



Report of the Chief Planning Officer

PLANS PANEL EAST

Date: 31st May 2012

Subject: Pre-application presentation for the laying out of access and erection of circa 2,000 dwellings, community facilities and associated transport infrastructure on land between Wetherby Road and York Road (the 'Northern Quadrant' of the East Leeds Extension).

Electoral Wards Affected:

**Crossgates and Whinmoor
Harewood
Roundhay**

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

For Members to note the content of the report and presentation and to provide any comments on the proposals.

1.0 INTRODUCTION:

- 1.1 Last year, the Executive Board agreed to release Phase 2 and 3 housing sites. A development consortium led by Persimmon Homes is proposing a development of the north east quadrant of the East Leeds Extension, referred to as the 'Northern Quadrant'. This has the potential to deliver approximately 2,000 new homes and important infrastructure, including the first phase of the East Leeds Orbital Road (ELOR), additional schools, shops, playing fields and open space and affordable housing.
- 1.2 Separately, work is also underway on future proposals for the reconfiguration of Thorpe Park (including the delivery of the Green Park and the Manston Lane Link Road) and a planning brief for Red Hall (the subject of a report to May Executive Board). These sites are identified on the attached plans.
- 1.3 These developments will have both potential benefits for and impacts on the adjoining East Leeds areas. Given the scale and significance of the proposals, it is important that Plans Panel has an opportunity to comment on the proposals prior to the submission of a planning application.

1.4 This report summaries the current proposals and potential impacts of the scheme and provides an opportunity for Members to comment on the following issues:

- the likely impact through traffic generation on the **existing neighbourhoods and the provision of new transport infrastructure** as a result of the development;
- the developers **phased approach** to the Northern Quadrant and delivery of **ELOR**;
- local **housing needs and affordable housing** provision and how this may be approached in a broader east Leeds context (perhaps assisting or supplementing developments and needs elsewhere in the area);
- **schools needs** arising from housing growth in this area and how the planning of places in existing and new primary/secondary schools could be approached;
- the approach to provision of **leisure and recreation facilities** on and off site and scope for investment in new or existing facilities that arises;
- the impact on existing **primary health care** provision and promotion of good health and required patterns of investment in existing or new facilities to support the development;
- what **employment and training opportunities** can be secured for local people in the development of the area;
- other planning issues that Members identify.

2.0 PROPOSAL

2.1 The proposed submission of a planning application for housing development follows the decision of the Executive Board to support the principle of releasing Phase 2 and 3 housing allocations following consideration of the adverse outcome of a number of earlier planning appeal decisions. The applicant has indicated that an outline planning application will be submitted in the near future which will propose the laying out of access and the erection of circa 2,000 dwellings, community facilities and associated transport infrastructure.

2.2 Any development proposed will need to be accompanied by a planning development framework for the land and to address relationships with East Leeds and nearby villages and to show how the ELOR can be delivered.

3.0 SITE AND SURROUNDINGS:

3.1 The development site area is on land between Wetherby Road and York Road, north of Skeltons Lane, to the north / east of Whinmoor. The land on the northern half rises towards Shadwell, whereas the eastern half of the site comprises a ridge, with a westward fall towards Grimes Dyke, as well as a gradual fall to the east, towards Thorer Lane. The site currently has a rural appearance, containing the basis of field layouts and clusters of existing trees. The Bramley Grange farm complex exists on the edge of the housing allocation (accessed from Skeltons Lane) and a small residential institution, Bramley Gardens, exists on the opposite side of the road.

3.2 The existing urban area, to the south of the site, comprises a wide mixture of housing types and ages, predominantly in brick and/or render. There is an urban morphology, even though this varies between tree lined early C20th development, 'Radburn'

layouts and 1980s housing developments. To the north and east of the site, the character is different and distinctly more rural. The villages of Shadwell, Thorner and Scholes each have a distinct character, using a variety of materials.

