeck** 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. 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, **the reuse and adaptation of its legacy of historic buildings** and reinvention of existing areas such as Leeds Dock.
49	Objectives 2 & 8 (after para 4.2.3)	Amend Objectives 2 and 8 after para 4.2.3 as follows:
		2. Subject to the decision on the final ~~location~~ **design** of the HS2 station, deliver a world class gateway and transport interchange for HS2 services and other modes of transport. 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, **to Holbeck** and to surrounding communities in east and south Leeds.
50	New Objective 11 (after para 4.2.3)	Insert new Objective 11 after para 4.2.3 as follows:
		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.
51	Para 4.2.18	Amend para 4.2.18 as follows:

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		Regeneration of this area is a long-term project and proposals will come forward which are ~~**unforeseen**~~ **uncertain** at the time the plan is prepared, for example the ~~**location**~~ **detailed design** of the proposed HS2 station ~~**and emerging**~~**/Yorkshire Hub concept** (see Section 3.5). The ultimate integration of HS2**/Yorkshire Hub** and its infrastructure into the South Bank will require flexibility in the planning approach for the South Bank, especially at its immediate hinterland. **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).**
52	Para 4.2.20	Amend para 4.2.20 as follows:
		~~There is potential for the new~~ The HS2 station/**Yorkshire Hub** ~~location~~ proposals ~~to~~ provide an exciting new focus for plans for the South Bank area, **with potential for this to** form~~ing~~ one of the largest regeneration projects in Europe. The location of the HS2 station**/Yorkshire Hub** and ~~it's~~ **the HS2 2b** route **were announced in November 2016.** ~~remain subject to assessment before clarity can be given on~~ **The emerging South Bank Masterplan establishes the principles for** how they will be integrated into the area in a way that meets the city's ambitions for placemaking and growth. ~~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.~~
53	Policy SB1 (after para 4.2.22)	Amend first paragraph and point 6 of Policy SB1 as follows:
		POLICY SB1: PEDESTRIAN AND CYCLE CONNECTIVITY IN THE SOUTH BANK **As shown on Map 4 and the area map,** ~~T~~**t**he following measures are proposed to improve pedestrian and cycle connections within the area, to the traditional core of the city centre, the waterfront, **Holbeck, and** 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: 6. Provision of other **north-south and east-west** green pedestrian / cycle links through development sites, as shown

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		indicatively on the area map, to improve the permeability of the area and to connect with key destinations and adjoining communities. Remainder Unchanged.
54	Policy SB2 (after para 4.2.29)	Insert new point 9 under Policy SB2 point 9 as follows:
		9. Create opportunities to improve the setting of the Listed Buildings and locally significant undesignated heritage assets in the area; Remainder Unchanged.
55	Para 4.2.30	Insert new sentence to end of para 4.2.30 as follows:
		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). **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.**
56	Para 4.2.31	Amend para 4.2.31 as follows:
		The proposed network will contribute to improving **north-south and east-west** connectivity ~~between the north and south banks of the river,~~ with for example a green corridor connection to Sovereign Square **and the north bank of the river;** to the waterfront; the new City Park; **to Holbeck** 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.
57	Policy SB4	Amend point 2 and insert new point 9 under Policy SB4 as follows:

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
	(after para 4.2.47)	**2. Employment uses complimentary to housing uses including** ~~O~~ **o**ffices, **research & development, light industry and creative industries** **9. Other appropriate land uses, subject to consideration of relevant development plan policies** Remainder unchanged
58	Policy AVL7 & SB3 (Site AV94) (after para 4.2.50)	Amend first sentence and first and fifth bullet points of policy text and first, fifth and sixth bullet points under site requirements as follows:
		Under Policy AVL7 and ~~SB3~~ **SB2**, 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: • A new City Park of approximately 3.5 hectares to be delivered in phases in accordance with the principles set out in Policy ~~SB3~~ **SB2**. • Other uses set out under Policy ~~SB1~~ **SB4** to support the principle uses above and on ground floors to promote the creation of active frontages along road frontages, routes and public spaces. **Site requirements** • ~~The site is suitable for older persons housing / independent living in accordance with Policy AVL7.~~ ~~The site includes listed buildings to be retained within the development and where consideration to the setting of the listed buildings is required~~. **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.** • The undesignated heritage assets within the site shown on the Area Map should be retained and **where possible opportunities should be taken to improve the setting of these buildings.**
59	Policy AVL7 &	Amend eighth (last) bullet point relating to flood risk site requirements as follows:

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
	SB3 (Site AV94) (after para 4.2.50)	The site, or part of the site, is located within Flood Zone 3. **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** ~~F~~flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.
60	Policy AVL7 (Site AV7) (after para 4.2.51)	Delete first bullet point under site requirements as follows:
		Site requirements ~~•The site is suitable for older persons housing / independent living in accordance with Policy AVL7.~~
61	Policy AVL7 (Site AV7) (after para 4.2.51)	Delete third bullet point under site requirements as follows:
		• ~~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.~~
62	Policy AVL7 (Site AV9) (after para 4.2.52)	Delete first bullet point, amend fifth bullet point and insert sixth bullet as follows:
		~~• The site is suitable for older persons housing / independent living in accordance with Policy AVL7.~~ • ~~The site is adjacent to a listed building where consideration to the setting of the listed building is required.~~ **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.** **• 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.**
63	Policy AVL7 (Sites AV12/ AV13) (after para 4.2.53)	Delete first bullet point under site requirements as follows:
		Site requirements ~~• The sites are suitable for older persons housing / independent living in accordance with Policy AVL7.~~

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
64	Policy AVL7 (Sites AV14/ AV15/ AV16) (after para 4.2.55)	Delete first bullet point under site requirements as follows:
		Site requirements ~~• The sites are suitable for older persons housing / independent living in accordance with Policy AVL7.~~
65	Policy AVL7 (Sites AV14/ AV15/ AV16) (after para 4.2.55)	Revise sixth bullet point under site requirement (applies to Site AV14 only):
		• ~~The site or p~~**P**art of ~~the s~~**S**ite~~,~~ **AV14** 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.
66	Policy AVL7 (Sites AV14/ AV15/ AV16) (after para 4.2.55)	Insert new criterion after sixth bullet point under site requirement as follows (applies to Site AV15 and AV16 only):
		• **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.**
67	Policy AVL7 (Site AV17) (after para 4.2.56)	Delete first and amend second bullet points under site requirements as follows:
		Site requirements ~~• The site is suitable for older persons housing / independent living in accordance with Policy AVL7.~~ • The site includes a listed building. ~~to be retained within the development and where consideration to the setting of the listed building is required~~. **Any development should preserve the special architectural or historic interest or setting of this building.**
68	Objective 8 (after para 4.3.1)	Insert new objective 8 under para 4.3.1 as follows:
		8. Conserve the area's heritage assets and ensure that those that are vacant or at risk have a sustainable future.

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
69	Para 4.3.54	Amend third sentence of para 4.3.54 as follows
		[…] This part of the site **lies within two separate ownerships and both land parcels are** ~~is~~ considered to be as available for development […]."
70	Para 4.3.58	Amend guiding principle 2 under para 4.3.58 as follows:
		2. Providing a high quality, comprehensive **or phased** mixed use development […]
71	Policy EB4 (after para 4.3.61)	Amend Policy EB4 as follows:
		POLICY EB4 – EAST STREET OPPORTUNITY AREA 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 **and accords with other plan policies.** The identified mixed use site at Cross Green Lane (AV31) is suitable for office, housing and appropriate community uses.
72	Policy AVL7 (Sites AV32/	Delete reference to Low Fold (AV33) in first sentence; delete first, fifth and sixth bullet points; and amend eighth bullet point as follows:

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
	AV33 & AV34) (after para 4.3.67)	Under Policy AVL7, sites at Rose Wharf Car Park (AV32)~~, Low Fold (AV33)~~ and South Accommodation Road (AV34) are allocated for housing: ~~• Sites AV32 and AV33 are suitable for older persons housing / independent living in accordance with Policy AVL7.~~ ~~• Site AV33 to make provision for pedestrian/cycle bridge to link the site to the South Bank area.~~ ~~• The green space requirements of development should be provided on the areas of highest flood risk within the site, where practicable.~~ • An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided including a buffer to the edge of **the** river bank. Remainder unchanged
73	Policy AVL7 (Sites AV32/ AV33 & AV34) (after para 4.3.67)	Amend seventh bullet point under requirement (applies to Site AV32 only) as follows: • ~~The site or p~~**P**art of ~~the s~~**S**ite~~,~~ **AV32** 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.
74	Policy AVL7 (Sites AV32/ AV33 & AV34) (after para 4.3.67)	Insert additional criteria after seventh bullet point under site requirement as follows: • **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.** •
75	Policy AVL7 (Sites AV28 & AV29) (after para 4.3.69)	Amend second and fifth bullet points under site requirements as follows: • Site AV29 to contribute to improvement of the adjacent green space at Bow Street Recreation Ground to mitigate loss of existing green space within **the** site.

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		• Site AV29 is adjacent to the Grade 1 listed St Saviour Church and other listed buildings ~~where consideration to the setting of the listed building is required~~. **Any development should preserve the special architectural or historic interest or setting of these buildings.** Remainder unchanged
76	Policy AVL7 (Site AV38) (after para 4.3.84)	Amend fourth bullet point as follows:
		• The site is adjacent to ~~a~~ **two** listed building**s** ~~where consideration to the setting of the listed building is required.~~ **Any development should preserve the special architectural or historic interest or setting of these buildings.** Remainder unchanged
77	Spatial Vision (after para 4.4.1)	Insert new paragraph at the end of Hunslet Area spatial vision as follows:
		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.
78	Policy AVL7 (Site AV48) (after para 4.4.18)	Amend first bullet point under site requirements as follows:
		In accordance **with** 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:

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		"… 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 ~~are allocated~~ **were incorporated** within the Hunslet Riverside Strategic Housing & Mixed Use **UDPR** allocation ~~which was made in the UDPR~~. 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:
		• The site is adjacent to **the** listed **buildings at** Hunslet **Mill**/Victoria Mill**s** ~~buildings where consideration to the setting of the listed building is required~~. **Any development should preserve the special architectural or historic interest or setting of these buildings.**
81	AVL7 (Site AV98) (after para 4.4.31)	Amend fourth bullet point under site requirements as follows:
		~~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.~~ **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.**
82	Para 4.4.35	Amend para 4.4.35 as follows:
		Given the proximity of heavy industrial uses of the north and east of the site, only part of the site is considered to be suitable for residential. This is reflected in the NRWLP which allocates a 7.4 hectare site **(NRWLP Site 21)** on the south west part of the land for new rail sidings. **This allocation requires a landscape buffer to be provided between minerals rail freight and residential uses under Policy Minerals 13 (3).**
83	Policy AVL7	Amend eighth bullet point under site requirements as follows:

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
	(Site AV40) (after para 4.4.38)	Site requirements • The site ~~is located~~ **lies** opposite the listed **buildings at** Hunslet **Mill**/Victoria ~~m~~ **M**ill ~~buildings where consideration to the setting of the listed buildings is required~~. **Any development should preserve the special architectural or historic interest or setting of these buildings.** Remainder unchanged
84	Policy AVL7 (Site AV46) (after para 4.4.39)	Delete first bullet point and amend fourth bullet point under site requirements as follows:
		Site requirements ~~• The site is suitable for older persons housing / independent living in accordance with Policy AVL7.~~ • The site ~~is adjacent to a~~ **lies opposite the** listed **buildings at** Hunslet **Mill**/ Victoria Mill~~s~~ ~~buildings where consideration to the setting of the listed building is required~~. **Any development should preserve the special architectural or historic interest or setting of these buildings.** Remainder unchanged
85	Objective 5 (after para 4.5.1)	Amend objective 5 (after para 4.5.1) as follows:
		5. Ensure that the river corridor **and the heritage assets at Thwaites Mill are** ~~is~~ recognised for ~~its~~ **the** attractive environment **they provide, and are** widely used by local residents and visitors for activities such as walking, cycling and water-based recreation ~~and~~ forming part of an enhanced green infrastructure network which connects into wider networks.
86	Para 4.5.28	Amend first, second and third bullet points and delete fourth bullet point under para 4.5.28 as follows:
		• The ~~**consultation route of the proposed**~~ **preferred (November 2016)** HS2 ~~line~~ **route** runs along the alignment of the existing Leeds – Castleford railway line through Stourton. • A ~~NGT~~ **1,000 space bus based** park & ride site ~~with up to 2,300 car parking spaces and vehicle depot~~ located off M621 J7 in Stourton is **proposed.** • A bus based park and ride facility serving the city centre, with 1,000 car parking spaces at Temple Green off M1 Junction

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		45. Opens ~~Spring 2016~~ **2017.** ~~• Potential for a NGT extension to Aire Valley (route to be determined)~~
87	Para 4.5.29	Amend para 4.5.29 as follows:
		Stourton Park & Ride ~~The NGT trolleybus scheme includes for a 2,300 space park & 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 & 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 & ride site with any future proposals to be assessed against the criteria set out in Policy CAV1.~~ **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 & ride designation, with any future proposals to be assessed against the criteria and requirements set out in Policy CAV1.**
88	Policy	Amend Policy CAV1 as follows:

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
	CAV1 (after para 4.5.29)	Site AV82 at Stourton is safeguarded for a **bus based** park and ride facility. ~~and vehicle depot with supporting ancillary facilities associated with the NGT trolleybus scheme.~~ 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. **Site requirements** **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**
89	Policy CAV2 (after para 4.5.30)	Amend point 1 under policy CAV2 as follows:
		1. Provision of a safe and direct walking and cycling route **over the motorway** between Leeds Valley Park and ~~the NGT trolleybus park and ride site at Stourton~~ Belle Isle; Remainder unchanged
90	Para 4.5.33	Amend last sentence of para 4.5.33 as follows:
		[…] ~~Vegetation on the land is naturally re-growing and~~ **The land** 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:
		1. Integration **and improvement** 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	Insert new sub-heading and paragraph before para 4.5.35:

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
	before 4.5.35	**Waste Management Uses** **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.**
93	Para 4.5.52	Amend para 4.5.52 as follows:
		A further ~~7.8~~ **9.17** hectares of land to the south (AV68) is also carried forward from the UDP and identified as a general employment site. **Both these sites benefit from a location which may incorporate the alignment of a rail served development or interchange.**
94	Para 4.5.61 & Policy AVL4 (Site AV83)	Amend second sentence of para 4.5.61 and first bullet under Policy AVL4, Site AV83 site requirements as follows:
		[..] 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 **and area maps**. [..] **Skelton Grange Road (East site), Stourton** Under Policy AVL4, Skelton Grange Road, East site (AV83) is allocated for general employment. Site requirements • ~~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.~~ **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.** Remainder unchanged.

