



Report by City Development to the Scrutiny Board (City Development)

Date: 19th February 2008

Subject: Aire Valley Leeds AAP - Consultation

Electoral Wards Affected:

All



Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity



Community Cohesion



Narrowing the Gap



Executive Summary

1. The Aire Valley Area Action Plan (AVLAAP) is being prepared as part of the Local Development Framework (LDF) for Leeds. LDF's were introduced in the Planning and Compulsory Purchase Act 2004 and guidance on their preparation including the process for public consultation is set out in Planning Policy Statement 12. In addition, the City Council adopted (February 2007) the Statement of Community Involvement (SCI) which also provides guidance and minimum requirements for public consultation. This report outlines the method and approach for consultation on the AVLAAP which far exceeds that required by this guidance.
2. In the past, consultation on plans followed a format whereby the City Council would initially prepare a draft for comment. Under the new planning system, the intention is for interested groups and organisations to be given the opportunity to influence the shape & form of plan documents as they are prepared right from the outset. This is known as "front loading".
3. Regulation 25 of the Act sets out the need to consult on Issues and Options. The Council resolved to do this in two stages, firstly to identify Issues and then secondly to identify Alternative Options based on those identified Issues. This is then followed by identification of the Preferred Options (Regulation 26). Consideration also has to be given to ensure that the objectives and options suggested in the AVLAAP can be identified & tested through the Sustainability Appraisal process.
4. Consultation on the AAP was carried out in the context that a regeneration programme had been in place in Aire Valley Leeds since 2000 and the City

Council's Executive Board approved a Strategic Vision for the AVL in April 2002. It identified broad objectives and development principles for the area and these included the opportunity for the area to become "the window" to Leeds, strengthening and delivering the City's role as regional capital by diversifying its economic base and offering innovative opportunities for living, working and recreation, bringing maximum benefit to local people and the city as a whole. This meant that there was already a general awareness of Aire Valley Leeds and whilst continuing to raise awareness and invite comment we also had to avoid "consultation fatigue".

1. Purpose of this report

- 1.1 To provide City Development Scrutiny Board with an overview of the process for consultation on Area Action Plans, focussing on the following issues:
 - Has the reason for the consultation been explained adequately to the client and or service user?
 - Has the process of consultation been applied fairly and effectively?
 - Has the consultation followed either national or local processes?
 - Has the consultation resulted in the City Development Department incorporating a change to a policy, procedure or process?
 - Has the timescale allowed for consultation been sufficient?
 - Have adequate resources been made available to ensure progress following consultation?
 - Has the consultation not only been effective but proportionate?
- 1.2 To consider any further issues raised under Session 1.
- 1.3 To hear from clients who contributed to the consultation.
- 1.4 This report uses Aire Valley Leeds AAP to provide an overview of the consultation processes.

2. CONSULTATION ON THE AIRE VALLEY LEEDS AREA ACTION PLAN

Background

- 2.1 The process for preparation of Area Action Plans is outlined in the Planning and Compulsory Purchase Act 2004. This requires that the Council identify "Issues and Options" relevant to the Plan area and undertake informal consultation. Preferred Options are then identified and consultation is carried out for a statutory period of six weeks. Following this consultation a draft Area Action Plan is prepared and submitted to the Secretary of State and a further six week statutory consultation period commences. In summary for each Area Action Plan there is a period of informal consultation and two periods of formal consultation. In practice, consultation is ongoing throughout the AAP process as there is frequent dialogue with residents, community groups and landowners in terms of answering queries and attending meetings to explain the AAP process and gain an insight into local issues to assist with the drafting of the plan. Consultation is fundamental to the process of preparing an AAP.

Stage 1 Pre – Production Consultation

2.2 Work had been progressing on the AAP since early 2005. At this initial stage the community were advised of the AAP process and the early issues which had been identified. Aire Valley Leeds (AVL) is an unusual case in that there is no resident population or community living within the AAP area. For the purposes of the AAP the “residential community” refers to the “Target” surrounding communities identified over the last seven years through the Single Regeneration Budget (SRB VI) Initiative. Initial involvement with the community was via the Area Management Committees and with Aire Valley Regeneration Board and landowners/investors. Consultation explored issues and questions along the following lines:

- what is your vision for Aire Valley?
- what do you want the AVLAAP to achieve?
- what should be the objectives for the AVLAAP?
- are any objectives overarching or more important than others?
- what issues do you want to see addressed?

2.3 The questions were used to help formulate options through an ongoing consultative process. The aim was to offer stakeholders the opportunity to influence the overall intentions and shape of the AVLAAP and to provide for the input of original thoughts & ideas. In terms of material, the right balance was needed between giving enough information to stimulate thought about the issues (and the direction of existing strategies & policies) and not too much in the way of detailed proposals (which may incorrectly suggest that the City Council had decided future plans already, thereby undermining the purpose of consultation).

2.4 The Issues and Options for AVL were approved at Development Plan Panel on the 25th May 2005 and subsequently at Executive Board. Consultation was carried out between July and September 2005. The City Council introduced the consultation with an explanation of the process and the consultee’s role, as follows:

Issues & Options consultation extract

Consultation

At this initial stage, we are seeking your input to help formulate objectives and identify key issues affecting the area so that we can start preparing options for how the area might be developed. We will then consult more widely on these options. Based on the responses received, we will prepare a draft Plan for submission to the ODPM, with formal consultation and public examination.

How can you get Involved?

- To help understand the context and issues involved we have prepared a consultation document which contains a plan of the area, introduces the main issues and raises a series of questions. An abridged version of this document is also available.
- We would like to hear your views on the issues. Have we identified the right issues? Which issues are most important to you?
- The consultation documents are available below together with a comments form. An online comments form is available at the end of this page.
- If you have any queries about the discussion document, contact Richard Askham on 0113 247 8184 or e-mail ldf@leeds.gov.uk

2.5 The material was distributed to all the consultees identified in the SCI (see Appendix 1) and via Area committees (within the “Target communities”), the Aire Valley Leeds Regeneration Board and at the Hunslet Gala and leaflets were given out at all EASEL events (immediately prior to the consultation period). Electronic newsletters were sent to over 400 businesses within Aire Valley. With the aim of enabling consultation and opening up discussions an “Abridged Version” (shorter, easy to read document) of the Issues Document was used (which set out the Issues identified). A wide range of views emerged from the consultations, these are detailed in Appendix 2 and were used to assist in the preparation of the Alternative Options. These included both verbal responses recorded at meetings and events and written responses. In the absence of any specific proposals at the Issues and Options stage of the AAP and in the context of other plans also being prepared, the level of response was as anticipated. The expectation was that the level of interest in the plan would increase as awareness of the process grew and more detailed proposals emerged.

ALTERNATIVE OPTIONS - April 2006

2.6 In April 2006 the Alternative Options were published for consultation, subsequent to consideration at Development Plan Panel (4th April) and Executive Board. The Consultation Document set out the background, purpose and what had happened so far. It also reminded people that a number of other key documents have also been prepared, including a draft Transport Strategy, Housing Market Assessment and an Employment Land Assessment and that AVL also features in the emerging Regional Spatial Strategy (RSS).

- 2.7 In introducing the Alternative Options the challenge that AVL presents was set out along with the series of opportunities that are unique in Leeds and the wider region. The next steps were also identified:

The next stage of AAP preparation is known as the “preferred options stage” and feedback from this consultation and additional work such as the Employment Land Review will assist the City Council in “pulling together” the preferred option/s for the Area Action Plan. There will then be further consultation on the selected preferred option/s in 2007. At the same time a Sustainability Appraisal Report will identify the likely social economic and environmental effects of those options.