4.0 RELEVANT PLANNING HISTORY:

4.1 None

5.0 HISTORY OF NEGOTIATIONS:

5.1 The applicant has been engaged in pre-application discussions with officers since July 2011.

5.2 Most recently, a Consultative Forum has been set up and is currently chaired by Cllr Pauleen Grahame (Crossgates and Whinmoor Ward). The forum comprises representatives from local groups, including the Parish Councils, Ward Members from each of the Wards most directly affected by the proposals and members of the developer's team. It has met twice and a future meeting is being scheduled for mid June. The key concerns raised at the forum meetings (to date) include:

1. Highway impact - Concern that the proposal must be considered in the round, taking into account the overall allocation, as well as sites which already have planning permission. There is also concern about the impact on rat-running in the adjacent residential areas and nearby villages. Additionally, this is pertinent to the phasing of development and the phasing / opening of the orbital road. Concern has been raised about the possible closure of some roads at Red Hall Lane and Coal Road, although it is noted that there have been mixed responses to this in the developer's consultation exercise.
2. Education – A new primary school (of at least 2 form entry) will be required within the site. Some debate has taken place as to where the best location for a primary school would be within the northern quadrant. Secondary school provision is more complex, although it is noted that Childrens' Services are undertaking further discussions on this.
3. Landscaping - The landscaping outside of ELOR needs to act as a significant buffer. In particular, the landscaping needs to appear more natural than on the plans originally circulated.
4. Drainage - Concern has been raised about the poor drainage on parts of the site and the impact on Cock Beck. It is noted that the developer will be proposing a number of attenuation basins to deal with surface water run off. Some discussion has also been had about the importance of ecology links through and around the site, taking into account water features, trees and hedgerows.
5. Phasing - There is concern about which parts of the site are delivered in which order and what the implications are for the delivery of local services, such as the primary school. As above, there is a clear link to the highway impact of the development and the potential for highway capacity, accessibility and rat running.
6. Health - There is concern that the proposals may put undue pressure on existing medical services.
7. Local Centre - Discussion has been had about the location and nature of the proposed local centre. It is considered important that any retail provision is of the right size and quality and is viable in order to avoid having empty units in the future.

6.0 PLANNING POLICIES:

6.1 The development plan includes the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan (Review 2006) (UDP) along with relevant supplementary planning guidance and documents. The Local Development Framework will eventually replace the UDP but at the moment this is still undergoing

production with the Core Strategy still being at the draft stage. The RSS was issued in May 2008 and includes a broad development strategy for the region, setting out regional priorities in terms of location and scale of development.

6.2 Regional Spatial Strategy:

H1: annual average additions to housing stock and previously developed target.

H2: Sequential approach to allocation of land.

H3: managed release of housing land.

H4: affordable housing.

H5: making the best use of existing stock.

ENV5: 10% renewable energy requirement.

YH1: Spatial pattern of development and core approach.

YH2: Sustainable development.

YH4: focus development on regional cities.

YH5: Focus development on principal towns.

YH7: location of development.

LCR1: Leeds city region sub area policy.

LCR2: regionally significant investment priorities, Leeds city region.

6.3 Unitary Development Plan:

The 'northern quadrant' is part of a wider housing allocation for the East Leeds Extension (ELE) in the adopted Leeds Unitary Development Plan (UDP).

The UDP establishes the land use allocation and planning policy for the East Leeds Extension (ELE). Under Policy H3-3A.33 the whole of the ELE is identified for housing under Phase 3 of the Review, together with employment uses, greenspace and other ancillary facilities subject to:

- i. Preparation of a **development framework** which will determine the phasing, mix and location of uses, density of development and location of access points;
- ii. Assessment of the need for an **orbital relief road** and if required, funding by the development;
- iii. The provision of appropriate **highway infrastructure** incorporating the facility for public transport to serve the development;
- iv. An assessment of the appropriateness of an extension of the proposed supertram line;
- iv. Financial support for **enhanced public transport** routes, provision and services;
- v. Provision of local, **community and education** facilities;
- vii. Provision of an appropriate level of **affordable housing**;
- viii. Establishment of a significant overall **landscape structure** including substantial planting to site boundaries and main highway and footpath corridors;
- ix. Retention of existing **footpaths** and creation of additional links to existing communities, local facilities and the countryside;

- x. Submission of a **sustainability appraisal**;
- xi Submission of a satisfactory **flood risk assessment** incorporating an appropriate drainage strategy.

6.4 The ELE allocation will be brought forward for development only if:

- i. Monitoring indicates the need for further land to be released to meet the RSS annual average housing requirement;
- ii. The assessment of the need for an orbital road demonstrates that such a road would both serve the proposed development satisfactorily and produce clear public benefits to users of the highway system; and
- iii. Sustainability appraisal demonstrates that there are no preferable, more sustainable sites; and that the detailed proposals for the extension are intrinsically sustainable.