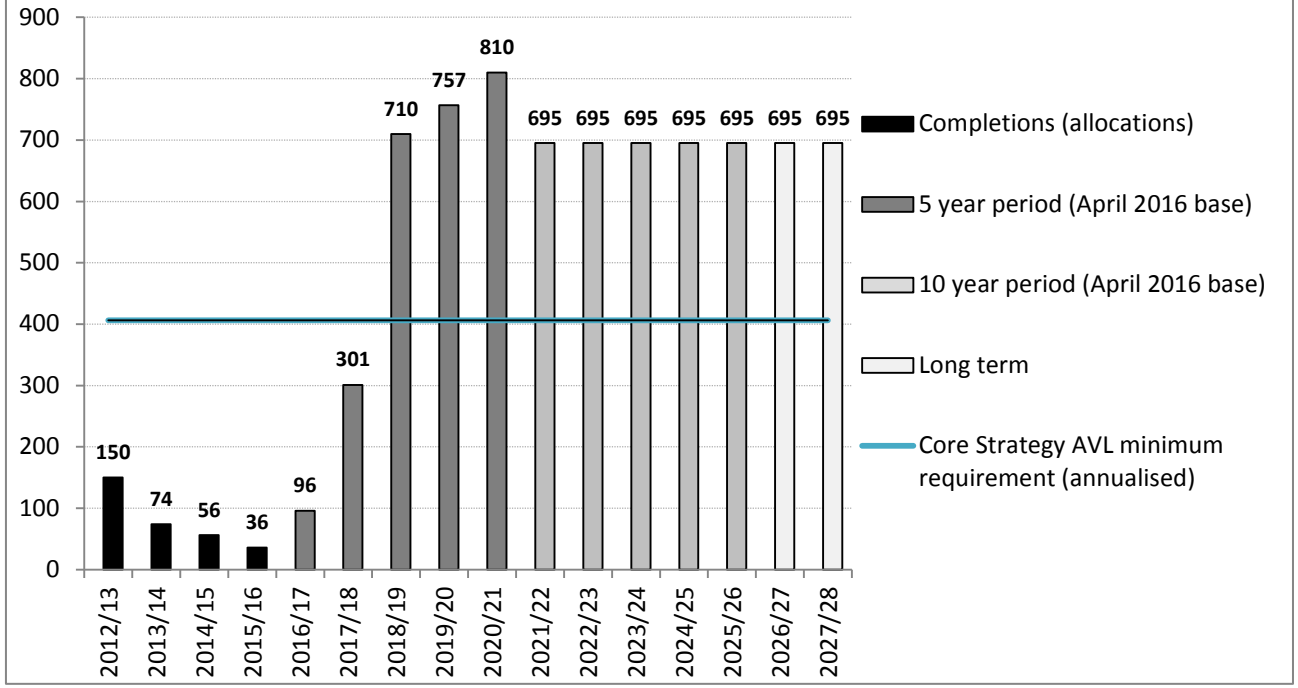
MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
95	Objective 5 (after para 4.6.1)	Insert new objective 5 (after para 4.6.1) as follows:
		5. The site lies adjacent to a Registered Historic Park and Garden. Development proposals should assess those elements which contribute to the significance of the heritage asset including its setting and put in place appropriate mitigation.
96	Para 4.6.20 (Principles 4 & 10)	Amend point 4 and insert new point 10 under para 4.6.20 as follows:
		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~~ **in an accessible location to all occupiers of the site using sustainable transport options.** **10. Ensure key views from the Historic Park and Garden at Temple Newsam are safeguarded.**
97	Para 4.6.29	Insert new text to third sentence of para 4.6.29 as follows:
		The options for alternative vehicle access could be via Pontefract Lane (which leads **back** 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:
		More detailed work is needed to assess the trip generation from the site onto the strategic highway network, during peak morning and evening periods~~. 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.~~ 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, Site AV111 (after para 4.6.35)	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:
		• Provision of local facilities, to be located centrally within the site or within walking distance from all residential areas: o A local centre to include the following: - local shops (500 – 1,000 sq. m. total floorspace),