At this informal stage of producing the Area Action Plan, the Options were kept wide ranging to encourage a full discussion about the future of the area. The Alternative Options represent different degrees of change in the area from minimal change (a ‘business as usual’ approach) to those which would potentially bring about transformational change, maximising the regeneration opportunities available in AVL. Feedback from the Issues stage was also set out.

- 2.8 Further assistance was put forward to give some guidance and structure to what is a complicated process and plan. The Options put forward recognised that we were not dealing with a blank canvas. AVL already has existing uses and some industrial areas which will stay for the foreseeable future. It is home to businesses employing 15,000 people, whose jobs we need to sustain, in addition to the prospect of creating many more new jobs. For this reason we chose to focus the options on 8 broad locations within AVL. These are the areas that had been identified as key development opportunities or areas of significant change. This was not to say that the AAP will not apply to other areas or have detailed policies which relate to them. People were urged that if they did not agree with the approach or thought that other locations should have been included, then they should **please tell us by filling in the questionnaire provided**. They were also reminded that whilst considering “non-employment” uses we still need to maintain an appropriate supply of employment land and aim to generate some 30,000 new jobs.
- 2.9 The Format of the Options was also set out with the possible land uses and transport proposals for AVL and how these had been grouped under headings:
1. Employment uses (office, industrial and distribution uses)
 2. Alternative uses (housing, leisure, recreation and waste management,)
 3. Transport

For each land use and the transport *options* some background information and context was given to help define the Options.

Consultation on the Alternative Options

- 2.10 Details of the consultation events, the comments made at those events and those via questionnaires or by other written comments and the Council’s response are all set out in the Report in Appendix 3. The following represents a summary of the efforts made to consult and make people aware of Aire Valley,

the AAP and the Options. We continued to build and improve the database of consultees. We tried new methods to reach more people, to make more people aware of the opportunity to participate, and to influence development and regeneration of the Aire Valley. Workshops were introduced at the **Alternative Options** stage and worked well engaging with community groups and land owners and stakeholders in facilitated discussion groups, following presentations. All of the Options were appraised in the Sustainability Appraisal and people were invited to comment on that appraisal.

2.11 **Part 1** in Appendix 3 refers to the events and responses in the **Issues** consultation and **Part 2** refers to the **Alternative Options** consultation and a schedule sets out a summary of all the representations and the Council's response as to how we might take things forward. This emphasises the iterative nature of the process and the "audit trail" setting out how the issues informed the alternative options and they too in turn have influenced the Preferred Options.

3. Preferred Options

3.1 The AVL Preferred Options were published in October 2007 and took into account the views and comments received during the Alternative Options stage, as indicated in Appendix 5.

Consultation Programme Procedures & Methods

3.2 Drop-in sessions or meetings with communities and stakeholders were arranged for venues both in and surrounding the Aire Valley at: Hunslet Library, the Skelton Grange Environment Centre, St Hilda's Church, East Leeds Leisure Centre and Belle Isle Family Learning Centre. Leaflets were distributed at all seven of the EASEL (East and South East Leeds) DPD "drop-in" sessions, held prior to the start of the AVL consultation period. Information was made available on the Council's website. Over 7,000 postcards in total were distributed to the surrounding community areas (Over 6500 postcards via local schools, over 450 postcards sent to people on the AVL Database who have attended previous consultation events and commented on previous proposals and 430 postcards sent to businesses in Aire Valley). 35 local Aire Valley businesses were sent summaries of the Aire Valley Preferred Option document. Telephone contact was made with representatives of the main community groups and community associations around the AVL area. Officers provided details of the consultation strategy to local forums and area committees. Presentations were made to both the Inner and Outer East Area Committees as well as the Aire Valley Leeds Investors Forum (part of Aire Valley Leeds) during the consultation period.

3.3 The section below expands in more detail on the methods of consultation used and can be divided into 4 principle methodologies:

Methodology 1

3.4 In October 2007 the Preferred Options Consultation Paper on the AVLAAP was published. It was accompanied by a Sustainability Appraisal Report. The Sustainability Report commented on the likely significant environmental social and economic effects of the preferred options of the Plan. Aire Valley Leeds Preferred Options and supporting documents were made available for inspection and comment, at the council's Development Enquiry Centre at

Leonardo Buildings, Rossington Street and at the Central Library. The documents were also made available at local libraries and One Stop Centres adjoining the Aire Valley area (see Appendix 6 for details). The documents were published on the Councils website at www.leeds.gov.uk/ldf

- 3.5 Comments could be submitted by accessing the online form on the council's website or documents could be requested by telephone or email ldf@leeds.gov.uk. Large Scale plans, with explanatory panels were displayed at the Development Enquiry Centre and then in the foyer of the Civic Hall.

Methodology 2

- 3.6 Direct contact was made to stakeholders including Leeds residents, community groups, key consultees, and major landowners, who had commented during the previous informal consultation stage and who already formed part of an extensive database developed for the AAP through earlier consultation processes. This information built on existing council mailing lists. These groups and individuals were notified of the AAP consultation and given the opportunity to make comments. In addition to direct contact, advance notification of the consultation was made through the following channels:

- Formal advertisement in the Yorkshire Evening Post 4th Oct 2007
- A Press Release on the 5th Oct 2007
- Over 6500 Postcards distributed via schools adjoining the Aire Valley area.
- Over 450 Post cards sent to people on the AVL Database who had attended previous consultation events and commented on previous proposals (see Appendix 6)
- 430 Postcards sent to all businesses in Aire Valley.
- 35 local Aire Valley businesses were sent summaries of the Aire Valley Preferred Option document.
- Statutory consultees and key stakeholders were sent full information packs containing a comprehensive selection of consultation documents (main document, plus summary, poster, postcard, leaflet and questionnaire).
- Advance briefing was given to elected members (joint briefing with EASEL AAP) on Monday 19th March 2007.
- Local Ward members sent Aire Valley Leeds Preferred Option and supporting documents (see example letter in Appendix 6).
- 12 "difficult to reach" groups were sent information pack and offered a council officer to attend meetings to discuss the preferred options.
- Posters put up in public buildings in areas adjoining the Aire Valley.
- "Flyers" were distributed at EASEL AAP consultation events in June/July 2007.
- Senior Council Officers were notified of the consultation on Aire Valley.
- Information about the consultation events was made available on the Council website.
- Information about the events was made available on the Aire Valley Leeds website.
- Aire Valley Leeds Board received reports on the Consultation Strategy
- Leeds Voice environmental group received a presentation on the 6th November 2007 (see Appendix 6).
- The consultation events were advertised in the Aire Valley Leeds electronic news letter, 'Aire Waves'.

- Article in 'About Leeds', the Council newspaper, and sent to all households in Leeds.
- Article in the Newsletter for Community and the Voluntary Sector published by Neighbourhoods & Learning and circulated in East and South Leeds.
- Banners to advertise event venues on the day were erected to advertise the daily events.