6.5 The UDP goes on to say that development will need to be planned in an integrated way, which links to adjacent residential communities and employment areas. New highway infrastructure will be required at an appropriate level based upon an assessment of the need for a new orbital relief road which would not only serve the development but offer an alternative to the existing A6120 Ring Road and could relieve the main built up area from congestion.

6.6 Other UDP Policies of relevance are listed, as follows:

- GP5: General planning considerations.
- GP7: Use of planning obligations.
- GP11: Sustainable development.
- N2/N4: Greenspace provision/contributions.
- N10: Protection of existing public rights of way.
- N12/N13: Urban design principles.
- N23/N25: Landscape design and boundary treatment.
- N24: Development proposals abutting the Green Belt.
- N29: Archaeology.
- N38 (a and b): Prevention of flooding and Flood Risk Assessments.
- N39a: Sustainable drainage.
- BD5: Design considerations for new build.
- T1: Investment in transport improvements.
- T2 (b, c, d): Accessibility issues.
- T5: Consideration of pedestrian and cyclists needs.
- T7/T7A: Cycle routes and parking.
- T24: Parking guidelines.
- H1: Provision for completion of the annual average housing requirement identified in the RSS.
- H2: Monitoring of annual completions for dwellings.
- H3: Delivery of housing on allocated sites.
- H11/H12/H13: Affordable housing.
- LD1: Landscape schemes.

7.0 MAIN ISSUES

1. Principle of development
2. Highway issues
3. Housing issues

4. Urban Design
5. Sustainability
6. Landscape and Greenspace issues
7. Drainage issues
8. Education
9. Neighbourhood facilities
10. Health
11. Employment and training
12. S106 package

Principle of development

- 7.1 Residential developments on the outer edge of East Leeds will play a major role in helping the city meet its housing growth needs.
- 7.2 The Council fought a number of appeals in 2009-11 against proposals to develop on phase 2 and 3 allocated housing sites. However, the Council lost these appeals and subsequently concluded that it should release all its phase 2 and 3 housing allocations to boost the 5 year housing supply. Such an outcome is consistent with the housing supply objectives of the development plan and guidance in the new National Planning Policy Framework (NPPF).
- 7.3 As a consequence of the above, the principle of residential development of the site at this time is considered to be acceptable.

Highway issues

- 7.4 The cumulative impact of all development on the outer Leeds urban edge will require investment in transport infrastructure to mitigate the effect of increased vehicular traffic on the existing strategic and local road network. The starting point for this discussion is the requirement that this would be provided through a new ELOR as a dual carriageway to accommodate the scale of development, connecting all phases of the ELE with developments at Manston Lane, through to Thorpe Park and the M1 at junction 46, and to the A6120 outer ring road to the north. Ultimately, this will help reduce traffic on the ring road.
- 7.5 The requirement, phasing, scale and timing of the ELOR is currently subject to discussions with landowners and developers in the ELE.
- 7.6 These discussions include whether the ELOR could be provided as a standalone first phase in the 'northern quadrant', connecting the A58 Wetherby Rd with the A64 York Road, which would support this first phase of development and the implications on traffic flows along the Ring Road on the capacity of key junctions and impacts on nearby settlements (e.g. Scholes and Scarcroft) as well as the issue of potential rat-running through the Whinmoor area. It is understood that there are commercial concerns on behalf of the developer/landowners that the cost of the ELOR would need to be funded by the development and that the costs of the road should be fairly proportioned across the whole of the ELE area.
- 7.7 The construction and completion of the ELOR in its entirety is closely related to the provision of the Manston Lane Link Road (MLLR) at Thorpe Park. The guiding principle currently applying to this area is that it should be an employment oriented development with a link road providing access from Manston Lane to Thorpe Park and the M1. It is envisaged that the continuation of the ELOR to the M1 would be via MLLR.