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
		- financial & professional services, cafés/restaurants, a pub (500 – **up to a maximum of** 1,000 sq. m. total floorspace **and subject to securing operators)** - **provision of space for** health services including GPs, pharmacies and dentists, **as appropriate** - other community facilities including provision for older people **(subject to securing operators),** ~~where appropriate~~; • Ensuring that the pedestrian/cycle routes shown, shown on **Map 4 and** the Area Map, are incorporated within the development and are linked to all parts of the development by safe and direct routes ~~• An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided.~~ • **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.** Remainder unchanged
100	Policy AVL7, Site AV111	Insert additional site requirement after third bullet point of Policy AVL7 (Site AV111) as follows: • **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.**
101	Para 4.6.36	Amend para 4.6.36 as follows: 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~~ **delivery of the scale of housing proposed in this plan.** Accommodating other uses could assist viability, thereby funding new infrastructure and facilities required in the early development phases.
102	Para 4.6.37	Amend para 4.6.37 as follows: Proposals for other uses would need to be incorporated within the overall masterplan for the site~~, help facilitate the delivery of the housing scheme and be phased alongside new housing~~ and have the potential to support the main housing development. Proposals which would lead to the creation of a destination serving a wide catchment **area** such as a retail/leisure park, **and** ~~motorway service area or~~ other format**s** ~~which provides large areas of car parking and attracts significant trips to the site from~~ **that would attract an unacceptably high number of additional trips utilising** the motorway network would not be consistent with this approach.

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
103	Para 4.6.39	Delete para 4.6.39 as follows:
		~~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.~~
104	Policy SG1	Amend Policy SG1 as follows:
		POLICY SG1: SKELTON GATE (SITE AV111) – NON-HOUSING USES **As shown on the area map** and ~~W~~**w**ithin 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: 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. ~~2. Offices and/or other business uses (Class B1) along the western boundary of the site within the broad area indicated on the area plan, up to maximum total gross internal floorspace of 10,000 square metres.~~ 3. Other commercial uses not specified above or by other policies in this plan, providing they can be integrated with **and support** the wider housing site ~~and would enhance the viability and deliverability of the overall development~~ and help to deliver a sustainable housing development in accordance with Policy AVL7. **4. Contribute towards initiatives and requirements stated in Policies SG2, SG3 and SG4.** The development of the alternative commercial uses should ~~be phased alongside delivery of new housing and other facilities~~ **not prejudice delivery of the scale of housing on the site set out in this plan.** **Site requirements for Site AV111 will apply to any development permitted under this policy where relevant to the specific use.**
105	Para	Amend para 4.6.43 as follows:

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
	4.6.43	The area map identifies important green infrastructure corridors and sites ~~which will need to be retained and improved~~ **where there is the opportunity to extend and improve the green infrastructure** ~~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.
105 A	Para 4.6.44	Amend para 4.6.44 as follows:
		Applying the Core Strategy green space standards in policy G4 would require around ~~21~~**14.4** hectares of new green space….
106	Para 4.6.47	Amend para 4.6.47 as follows:
		~~Most of the green space should be provided in the form of~~. **The green space should incorporate** 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. **In this case, the local community being defined as the residents of Skelton Gate (Site AV111).** This should be ~~centrally~~ **conveniently** located ~~within the development site~~ within easy walking ~~for future residents~~ **distance of all residents and occupiers of the site.**
107	Para 4.6.49	Amend para 4.6.49 as follows:
		The Council support the creation of a visitor ~~attraction~~ **facility** at the northern end of the lake along the southern edge of ~~the housing allocation~~ **Skelton Gate**. The aim would be to build a visitor ~~centre~~ **facility** linked to management of the lake as a wildlife habitat. ~~This needs to be a distinctive and sustainable building, exemplifying high standards of architectural and landscape design which is~~ **and designed to be** sensitive to it**s** 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	Amend first sentence of para 4.6.50 as follows:

MM No.	Policy/ Para	Change New text: **underlined** Deleted text: ~~strikethrough~~
	4.6.50	[…] Creation of a visitor ~~centre~~ **facility** 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:
		1. Provision of a new visitor ~~centre~~ **facility** at the northern edge of Skelton Lake to be ~~integrated with the wider housing led development at~~ **accessible to the** Skelton Gate **development** and related to long term management of the lake and surrounding land.
110	Para 5.9	Amend para 5.9 as follows:
		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 ~~**anticipated**~~ new station**/Yorkshire Hub** ~~**location**~~.
111	New Para after para 5.25	Insert new para and housing trajectory figure after para 5.25 as follows:
		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

MM No.	Policy/ Para	Change New text: underlined Deleted text: ~~strikethrough~~
		at the time the plan was prepared. The AMR will monitor housing completions on an annual basis. **Figure 1: Housing trajectory for AVLAAP sites (2012/13 to 2027/28)** 
112	Glossary	Insert new definition into the glossary as follows:

<table>
<tr><th>MM No.</th><th>Policy/ Para</th><th>Change
New text: <u>underlined</u> Deleted text: ~~strikethrough~~</th></tr>
<tr><td></td><td></td><td>
<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>
</td></tr>
<tr><td>113</td><td>Appendix 2</td><td>Insert new Appendix 2 as follows:

<u>Appendix 2: Local Undesignated Heritage Assets Schedule</u>

<table>
<tr><th></th><th>Name</th><th>Address</th><th>Location</th></tr>
<tr><td><u>1.</u></td><td></td><td><u>54 Cross Green Lane</u></td><td><u>Cross Green</u></td></tr>
<tr><td><u>2.</u></td><td></td><td><u>20 Crown Point Road</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>3.</u></td><td><u>The Small Mill</u></td><td><u>Chadwick Street</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>4.</u></td><td><u>The Malthouse</u></td><td><u>Chadwick Street</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>5.</u></td><td><u>The Sun PH</u></td><td><u>134 Church Street</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>6.</u></td><td><u>Crown Hotel</u></td><td><u>Crown Point Road</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>7.</u></td><td><u>Ellerby House</u></td><td><u>1 - 2 Ellerby Lane</u></td><td><u>Cross Green</u></td></tr>
<tr><td><u>8.</u></td><td><u>Goodman House</u></td><td><u>Goodman Street</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>9.</u></td><td><u>T F And J H Braime Holdings Plc</u></td><td><u>Hunslet Road</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>10.</u></td><td><u>The Tetley</u></td><td><u>17 - 33 Hunslet Road</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>11.</u></td><td></td><td><u>315 – 329 Hunslet Road</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>12.</u></td><td></td><td><u>331 - 333 Hunslet Road</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>13.</u></td><td><u>St Josephs Convent</u></td><td><u>5 Joseph Street</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>14.</u></td><td></td><td><u>51 Low Road</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>15.</u></td><td></td><td><u>34 Lupton Street</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>16.</u></td><td></td><td><u>3 Sheaf Street</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>17.</u></td><td><u>St Saviours Church Hall And Parish Building</u></td><td><u>9 Upper Accommodation Road</u></td><td><u>Cross Green</u></td></tr>
</table>
</td></tr>
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<tr><th>MM No.</th><th>Policy/ Para</th><th>Change
New text: <u>underlined</u> Deleted text: ~~strikethrough~~</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><td><u>18.</u></td><td></td><td><u>21 Upper Accommodation Road</u></td><td><u>Cross Green</u></td></tr>
<tr><td><u>19.</u></td><td><u>Hunslet Branch Library</u></td><td><u>Waterloo Road</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>20.</u></td><td></td><td><u>13 Brookfield Street</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>21.</u></td><td><u>The Brewery</u></td><td><u>Hunslet Road</u></td><td><u>Hunslet</u></td></tr>
<tr><td><u>22.</u></td><td><u>Old offices</u></td><td><u>Crown Point Road</u></td><td><u>Hunslet</u></td></tr>
</table>
</td></tr>
<tr><td rowspan="2">114</td><td rowspan="2">Appendix 2</td><td>Addition of new sentence to the end of the list in Appendix 2, to read:</td></tr>
<tr><td><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></td></tr>
</table>