Methodology 3

- 3.7 A series of public exhibitions and consultation sessions where people could 'drop in' were held in the Aire Valley and in the surrounding communities adjoining the Aire Valley: These events were held at:

Monday 8th October 2007: Hunslet

Hunslet Library (1:00pm – 5:00pm)

Wednesday 10th October 2007: Cross Green/Richmond Hill

St. Hilda's Hall, Cross Green Lane (3:30pm – 7:00pm)

Thursday 11th October 2007: Middleton

Belle Isle Family Learning Centre (3:30pm – 6:00pm)

Friday 12th October 2007: Halton Moor/Osmondthorpe

East Leeds Leisure Centre, Neville road (3.30pm – 6:00pm)

Monday 15th October 2007: Burmantofts/Richmond Hill

Skelton Grange Environment Centre (noon – 8:00pm)

Tuesday 16th October: Investors Forum

Town Hall, Leeds (6:00pm – 8:00pm)

Large scale display plans and a non-technical summary were available to complement the full document. Staff from City Development and Environment & Neighbourhoods were on hand to explain and discuss the AAP proposals. The events were targeted towards the beginning of the consultation period to ensure maximum time was available for responses to be made.

Methodology 4

- 3.8 Attendance by officers at meetings such as local forums, partnership meetings and area committees within east and south Leeds held during the consultation period. The Area Committee meetings were attended on the following dates:

- East (Inner) Area Committee 24th October 2007 (and special meeting 9th November - to ensure briefing with 5 Community Forums)
- East (Outer) Area Committee 6th November 2007
- South (Inner) Area Committee were sent consultation information pack

Consultation Deadline

- 3.9 The deadline for responses to the consultation was 16th November 2007 terminating the formal six week consultation period. When considering the numbers who have commented it should be emphasised that Aire Valley does not include any major housing and therefore does not have a residential community. It should also be noted that Regeneration is progressing in many of the adjoining residential areas (EASEL & Beeston Hill and Holbeck) where

consultation is simultaneously being carried out, which may seem to have more direct relevance to residents daily lives, in that those regeneration projects involve and affect local housing and services rather than the prospect of future employment opportunities. At the **Preferred Options** stage we attempted to engage further with the surrounding communities by distributing over 6500 postcards via the local schools. This should have made many local families aware of the AVLAAP and consultation events that were being held in their neighbourhood. Some residents (17) did attend and virtually all the landowners or their agents came to at least one event.

4. CONCLUSION

- 4.1 At the informal stages of consultation (Issues and Alternative Options) the consultation period was extended to ensure people had sufficient time to respond taking into account committee meeting dates etc; however the Preferred Options is a formal consultation and is bound by the guidance to be over a 6 week period.

Why did we attempt to consult with only the surrounding wards and communities.

- 4.2 It should be emphasised that the preparation of the AVLAAP is within the context of the Leeds Local Development Framework overall. City wide awareness raising about the LDF is an ongoing process, through the City Council's web site and consultation district wide on a series of LDF documents (including the adopted Statement of Community Involvement). Given the nature of the AVLAAP and the need to target limited resources, it was considered most beneficial to direct these to communities in close proximity to the plan area. In addition, all of the consultation material was made available for organisations and residents city wide to comment.
- 4.3 Material, by way of fliers, leaflets, posters were distributed – along with the use of the web, the media and networking opportunities – to provide detail and raise awareness of the Aire Valley and the emerging plan. The document, due to the nature of the planning and regeneration issues within the area, covers multi-faceted problems. In order to make these challenges and opportunities more accessible to the wider public, a shorter and more simplified version of the consultation document was produced. The use of graphics, illustrations and photographs were also utilised to make it a more attractive document to read.
- 4.4 The full summary of comments and results of the questionnaire and a table indicating who responded and how, will be set out in the Preferred Options consultation report (a draft of which is attached as Appendix 6). Every person and group who has indicated their interest in the AAP and all those who have previously been consulted will receive a short summary of the Preferred Options consultation, how they can view a full summary of the consultation results, what happens next and how they can get involved at the next stage/s.

5. RECOMMENDATION

5.1 That the Scrutiny Board notes and comments on the contents of this report, with regard to public consultation undertaken as part of the Aire Valley Leeds Area Action Plan.

1. LIST OF APPENDICES:

APPENDIX 1 - SCI Lists

APPENDIX 2 - Consultation on Early Issues

APPENDIX 3 - Regulation 25 “Issues and Alternative Options” Consultation Report

APPENDIX 4 - Schedule of comments made in response to the Alternative Options consultation

APPENDIX 5 - City Council response to the comments made

APPENDIX 6 – Regulation 26 DRAFT “Preferred Options” Consultation Report

APPENDIX 1

SCI Key Groups:

Leeds Initiative & its partners	South and East Leeds District Partnerships
South and East Inner and Outer Area Committees	
Ward Forums in or near AVL area*	
Aire Valley Leeds Regeneration Board	Housing Forums near the AVL area*
	Tenants Groups near the AVL area*
	British Waterways
AVRB sub Groups	Learning and Skills Council
AVRB Landowners/investors	JobCentreplus
Yorkshire Forward	Chamber of Commerce
English Partnerships	
Network Rail	
Together Partnership	Leeds Race Equality Advisory Forum
Leeds Voice	
Leeds Vol Sector Learning Disability	Leeds Voluntary Sector Mental Health Forum
Leeds Access Advisory Group	Women’s Advisory Group
Leeds Community Safety Partnership	Leeds Youth Council
Leeds Older People’s Forum	

The Aire Valley SRB6 identified its target communities and these were taken as being the “target” for community consultation and they included Burmantofts and Richmond Hill, Beeston and Holbeck, City and Hunslet, Middleton Park, and Halton Moor (SRB5 area). This was our primary area for resident consultation together with Osmondthorpe which would otherwise be an isolated omission. Residents within these areas were asked to fully participate in the AAP process. In addition residents within a secondary consultation area - Gipton and Harehills and Killingbeck and Seacroft Wards were informed of progress on the AAP and asked to provide comments via Area Committees and Ward Forums, since it was anticipated that they may also be key beneficiaries of jobs and training available in the Aire Valley.

SCI List 1

Adjoining planning authorities	Sewage/water undertakers
English Nature	Telecommunications companies

Countryside Agency	Environment Agency
Highways Agency	Strategic Health Authority
English Heritage	Strategic Rail Authority
Gas companies	Yorkshire & Humber Assembly
Local Public Transport operators group	Rail companies & Rail Freight
Learning and Skills Council	National Grid Company

SCI List 2

Housing Corporation	
Centre for Ecology & Hydrology	
Commission for Architecture and the Built Environment	
National Grid Company	
Civic Trust	
Commission for Racial Equality	
Dept of Education and Skills	
Dept for Transport	Diocesan Board of Finance
National Playing Fields Association	Church Commissioners
Equal Opportunities Commission Officers	Police Architectural Liaison
Fire & Rescue Services	Port Operators
Freight Transport Authority	Road Haulage Association
Government Office for Yorkshire & the Humber	Regional Housing Board
Health and Safety Executive	Sport England
House Builders Federation	Equal Opportunities Commission
Disabled Persons Transport Advisory Committee	

Methods of engagement

The SCI advises on the type and form of consultation methods that may be used depending on the stage in the process and nature of the proposals. Based on the SCI officers, considered that use of a combination of the following approaches would be appropriate to engage stakeholders in Stage 1:

- facilitated discussion sessions & workshops
- advice on the website
- briefings given by officers to regular meetings of stakeholders
- exhibitions
- focus groups
- public meetings
- other, as deemed appropriate & cost effective

APPENDIX 2

Consultation on Early Issues

- Two consultation documents identifying the main issues
- Longer version sent to Aire Valley landowners and other key stakeholders
- An abridged version sent to Aire Valley businesses through AVL e-zine
- Consulted internally with all members and heads of departments/service
- 15 external 5 internal responses
- Divergent range of views

External consultee comments:

- Retain as predominantly employment/industrial area
- Need for affordable housing and larger family-sized units
- North of South Accommodation Road – allow redevelopment for city centre uses
- Keyland – Regeneration must have primacy over UDP policies; AAP should follow Vision set out in Grimleys I; Potential for retail development should look ahead 15-20 years; Delivery of infrastructure largest problem for regeneration – need to be closely involved
- YW Services – Sceptical about feasibility of putting plant in single building. Been done with smaller plants where land values are higher. Would still be areas where residential is unacceptable
- Yorkshire Forward – AVL important to making Leeds a renowned European city; emphasise sustainable transport modes; focus on growth industries (R&D and technology based); scale of housing shouldn't impact negatively on low demand areas; barriers to employment should be addressed
- RWE – power station site should be released for B2/B8 employment development in short term. Not dependent on the ELLR. Compatible with existing uses
- Need to maximise employment opportunities for local people who need support to access to training & jobs.