- 7.8 The development will also need to be served by new and improved local highways, public transport, cycle and pedestrian infrastructure that will ensure the new residential areas effectively integrate with existing neighbourhoods and the villages beyond and do not have detrimental impact on their amenity. In the proposals consulted on so far, these include the closure of Red Hall Lane, at its junction with Wetherby Road and the closure of Coal Road where it meets ELOR. These road closures are proposed for highway safety reasons, but have raised concern by members of the consultative forum in relation to future accessibility and potential 'rat running'.
- 7.9 The phasing of ELE and ELOR raises important issues and requires a very detailed transport assessment which considers numerous scenarios. The following list of issues, while not exhaustive, indicates the requirements of the 'northern quadrant' from a transport perspective: -
- In transport terms the development would need to be sustainable, meeting appropriate accessibility standards;
 - An integrated and deliverable Public Transport Strategy would be required for the 'northern quadrant' from day 1 which is capable of adapting to the build out / phasing of the development and the wider needs of ELE and east Leeds;
 - The strategic impacts of the 'northern quadrant', wider ELE and ELOR need to be understood;
 - The transport assessment must demonstrate the benefits of the ELOR in terms of relief to the existing outer ring road, and demonstrate that the 'northern quadrant' and wider ELE do not prejudice these benefits;
 - The transport assessment will need to quantify and address the material impacts of the development on both the orbital and radial routes affected by the development;
 - The developers proposed phasing and timing of the 'northern quadrant' and ELOR would need to be clearly understood and traffic analysis provided so that interim traffic impacts can be assessed;
 - Proposed highway infrastructure / alterations should be demonstrably safe and designed to the appropriate standard;
 - The effect of the development on existing communities needs to be quantified and explained (positive or negative) for example, road closures and removal / creation of rat running.

Housing issues

- 7.9 The current planning policy requirement for this area is that 15% of the housing developed should be affordable, though this interim policy is due to be reviewed in the summer of 2012.
- 7.10 In accordance with the latest policy for supporting housing growth, an independent Housing Market and Needs Assessment (HMNA) has been undertaken by Re'new on behalf of Persimmon, the lead developer of the 'northern quadrant' of the ELE, to better inform housing provision and in particular which different sectors should be catered for. The main findings of the HMNA can be summarised as follows:

Housing for Older People

7.11 There is a relatively high proportion of older people in the areas surrounding the site, indicating that some provision for older people could be given, though this would need to be driven by market considerations. This could be in the form of smaller housing units for sale aimed at older households seeking to downsize in surrounding areas, or could involve a mix of market/intermediate rented options linked to initiatives to free up family housing elsewhere, for sale or rent.

Housing for Rent

7.12 Given the substantial stock of social rented housing in areas surrounding the site, consideration may need to be given to the need for further housing of this tenure and whether other affordable provision such as intermediate rents or rent to mortgage provision whereby households take up a fixed term tenancy at intermediate levels before taking up an option to buy having had time to accumulate a deposit.

First Time Buyers

7.13 Attracting first time buyers would help free up parts of the local housing market and along with mid-market trading up opportunities, support an active 'housing ladder' in the area. Initiatives to help first time buyers such as developers' own incentives, government sponsored products and equity stake housing could be considered to help prospective buyers. The Leeds Strategic Housing market Assessment (SHMA) also refers to the need for consideration of intermediate housing options.

7.14 One and two bed housing would be attractive to first time buyers, although 2 bed provision may create a better option for households to accommodate changing needs over time (such as prospective family building).

Higher Market Housing

7.15 The strategic importance of the East Leeds Extension in relation to the 'Golden Triangle', offers opportunities to attract households from across Leeds, commuters from York, Harrogate and Selby and new households coming to the city to work. This indicates that higher market housing would contribute significantly to meeting that demand.

Mid Market Housing

7.16 Provision of some housing for sale at mid market prices would help bridge the affordability gap for households on moderate incomes that currently have difficulties in affording owner occupied properties on the market.

7.17 Overall, the HMNA indicates that there is a need for a mix of housing as part of the development to meet a range of housing needs and aspirations and that there would be a high demand for new homes in this location, some of which is latent demand from adjoining areas. The assessment also shows the need to address affordability and access to finance to meet some local needs.

7.18 The HMNA indicates housing should be aimed at higher income groups, first time buyers, households with moderate incomes, and potentially older people (either to rent or buy). A wide mix of 2,3 and 4 bed housing will be required to cater for aspirational demand within Leeds and from incoming households, families seeking to trade up, and young 'family builders', as highlighted in the Leeds Strategic Housing Market Assessment (SHMA).

7.19 Between 30 and 50% of housing provided should be larger homes. Between 15 – 30% of homes provided should be up to 2 bedroom, possibly with offers to assist first time buyers.

7.20 There are important issues to be determined, some of which include:-

- *Should all affordable housing be provided on site (there may be opportunities for new housing delivery to aid the regeneration of East Leeds).*
- *What specific needs should affordable housing be addressing (eg older people?)*
- *What is the desired tenure mix?*

Urban Design

- 7.21 Through the pre-application discussions that have taken place so far, some time has been taken to work up a number of key urban design principles. The analysis has been derived from considering the landforms and views, the urban grain of existing developed areas and existing assets in the form of trees, hedgerows and spaces.
- 7.22 The proposals provide for the siting of ELOR on the outside edge of the development, but still within the housing allocation. This will include roundabouts at the junctions with Wetherby Road (A58), Skeltons Lane and York Road (A64). The current masterplan for the 'northern quadrant' includes a 'spine road' which will thread through the development, linking Wetherby Road, Skeltons Lane and York Road, providing a local distributor road to the housing areas. The principal access road through the Grimes Dyke site (to the south west) is also proposed to pass over Cock Beck and link into the 'spine road' in the 'northern quadrant'. The current masterplan indicates that where these roads intersect should be the location of a new local centre. Whilst it is anticipated that ELOR will have a speed limit of 50mph, careful thought needs to be given to speed limits within the residential areas. The housing areas are shown to be arranged in 'perimeter blocks' on a grid of streets, which allows optimum levels of permeability and helps to secure private garden areas. The site for a primary school is also provided for to the north of the local centre, although this is subject to further consideration (see section on Education).

Sustainability

- 7.23 Any development proposals for the site must fully address sustainability issues including quality design, public transport penetration and sustainable drainage. The scheme will be assessed against the Council's Sustainable Construction and Design SPD – Building for Tomorrow Today.

Landscape and Greenspace issues

- 7.24 Landscaping and vegetation should play a major role in ensuring the development does not have a negative visual impact on the retained green belt to the north and east and in offering soft buffering and separation where necessary to protect the character and identity of existing and new neighbourhoods.
- 7.25 The developers will be required to provide greenspace on-site to meet the local amenity and recreational needs of the new neighbourhoods. However there will be more strategic leisure needs that are affected by the growth in population.
- 7.26 There are existing facilities at Red Hall, Skeltons Lane and Naburn Approach, all in Council ownership. Red Hall is allocated for development in the UDP though its release from current uses has yet to be determined by the Council. Both Red Hall and Skeltons Lane have issues with drainage that prevent the playing pitches being used to their full capacity and could be upgraded through financial contributions from the proposed new development.

- 7.27 Red Hall could offer a significant role in generating investment to allocate to other existing and new facilities should this be brought forward for development and disposal as part of a co-ordinated approach with the Northern Quadrant in accordance with proposals covered by the Executive Board.
- 7.28 Furthermore, there is an opportunity to provide a new East Leeds Country Park along the outer edge of the ELOR and connecting to the proposed 108 acre Green Park (at Thorpe Park). This country park could also act as a strategic buffer between the East Leeds Extension and the nearby communities (especially Scholes).

Drainage issues

- 7.29 Green infrastructure will also be required to play a significant role in the development. Developments will need to consider sustainable drainage methods in the first instance, i.e. infiltration drainage / attenuation basins. However, these will not always be suitable due to ground conditions in which case other methods may need to be used to manage surface water run off and increased domestic water usage ensuring that the off-site impacts of drainage are understood and fully mitigated in the design of the developments.
- 7.30 The approach to drainage and mitigation of its impact on surrounding areas will be considered as a whole so that the cumulative impact across all of the developments is considered. Concerns around ground conditions and drainage have been noted by the consultative forum.

Education

- 7.31 The development of the 'northern quadrant' together with the outline permission for the Grimes Dyke site, will give rise to a need for a new primary school of at least 2 form entry as part of one of the 'northern quadrant'. It is currently proposed to locate the primary school adjacent to the local centre. However, further feedback from the consultative forum and from Childrens' Services is indicating a preference for a site towards the north-western end of the 'northern quadrant'.
- 7.32 The scale of the ELE development will require that a second primary school is provided in the later phases further south.
- 7.33 Secondary school provision is more complex though the scale of development is likely to require a new school or its equivalent to meet the population growth needs of the East Leeds Extension and adjacent areas. Advice on the scale, timing and location of provision is awaited from the Director of Childrens' Services. It is anticipated that the new schools will receive a contribution from the new developments.