Internal consultee comments

- Sustainability agenda needs to inform everything that takes place
- Need to protect and enhance river/canal in terms of biodiversity as well as realise its development potential
- AVL appropriate location for more waste management/recycling facilities. Grouping of facilities more sustainable
- V.high remediation costs for sludge lagoons (big environmental problem)
- Creating sense of place involves disciplined application of policy and principles
- Development of area must be achieved in a way which provides benefit to neighbouring communities e.g. job training, affordable housing, recreation facilities, improved transport links
- AVL needs to make stronger contribution to regional/city competitiveness
- Should provide sites/premises for two clusters digital and creative industries and manufacturing
- Where else can 'bad neighbour' uses go in Leeds other than AVL?
- Economics of implementation important – flexible enough to respond to changes in housing, office, leisure and industrial sectors
- No reference to community safety issues

APPENDIX 3

Regulation 25 'Issues and Alternative Options' Consultation Report

This report details the programme of consultation and summarises the comments received at the Issues and Alternative Options stages

Part 1 'Issues' Consultation June – October 2005

2. Consultation Events and Meetings

Hunslet Gala Event

25th June, 2005

Issues raised

- More leisure activities needed particularly for children e.g. a park, children play areas, skate parks, playing fields, youth clubs
- Better access to the river needed.
- Need for better cycle routes e.g. along the river from Rothwell to City Centre
- There is too much industry in the Aire Valley
- Should be a better mix of employment which includes offices and warehouses
- Area is good for fishing but access is very poor
- Wildlife on the river corridor is a good aspect
- Odour from the sewage works is a negative aspect
- Need better footpaths, access and street lighting
- Need for affordable housing in the area
- Litter is a problem
- A park & ride will have security issues
- Poor roads
- Metro Connect service is well used by people working in the area.
- Not enough facilities close to communities
- Poor environment
- Thwaite Mills is an asset to the area but is hidden away
- Better public transport

Aire Valley Leeds Regeneration Board

11th July 2005

Leeds Housing Partnership Forum

16th September 2005

Format: 10 minutes presentation attended by: Jennifer Batty, Leeds & Yorkshire, Paul Belbin, Foundation House, Robin Coghlan, Leeds City Council, Paul Common, Headrow Housing, Ed Griffin, Government Office Y&H, Carole Clark, LCC Area Management, Paul Bingham, Leeds City Council

Quintin Bradley, Leeds Tenants Federation, Lisa Huntley, Re'new, David Hutchinson, English Churches Housing Group, Bob Howley, South Leeds Housing Partnership, Suki Jandu, Leeds Federated Housing Association, Huw Jones, Re'new, Mark Johnson, HBF, Richard Norton, Re'new(Archway), Steve Parker, Hanover HA, Sue Wynne, Leeds City Council,

No specific issues raised about the Aire Valley Leeds AAP

South (Inner) Area Committee

20th September 2005

Format: A 5 minutes presentation was given. This was followed by a 10 minute question and answer session.

This area committee, covers the electoral wards of Beeston & Holbeck, City & Hunslet and Middleton Park. The membership comprises all Members who have been elected for wards within the area. Members of the public may also attend and are able to comment on proceedings and ask questions of Council officers presenting items. They are designed to act as a focal point for community involvement.

Issues raised

- There are poor public transport linkages between the Beeston & Holbeck areas and the Aire Valley which made it difficult for local people to access new job opportunities. He has mentioned this many times and the issue has yet to be resolved satisfactorily.
- What is the future of the filter beds at Knostrop sewage works? The smell is a problem in the local area.
- What is going on with the Hunslet Mills development as the original consultation had taken place many years ago?
- Concerned that the Aire Valley will become an extension of the city centre with a lot of tall buildings, particularly luxury apartments, developed which will not meet local housing needs.
- Support for the Metro Connect scheme which is working well.

3. Written Responses & Questionnaires

RESPONDENT	COMMENTS
Commercial Development Projects Ltd	<p>Overall aims: Provide new jobs through B1, B2 and B8 industrial development.</p> <p>Give priority given to construction of ELLR.</p> <p>Good things about the area: Existing employment uses.</p> <p>What needs to change in the area: Improvements to the canal and corridor.</p> <p>Barriers to regeneration: Poor quality of roads, contaminated land, odour from filter beds.</p> <p>AAP Objectives: Objectives identified are the right ones. Employment opportunities, improved access and movement are the most important objectives</p> <p>Have the right issues been identified: Rights issues have been identified</p> <p>Economic Issues: Mix of B1, B2, B8 employment uses supported. Not necessary to target specific types of employment. New housing should be near city centre not M1 and should include affordable housing. Retailing should be kept to minimum.</p> <p>Social Issues: New industrial units should provide jobs for local residents in deprived communities but they must have access to work experience, training and skills.</p> <p>Infrastructure: ELLR is the key. New river crossing is desirable but not essential for a number of years.</p> <p>Image: Support ideas to improve AV image.</p> <p>Environmental Issues: Improving landscaping in new development a priority.</p> <p>More work on viability of removing filter beds.</p>

	<p>Implementation: Give priority to putting the East Link Link Road in first followed by other issues</p>
<p>Vickers Oils</p>	<p>Economic (Employment): Will area (Clarence Road) still be accepted for industrial use? Where in area would company be able to move if relocated?</p> <p>Economic (Housing): Support development of affordable housing so that employees do not get priced out of area. Need for larger 3-4 bedroom apartments in which families can live.</p> <p>Economic (Retail): Small scale retail development would be useful for employees of local companies as well as residents.</p>
<p>Alyn Nicholls & Associates</p>	<p>Overall Aims: To provide framework to enable redevelopment on land to north west of South Accommodation Road to support role of City Centre and contribute towards its vitality and viability by increasing and enhancing the range of city centre uses in the area.</p> <p>What needs to change in the area: Planning policies should positively encourage a range of developments such as leisure, residential, retail and tourism uses.</p> <p>Barriers to regeneration: Existing planning policies north west of South Accommodation Road. Should be a proactive approach to encourage a range of uses to contribute towards the vitality and viability of the City Centre.</p> <p>AAP Objectives: First objective to enhance Leeds as a regional capital and a regional economic centre should be amended to make it clear that opportunities to enhance the role of the City Centre should be maximised.</p> <p>Economic Issues: Identified issues do not refer to the interface between the AV and the City Centre. Part of area falls within the defined City Centre. This area offers opportunities to enhance the role and function of the City Centre.</p>
<p>Keyland Developments Ltd</p>	<p>Overall Aims: Objective of securing regeneration must have primacy over other planning policies in the UDP. The Vision for the Aire Valley set out in the first Grimley report must be paramount. Concerned that this approach has not been carried through in the AAP e.g. the Housing Market Assessment does not consider housing within the context of the overall vision but simply as an appraisal of individual sites, some of which are considered only because of their potential to contribute to infrastructure costs. Essential that regeneration creates a sense of place, rather than creating a modern version of estates that surround the Valley.</p> <p>Report already prepared or being undertaken should be approached on the understanding that the timescales then considered are not the timescales for the realisation of a Vision. Development of the Valley is expected to take 15-20 years. In considering potential for retail development, the Council's consultants looked at capacity only until 2011. Short-term considerations should not preclude the realisation of the long-term Vision even of other factors indicate that certain aspects should be phased for later in the process.</p> <p>Infrastructure: Clear that cost of infrastructure is very large. Much of the infrastructure is a pre-requisite to carrying out any development other than large-scale employment uses. Delivery of that infrastructure,</p>