Neighbourhood facilities

- 7.34 The ELE will be expected to provide the range of neighbourhood facilities (shopping, health, community facilities) necessary to support the scale of development and to mitigate the cumulative impact of an increased local population on existing services and facilities.
- 7.35 A new local retail centre will be required in the development of the 'northern quadrant'. Other new local centres will be required in the central and southern parts of the ELE. The scale of these centres will need be driven by market analysis of retail demand and capacity so that there is viable provision, avoiding unused/empty units for prolonged periods of time. This is also an issue that has been highlighted by the consultative forum.

Health

- 7.36 There are currently no detailed proposals for new health facilities as part of these centres, though engagement with the relevant Clinical Commissioning Groups is underway to determine any shortfall in medical capacity and potential new demand. An initial assessment of health requirements is currently being sought in relation to the ELE.
- 7.37 Furthermore, it is anticipated that the new development should be designed to promote healthy living and be child friendly. A positive approach to the reduction in traffic speeds through the development and the provision of local footpaths and cycleways and informal recreation areas is envisaged in addition to the Country Park. Consideration should be given to meeting the needs of future residents and promoting healthy living, i.e. providing suitably sized garden areas etc.
- 7.38 It is not anticipated that bespoke community centre type buildings would be created as any part of the scheme, though some land may need to be set aside to allow for future provision and this will need to be discussed in more detail through consultation.

Employment and training

- 7.39 Development of the scale that is anticipated throughout the ELE area will create a significant number of jobs, training and apprenticeship opportunities in construction and related trades.
- 7.40 Planning approvals will be subject to S106 agreements that will require the developers to work closely with the city's employment and training partners to agree and implement a model approach to the appropriate engagement, preparation and support for local people to access these opportunities. The Council's Employment Leeds team will take a lead role in working with the developers to design and monitor an Employment and Skills Plan to ensure this is followed through.
- 7.41 This approach would also seek to ensure that employment is sustained beyond the immediate development such that opportunities in the supply chain and on future schemes form part of the offer to local people.
- 7.42 The range of jobs and training on offer could make a significant contribution to the city's efforts to reduce worklessness and the number of 'NEETs' in some of the worst areas of deprivation in East Leeds as a whole. There should be opportunities to make links with the College of Building 'Rise' training facility at Seacroft as part of this and ensure engagement activities are designed and tailored specifically to these neighbourhoods.

S106 Package

- 7.43 The developer has indicated a S106 package comprising the following elements:
1. Affordable Housing
 - provision of 15% affordable housing or commuted sum to be delivered based on the 15% calculation either on or offsite in a manner to be agreed with the Local Planning Authority.
 2. Public Open Space Provision
 - The provision of onsite green space to meet the requirements of UDP Policy N2:1 and N2:2 and SPG4 in the manner set out within the Design & Access Statement.

- The setting up of a management company to maintain and manage the onsite public open space where this is not dedicated to either the Highway Authority or Drainage Authority.
- The provision of a commuted sum in lieu of onsite provision of green space to meet the requirements of UDP Policy N2:3 and SPG4 to be utilised by the Council to provide for recreation and playing field provision in the vicinity of the site.

3. Education

- To provide 2ha of land for a two form entry primary school, a financial contribution towards the construction of the two form entry primary school and a financial contribution towards offsite secondary education provision in accordance with the Council's SPG11 and the standard DF of E multiplier. Subject to the total cost of education provision (including the provision of land for the two form entry primary school valued at residential land value) not exceeding the financial contribution required by the development in accordance with SPG11 and the DFE multiplier.

4. Transportation

- East Leeds Orbital Route – Timing and Delivery

That part of the East Leeds Orbital route, associated with the development of land at North Quadrant, will include the provision of the section of ELOR between the A58 and A64 as well as roundabouts on the A58, Skeltons Lane and A64. The junctions will be brought forward to coincide with the respective areas of phased development and to tie-in with the proposed internal road network. The timing of the construction of the of the ELOR main carriageway associated with the North Quadrant will take account of the timing of other sections of the ELOR associated with the adjacent development sites.

The whole of the North Quadrant section of the ELOR will be brought forward before the completion of the North Quadrant development.

- Off-Site Highway Improvements

Prior to occupation of any dwellings, mitigation would be implemented at the following existing Outer Ring Road junctions, to address any short to medium-term impacts of the proposed development, before the wider highway benefits of the ELOR are experienced:

- § A6120/A58 roundabout;
- § A6120/A64 roundabout; and
- § A6120/Barwick Road roundabout.