	<p>including both its financing and physical implementation, is clearly going to be the largest problem for regeneration. Landowners whose holdings are particularly critical to the delivery of the eventual Vision should be closely involved in the debates on the methodology and viability of delivery.</p>
<p>AWS Ltd</p>	<p>Overall Aims: Bring forward significant acreage primarily for industrial but also residential development.</p> <p>Good things about the area: Motorway links, ease of accessibility, diverse industrial base and flexibility provided by private sector.</p> <p>Barriers to regeneration: Pontefract Lane must be connected to the M1 and development sites opened up. Emphasis must be on B2/B8 uses - already too much B1. Residential a possibility. Retail must be excluded as will be detrimental to other towns in the Leeds region.</p> <p>AAP Objectives: Leeds is the engine that drives the West Yorkshire area and transport and residential issues must be looked at in this context.</p> <p>Have the right issues been identified: More emphasis should be on economic issues and infrastructure.</p> <p>Economic Issues: Development will fund the infrastructure but have to be careful with type of development. Retail will attract highest land values but will detract from the City Centre and other centres. Bulky goods maybe ok.</p> <p>Infrastructure: ELLR is vital and urgently needed. New river crossing is not necessary and could sterilize urgently needed development land. Supertram is more relevant to South Leeds and to Leeds residents rather than commuters from outside Leeds.</p> <p>Image: Does not support. Most occupiers need high bay industrial space which isn't pretty - issues proposed bring in too much design and render development difficult.</p> <p>Infrastructure: Design guides are negative influences. Developers will resolve most issues within a predominantly industrial area.</p> <p>Implementation: Land remediation will be dealt with by developers. Infrastructure is urgent. Land values will account for infrastructure costs. Grants should be used to get rid of filter beds. Only high value uses should be residential and limited retail and a motorway service station.</p>
<p>Yorkshire Water</p>	<p>Overall Aims: Recommend that the following words are included: "One of the factors to be considered would be the impact of odours from Knostrop Waste Water Treatment Works (WWTW). This is sufficiently important to merit specific consideration and land use decisions with the Action Plan should be based on odour modelling for the WWTW over the period for implementation of the plan. This modelling should take into account changes in configuration of the WWTW, odour mitigation undertaken by YW under its investment programme and additional works which are secured under development agreement".</p> <p>Objective should be to achieve regeneration and development in the Aire Valley from Leeds to the M1 motorway in a co-ordinated and planned way that: recognises and resolves potential conflicts between land uses; ensures that the costs of development are funded from development values; secures co-ordination of development and the</p>

	<p>infrastructure it needs; produces a viable and sustainable pattern of development.</p> <p>Have the right issues been identified: Hunslet Strategic Housing Site is subject to an objection from YW.</p> <p>Economic Issues: Filter beds represent only one stage in the existing treatment processes at the WWTW and their removal would do little to address the problem of odours from sewage and effluents. Undertaking works to meet requirements of the Freshwater Fisheries Directive (FFD) and a separate scheme to deal with the worst sources of odour and complaints from existing uses. Possibility of housing development in or near the area of the existing filter beds should be regarded as very unlikely even with measures to mitigate odours. Incorporating a plant, the size of Knostrop to eliminate odour would be a huge task with costs in the hundreds of millions. Examples quoted in the report area dealing with much smaller plants in areas where land values are considerably higher. If residential development values are required to fund the necessary infrastructure works for regeneration of the area, greater consideration needs to be given to the most appropriate locations. Will still be areas close to the WWTW where residential uses would be unacceptable? HMA has focused on those areas to the exclusion of those which could be more feasible at less cost.</p> <p>Infrastructure: Public highways should not run through the operational site of the WWTW. Infrastructure improvements does not include any reference to the need for odour control or reconfiguration of the WWTW.</p> <p>Environmental issues: Filter beds likely to be removed before 2010 but reconfigured works will still have a significant impact and the overall footprint will not be greatly reduced without further significant investment. Environmental pressures on water companies to invest in measures to reduce the environmental impact does not extend to odours. PPG23 should be applied in relation to considerations of appropriate land uses.</p>
<p>National Grid Transco</p>	<p>Infrastructure: National Grid has voltage electricity apparatus in the area (plan provided). No objections but need to take into account the location and nature of the high voltage equipment when planning development in the vicinity of overhead lines, cables and substations</p>
<p>Joseph Priestley College</p>	<p>Overall Aims: Co-ordinate developments in the area and ensure effective linkages with all other plans.</p> <p>Good things about the area: Location of the area is its main strength. Attracted a diverse community which should continue to be supported.</p> <p>What needs to change in the area: Improve transport and create new economic opportunities for local communities.</p> <p>AAP Objectives: Creating a sustainable mixed use area and bringing maximum economic benefit to local people should be a priority.</p> <p>Economic Issues: Appropriate mix of uses is essential. An injection of new technology and knowledge-based industries will enhance the success of the area.</p> <p>Social issues: Important that local people benefit from developments.</p>

	<p>Linking employment opportunities to appropriate training is essential. Job guarantee schemes may be appropriate.</p>
<p>Re'new</p>	<p>Overall Aims: Key objective should be to ensure a link between local people and Aire Valley jobs.</p> <p>Good things about the area: Openness in the landscape - doesn't seem crowded. Waterside is attractive but could be stunning.</p> <p>What needs to change in the area: Poor image of dereliction, run-down industrial sites, abandoned waterways.</p> <p>Barriers to regeneration: Has no residents so difficult to engage communities who don't have a direct and immediate interest to pursue.</p> <p>AAP Objectives: Probably the right ones but may help to raise the profile of those that can be delivered more readily, so as to establish a track record of delivery and credibility.</p> <p>Economic issues: Residential agenda probably good in principle but not sure it stacks up yet. Will the proposals yield the values required to fund the infrastructure. Target market for East Aire Village questioned because purchasers buying property will be looking for transport links along the M62 rather than Leeds City Centre.</p> <p>Social Issues: Suggests redrawing Aire Valley boundaries to include some residential areas.</p> <p>Infrastructure: The river can be used for freight but what about leisure use or for commuting to the City Centre. All the infrastructure improvements listed will be needed. What happened to the proposals in the water vision report from 2003?</p> <p>Image: Profiling and marketing is fundamental but the AAP is unclear who the target audiences are: Leeds, East/South Leeds, regional, national? And what is to be sold. Are the efforts aimed at inward investors, house builders/purchasers, developers, existing communities?</p> <p>Environmental Issues: Report is unclear on whether removal of the filter beds is feasible.</p> <p>Implementation: Land values may be depressed by lack of infrastructure so will struggle to generate sufficient value to fund massive infrastructural improvements without support from elsewhere at least initially. A creative, innovative and effective delivery vehicle will be essential and needs to be capable of harnessing the support of the private sector.</p>
<p>Yorkshire Forward</p>	<p>Overall Aims: Feel that the renewal and regeneration of the area will play a significant role in securing its position as the regional and economic centre, in line with the emerging RSS which identified Leeds' role as a competitive and leading city region. RES makes specific reference to the economic opportunities presented by Aire Valley. The emerging RSS acknowledges that the area provides an economic development and housing opportunity, but one which requires major infrastructure investment.</p> <p>AAP Objectives: High level objectives are appropriate. However, number of the objectives are generic and could be further enhanced with more detail and clarification in terms of context, perhaps providing a focus on how the image of the area will be enhanced and the quality</p>