A number of existing highways will be subject to Traffic Regulation Orders to prohibit the movement of vehicular traffic, the detail and timing of which will be agreed with the local highway authority. These include:

- § Coal Road, at its junction with the ELOR
- § Skelton Lane
- § Red Hall Lane, at its junction with the A58

In addition, a financial contribution of £XXX will be provided by the applicant to be used for local traffic management measures to mitigate the possible adverse impact of development related traffic on the local road network.

- Public Transport Provision

Extension of existing services is the most flexible way of providing public transport accessibility as the phases of the North Quadrant site are built out.

The bus service extensions for the North Quadrant are set out below:

- § Service 49 – to be extended to terminate in the North Quadrant site (north of Skeltons Lane) and would provide high frequency services into the city centre; and
- § Service 56 – to be extended to serve Skeltons Lane, pass through the North Quadrant site and Grimes Dyke site and rejoin the existing route 56 on York Road.

The above service extensions will be of a frequency of XX buses per hour in the peak periods and YY buses per hour during the off-peak periods. The routes will pass within 400 metres of all dwellings in the development area, at all stages of build out.

The appropriate level of bus infrastructure, including bus stop facilities and temporary turning areas within the site, will be agreed with the local highway authority and Metro.

To support the wider Integrated Public Transport Strategy, serving the whole of the East Leeds Extension, a financial contribution of £XXX will be made towards the following (as detailed in the joint AECOM, Leeds CC and Metro Report “*East Leeds Extension- Integrated Public Transport Strategy*”, dated XXX 2012):

- § A park and ride facility at Grimes Dyke to serve local residents, by various access modes, and to intercept existing radial traffic on the A64;
- § Bus priority measures along the proposed Park and Ride route, between the Park and Ride site and existing measures along the A64 in to the city centre; and
- § An associated feeder bus loop connecting local residents with the Park and Ride site and other local services.

- Travel Plan

In accordance with Leeds City Council Supplementary Planning Document “*Travel Plans*”, a Travel Plan has been prepared and agreed with Leeds City Council, Metro and the Highways Agency.

The agreed Travel Plan includes the following measures and associated financial contributions:

| Travel Plan Measure | Unit Cost (£) | Total Contribution |
|---------------------|---------------|--------------------|
|---------------------|---------------|--------------------|

| | | (£) |
|---------------------------------|--------------------------------|------------|
| Travel Plan Coordinator | £10,000 per annum for 8 years. | £80,000 |
| Leeds CC Travel Plan Monitoring | £2,400 per annum, for 5 years. | £12,000 |
| Metrocard | | £1,000,000 |

5. Employment and Training Initiatives

8.0 EAST LEEDS REGENERATION BOARD

8.1 The proposals for the 'northern quadrant', the ELE , Red Hall and Thorpe Park were discussed at the East Leeds Regeneration Board meeting on 14th May 2012. As a result of this meeting, a number of key 'asks' were highlighted, as follows:

1. That the European funding issue of ELOR is explored for a future meeting.
2. A report from Martin Farrington (Director of Development) on the discussions with Scarborough about the MLLR.
3. Highway infrastructure to be provided upfront. The current situation on the orbital road is unacceptable. Members consider that completing the road in phases is not the right way forward.
4. Further report on timing and phasing of development and whether the affordable housing can be revised to reflect market conditions at later phases.
5. Need for older people housing to be properly integrated.
6. To seek an LCC early review of the interim affordable housing policy.
7. Whether affordable housing should be pursued off-site as part of the residential development on Wetherby Road.
8. Minimum of one new 2FE primary school linked to 'northern quadrant' plus 1.5FE added to existing primary schools (to be funded by developers).
9. Ensure the secondary education impact is thoroughly assessed and costs confirmed between developers and an appropriate contribution is made.
10. Red Hall extension (possible 400 units) needs to be looked at in more detail.

It is considered that these points will be helpful to Plans Panel Members in informing their thinking on the proposals for the 'northern quadrant'

9.0 CONCLUSION

9.1 It is expected that an outline planning application will be submitted by Persimmon and the remainder of the Consortium in the near future. Members are asked to note the contents of the report and the presentation, and are invited to provide feedback on the issues outlined above.

BACKGROUND DOCUMENTS

None