of the environment improved. Also important to recognise the inter-relationships between, and co-dependency of, a number of the objectives. Particularly welcome the desire to improve access to and movement through the area, including the specific objective to improve public transport. These objectives will assist in ensuring maximum benefit for local people and enhance the image of the area and quality of the environment by providing and encouraging more sustainable forms of transport. Objective to improve public transport should be broadened further to also increase the use of public transport and other more sustainable forms of transport and to reduce reliance on the private car.

Economic Issues (Employment): For Leeds to maintain and further build on its status as a successful and competitive city, the economy needs to be sufficiently responsive to growth sectors of the economy. A move towards new and expanding growth industries, including research and development and technology based industries may support this. Employment in the Aire Valley should not be solely reliant on traditional industries and the AAP should make provision for a range of uses, including office and business uses and ensure provision of units of different sizes from business incubator/start up units to larger industrial/warehousing units. Also important to ensure that location of warehousing and industrial uses is balanced with the requirements of neighbouring residential development.

Economic Issues (Housing): Priority should be to create mixed, balanced sustainable communities. Scale of housing provision needs to be balanced to ensure it maximises opportunities for local people to access housing in the area but not negatively impact on areas of the city suffering from low demand. Should provide a mix of housing types, catering for families, young and elderly people and disabled people. A mix of size, tenure and price is also important. Welcome housing close to the City Centre and in vicinity of the waterfront but would not consider a location close to the M1 as a suitable location for residential. Accessibility by a range of transport modes must be a key factor in locating residential development. Housing close to the City Centre will provide new residents with good access to city centre services and facilities. The provision of housing in locations that exploit natural resources such as the waterfront is promoted in best proactive guidance (By Design). To maximise the opportunities of the waterfront a genuine mix of uses must be promoted. Important to ensure residential development is supported by local facilities. Development should comprise a mix of uses including some leisure and retail uses, with emphasis on the provision of local amenities such as post offices, banks and health care facilities and small-scale retail development. Provision of retail and leisure must be limited to a supporting scale and not compete with other centres throughout the City. Do not support encouragement of major retail and leisure development.

Social Issues: Vital that benefits of regeneration for local people are maximised. Welcome targeting of particular communities to ensure they share benefits. Important to ensure that appropriately skilled and qualified personnel can be recruited to meet the likely requirements for

	<p>the range of jobs created. In order for local people to take advantage there are a number of barriers that will need to be overcome. Barriers to employment such as poor accessibility, skill levels or local capacity should be addressed by actions and strategies promoted in the AAP.</p> <p>Infrastructure: Support provision of the ELLR. However, national and regional policy places a strong emphasis on sustainable travel. Therefore imperative that development is not only accessible to everybody, but is accessible by sustainable forms of transport. Consider that a package of infrastructure improvements that seeks to balance the need for improved highway access with provision of sustainable transport modes, including pedestrian and cycle routes and facilities to encourage use of alternatives, is required.</p> <p>Image: An attractive, appealing, safe and welcoming built environment is an important aspect of creating a better quality of life. AAP should include policies to improve the public realm and image of the area. Can be provided by opening up the waterfront and developing a mix of uses there. Enhancing the identity and sense of place in the area will support and complement the area's economic development. Emphasis should be placed on focusing uses which promote activity along the waterways corridor, enhancing access to the waterfront and creating areas of diverse character.</p> <p>Environmental Issues: AAP needs to include policies to promote better design of spaces and buildings within them, improved landscaping (hard and soft) and the provision and improvement of open spaces (including public realm) and recreational facilities. Policies will be required outlining how flood risk and contaminated land issues are to be mitigated in implementation. AAP should also include policies to promote sustainable construction techniques and materials to increase energy efficiency, incorporation of on-site renewable energy and heat generators and sustainable waste management solutions.</p> <p>Implementation: To better inform policies in the AAP, research should be carried out to look at current site conditions and the cost of various infrastructure, environmental and social improvements being considered for the area to assess their feasibility. Guidance should be provided regarding the contributions and requirements the Council will be seeking from developers to deal with affordable housing, transport and other issues. Whilst establishing a strategic vision is vital, detailed plans and effective implementation methods are also needed to ensure desired objectives and improvements are actually delivered.</p>
<p>RWE NPower</p>	<p>Overall Aims: UDP should be seen as the starting point. AAP should build on this planning framework by showing how comprehensive development can be realised and co-ordinated across the Aire Valley. AAP should set ambitious targets but be realistic and pragmatic. Blanket redevelopment will not occur in a short time frame. The AAP should facilitate incremental change wherever possible. New development at the Power Station site can be realised in the earliest phase without comprising the objective of comprehensive regeneration. Employment development will: (1) Strengthen local infrastructure (2) Bring derelict and contaminated land into beneficial use (3) Help to</p>

	<p>attract a critical mass of new development which can begin to support wider initiatives such as improved public transport</p> <p>Economic Issues: Employment development can be secured on the former Power Station site at an early stage. This can be delivered despite the presence of constraints which might take a considerable time to resolve. Can take place whilst Knostrop Sewage Works is operational and can be adequately serviced in advance of major changes to infrastructure such as ELLR. If opportunities for new employment are created at the Power Station site then this will herald a renewed confidence in the area for business investors. Modern, high quality employment can co-exist with other uses and activities. Employment development would not preclude a more broadly based mix of uses in the vicinity although mixed use development will always be constrained by the presence of the filter beds.</p> <p>Infrastructure: Efficient infrastructure is critical to the successful delivery of comprehensive regeneration. Four key development sites rely on the construction of the ELLR. There are limitations to the ELLR it will not unlock all development opportunities. To create an effective infrastructure grid it is prudent to access development opportunities by strengthening south to north links. Skelton Grange Road is one link which together with Skelton Road Bridge is capable of providing access to new development on the Power Station site.</p> <p>Environmental Issues: Viable and realistic new development will provide the primary vehicle for environmental gain. New development will underpin investment in the remediation and reclamation of contaminated land. Filter bed are a significant impediment to new uses such as offices, residential or retail but it would be wrong to build a strategy which relies on their removal as a first step because the process is complex and costly.</p> <p>Implementation: Regeneration must be seen as a long term process. Significant new infrastructure and land reclamation on an exceptional scale will take place over a considerable time and will be phased. Important that short term development is encouraged. Power Station site is one location where short term benefits can be realised- benefits to economic activity and diversity, to the infrastructure grid of the area and to the quality of the environment.</p>
<p>Leeds Construction & Training Agency</p>	<p>What needs to change in the area: Improved access and more attractive for people to live and work.</p> <p>Barriers to regeneration: Access by local residents from surrounding area</p> <p>Economic Issues: Needs to offer jobs for local people. Needs clear workforce planning so long-term unemployed are trained and job ready before jobs are available. Need to benefit from opportunities in the regeneration activity and in the businesses who will locate there.</p> <p>Social Issues: Need to ensure that hard to reach groups who do not access job centre services are supported so that they benefit from these opportunities.</p> <p>Infrastructure: Need to consider local labour contracts at tender stage and then enforce the contracts.</p>

<p>Leeds Credit Union</p>	<p>Have the right issues been identified: No mention is made of the issues of financial exclusion on the residents and businesses in the area. The LCC study "Exclusion to Inclusion" (Dec 2004) highlights the effects of financial exclusion on the most deprived area some recommendations.</p>
<p>Freightliner Ltd</p>	<p>Infrastructure: Supports freight by rail and the encouragement of taking freight off the road.</p>
<p>Mr S Thompson</p>	<p>Social Issues: Should seek to introduce leisure/cultural issues in the area e.g. sports pitches, informal recreation, skate parks, disabled access routes, outdoor exhibition area etc. Need for more youth facilities following consultation with young people in area.</p> <p>Infrastructure: Need extension to Supertram line south through AVL area. New railway station on Woodlesford-Leeds line at Stourton. Extensive cycle-path network throughout whole area.</p> <p>Image: More promotion of Trans-Pennine Trial footpath which passes through area.</p> <p>Environmental: Improvements should include: landscaping, screening, parkland, planting, woodlands, extension of "Forest of Leeds".</p>
<p>Highway Agency</p>	<p>Overall Aims: First bullet point in second paragraph should read: 'inadequate access for all modes and a lack of internal highway infrastructure for accommodating major development. Third bullet point does not reflect the importance that transport will have in facilitating regeneration and that reliance on the motorway network for providing access should not be taken for granted.</p> <p>AAP Objectives: 7th bullet point should be amending to say: 'to improve access for all modes and improve movement within the area'. Improving movement through the area should be discouraged to and from the motorway network.</p> <p>Economic Issues (Employment): HA has accepted the principle of large varied employment sites with the Aire Valley. A mixture of B1, B2 and B8 land uses is a reasonable proposition for the area. Have concerns over potential extent of employment use (29,000 jobs). Employment on this scale concentrated in one sector of the city would require a substantial amount of access infrastructure and public transport services to ensure the adjacent strategic highway network (M1 and M621) is not seen as the primary means of access. The motorway should not be considered or relied upon to be the portal, gateway or front door to the Valley or Leeds itself. To accommodate this development traffic and longer term growth in strategic traffic there will be a need to widen the motorway from 3 to 4 lanes between Junctions 44 & 46 within next 15 years. Support need for improved local connections to east and south Leeds but care needed to ensure such connections do not create direct routes from suburbs to motorway network via the ELLR. Welcome the location of employment use along the canal and rail lines to take full advantage of the opportunities these transport corridors provide.</p> <p>Economic Issues (Residential): Appropriate for AV to comprise mixed use to allow elements of live, work, shop and leisure to reduce need to</p>

travel by private car. Further consideration will need to be given to accessibility and viability if isolation from other communities is to be avoided. Residential development should not be located close to the M1 corridor as this could encourage outward commuting by car.

Economic Issues (Retail): Major retail developments attract large volumes of traffic. Given the proximity of AV to the M1, the HA would not favour the location of major retail developments within the AV. Supports assumption that major retail be ruled out. No issue with the inclusion of small local shopping facilities to support new residential communities and employment uses.

Economic Issues (Leisure): Majority of leisure uses generate traffic outside normal weekday peak periods. HA therefore relaxed about principle of leisure uses in the Aire Valley providing they are aimed at meeting needs of local communities rather than wider sub-region.

Social Issues: Welcome attempts to embrace social inclusion with the regeneration of AV.

Infrastructure: HA will seek to protect the integrity of the M1 as a long distance strategic traffic route and would encourage the development of a cohesive infrastructure grid within AV to aid in reducing junction hopping on the M1 and M621. A key component of such a grid will be orbital connections across AV and between AV and adjacent communities. A new all purpose river crossing between the M1 and IRR stage VII would help to avoid an undue concentration of local employment trips on the motorway. Special effort will be needed to promote and maintain use of sustainable modes of transport through travel plans, S106 obligations, provision of high quality public transport, cycle and pedestrian routes. Halcrow study provides a good starting point. Agency can offer advice on Influencing Travel Behaviour (ITB) and help in development of sustainable travel plans. HA undertaking Route Management Strategy Studies for the M1/M621. The aim of these studies is to consider the existing and future use of the motorways. Improvements to J45 have already been identified as necessary accommodate traffic associated with the four ELLR sites. No funds have been allocated for widening of M1 between J44-J46.

Image: Accept that AV presents an opportunity to create a coherent and structured 'sense of place' that will enhance the image of this part of Leeds. The 'Leeds Window' should not be misinterpreted as a 'portal/gateway'.

Environmental Issues: The development and enforcement of Travel Plans is of increasing importance especially in the light of the forthcoming Air Quality Framework which will set statutory air quality levels. If residential uses are to be considered they should not be located close to the motorway where they might be affected by traffic related noise or air quality conditions.

Implementation: Accept that development will need to be in place in order to help fund the necessary infrastructure and to pump-prime public transport services. However, delays in providing such services could result in the establishment of a 'car-use culture', which may be difficult to change in the future. A phased and structured approach to

	sustainable development and to transport provision will be an extremely important element of any implementation programme.
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Part 2 'Alternative Options' Consultation April – June 2006

A. Introduction

This section summarises the responses to the consultation on the 'Alternative Options' for the Aire Valley Leeds Area Action Plan. The consultation took place between 10th April and the end of June 2006, consisting of:

1. The publication of an *Alternative Options* Consultation Paper in April 2006. The paper invited written comments based around a number of alternative land use and transport options for Aire Valley Leeds (AVL)¹. A questionnaire was included in order to guide consultees to respond to the key issues and to indicate their preferences for the options presented. The document and questionnaire were published on the Council's website and a facility was available to complete the questionnaire on-line.
2. Three workshop events held at Cathedral Hall in Leeds City Centre in April 2006.
3. Attendance by officers at meetings such as local forums, partnership meetings and area committees within east and south Leeds which were held during the consultation period.

The deadline initially given for responses to the consultation was 18th May 2006, although in recognition of this being this an informal stage of the process it was extended to allow later responses, particularly those which arose from attendance at regular meetings which fell outside the initial six week consultation period.

Structure of Report

This report is set out in two sections:

Section 2 provides further details on the consultation events held and meetings attended at which the AAP *Alternative Options* were discussed. Where possible an attendance list has been provided.

Section 3 has two parts. The first is an analysis of the questionnaire responses. The second provides a schedule of the other comments received, including those made at the consultation events and meetings. This has been grouped by issue rather than respondent/event allowing an easier comparison of responses to each issue to be made.

¹ The Aire Valley Leeds Area Action Plan: Alternative Options - April 2006 is available to download from the City Council's website at www.leeds.gov.uk.

B. Consultation Events and Meetings

Richmond Hill Forum 10th April, 2006

Format: This was a regular meeting of the forum which coincided with the start of the Alternative options consultation period. Richmond Hill is one of the communities surrounding AVL. The forum is attended by local councillors, members of the public and council officers. The Area Action Plan was one item on the agenda.

A 10 minute presentation was given, accompanied by large plans showing the alternative options and context for the plan. This was followed by a 20 minute question and answer session.²

Workshop 1: AVL Stakeholders Held: 11th April 2006, 2.00pm - 5.00pm

Format: This workshop was aimed at Aire Valley Leeds landowners and other local and regional stakeholders, including statutory consultees. 21 individuals attended the workshops representing 16 organisations

The workshop started with an introduction to the Leeds Local Development Framework and the Area Action Plan process. This was followed by four 10-15 minutes Powerpoint presentations covering the following themes:

- The Aire Valley Leeds Regeneration Programme;
- The marketing of Aire Valley Leeds;
- The Alternative Options for the Area Action Plan; and
- Transport issues and options

This was followed by a facilitated discussion on the AAP Alternative Options involved all the participant and the presenters . The discussion was structured around the main options for the AAP: employment uses, alternative uses and transport. This provided the opportunity for participants to give their opinion on the options, raise important issues and asked questions of the presenters.

Attendance list:

Name	Organisation
Nigel Chambers	Atlas Property Consultants
Geoff Goodwill	Chair, Aire Valley Leeds Marketing Group
Mike Boar	DTZ
Rachel Swindells	Leeds Initiative
Ian Williams	Leeds Chamber of Commerce
Andy Haigh	Policy Manager (Planning), Yorkshire and Humber Assembly
John Wignall	Towngate PLC
Robin Gallagher	Towngate PLC

² The summary of the comments made at the event are included within the schedule of comments in Section 3 of this report. This applies to all events.

Name	Organisation
Judith Vokes	Turley Associates
Rachel Furnell	Walker Morris
Bhupinder Dev	White Young Green
Neil Pinner	Yorkshire Water, Land Property & Planning
Stephanie Walden	Yorkshire Water
Medina Inamdar	Corrocoat Ltd
S Swift	Environment Agency
P Medway	N Power/DTZ
A Haigh	Y&H Assembly
I Williams	Leeds Chamber
D Haskins	Metro
Louise Porter	Metro
B Aspinall	Montpellier Estates

Workshop 2: AVL Local Communities
Held: 11th April 2006, 6.00pm - 8.30pm

Format: This workshop was aimed at individuals and organisations from the communities located close to Aire Valley Leeds. Invitations were sent out to community organisations and individuals on the Council's Local Development Framework database. 21 individuals attended the workshop.

The format replicated that used for Workshop 1 (see above).

Attendance list:

Name	Organisation
Michael Healey	Resident
Cathy Gurney	Sure Start Middleton
Sandie Jones	Neighbourhood Learning Project
Carrie Brain	Neighbourhood Learning Project
Darryll Jackson	
Gill Knowles	Hunslet Baptist Church
Helen Lindenmayer	Hunslet Baptist Church
Wilf Higginbottom	Hunslet Baptist Church
Edward Walker	Local resident
Geoff Goodwill	Chair, Aire Valley Leeds Marketing Group
David Richmond	South Leeds Area Management Team
Stephanie Burras	Business in the Community / Leeds Ahead
R. F. Howie	The Oulton Society
Terry Lee	London Container Company
John Crapper	(Civic Society) Oulton Society
David Horner	Re'New
Andy Gubbins	St. Philips
Eric Hammond	Noise Nuisance
Andy Goven	Richmond Community Hall

Name	Organisation
Rus Meetham	Groundwork
A Wilson	Leeds Youth Service

Workshop 3: AVL Leeds City Council Officers **Held: 13th April 2006, 2.00pm - 4.30pm**

Format: This workshop was primarily aimed at officers working for departments across Leeds City Council. There were, however, a few individuals present representing outside organisations who were unable to attend the stakeholder workshop. Their comments are set out in this report.

The format replicated that used for Workshop 1 (see above).

Attendance list (outside organisations):

Name	Organisation
Lester Hill	West Yorkshire Police (Architectural Liaison)
Gerry Gallagher	West Yorkshire Police (Architectural Liaison)
Joanne Gilkes	RSPB

South District Housing Partnership **8th June, 2006**

Format: The Partnership covers the 'south wedge' of Leeds district which includes the electoral wards of Beeston & Holbeck, City & Hunslet, Middleton Park, Ardsley & Robin Hood, Rothwell, Morley North and Morley South. Membership of the partnership comprises of housing organisations working in south Leeds, including the Leeds South Housing ALMO (Arms Length Management Organisation) and housing associations, and Leeds City Council officers.

A 10 minute presentation was given, accompanied by large plans showing the alternative options and context for the plan. This was followed by a 20 minute question and answer session.

The Partnership's comments were incorporated within Re'new's written comments to the consultation.

Attendance list:

Name	Organisation
Bob Howley (Chair)	Leeds South Homes, Board Member
Martyn Broadest	Connections Housing Association
Helen Correy	Leeds South Homes
Jennie Daly	Leeds South Homes
Simon Hale	Belle Isle Tenant Management Organisation
David Horner	Re'New
Huw Jones	Re'New
Mark Ireland	LCC Environmental Health, Neighbourhoods

Name	Organisation
	and Housing
Dave Richmond	LCC South Area Management
Matthew Walker	Leeds Federated Housing Association
Vicki Jagger	Leeds South Homes

Inner South Area Committee **26th June, 2006**

Format: This area committee, covering the electoral wards of Beeston & Holbeck, City & Hunslet and Middleton Park, is one of 10 across Leeds. The membership of each Area Committee comprises all Members who have been elected for wards within the area. The committees are attended by members of the public who are able to comment on proceedings and ask questions of Council officers presenting items. They are designed to act as a focal point for community involvement.

A 5 minute presentation was given, accompanied by a plan. This was followed by a 15 minute question and answer session.

Inner East and Outer East Area Committees

The Inner East Area Committee includes the wards of: Gipton & Harehills, Killingbeck & Seacroft and Burmantofts & Richmond Hill.

The Outer East Area Committee includes the wards of: Garforth & Swillington, Kippax & Methley, Temple Newsam and Cross Gates & Whinmoor.

Format: The *Alternative Options* consultation paper was circulated to members of the respective committees asking for their comments at the request of the committees themselves rather than being presented in person.

Hunslet Gala **24th June, 2006**

Format: The City Council had a display at the Gala which related to the Area Action Plan and the wider Aire Valley Leeds regeneration programme. This informed people how they could find out more about the Alternative Options consultation.

C. Written Responses & Questionnaires

40 written responses were received to the *Alternative Options* consultation. 27 of the respondents completed the questionnaire which accompanied the *Alternative Options* paper and 20 respondents provided additional detailed comments.

A list of the respondents is set out below:

Respondent	Agent	Questionnaire	Comments
Metro			✓
EWS	Scott Wilson	✓	✓
Government Office Y&H			✓
Yorkshire Forward			✓
Highways Agency		✓	✓
Keyland	Jones Lang LaSalle	✓	✓
Environment Agency			✓
Montpellier Estates		✓	✓
Skelton Business Park	Framptons		✓
ISIS Waterside Regeneration	Turley Associates		✓
East Leeds Extension Consortium			✓
Network Rail			✓
Leeds HMO Lobby			✓
South Leeds PCT		✓	✓
Home Builders Federation			✓
English Heritage			✓
British Waterways			✓
AMEC Developments		✓	✓
Aire Valley Leeds Marketing Group		✓	✓
Re'new Partnership / South Leeds Housing Partnership		✓	✓
Yorkshire Water			✓
RWE Npower	Cass Associates	✓	
London Container Services		✓	
Commercial Development Projects		✓	
Corrocoat Ltd		✓	
RSPB		✓	
CPRE		✓	
Countryside Agency		✓	
Leeds Civic Trust		✓	
Sustrans		✓	
Ramblers Association		✓	
Cllr Gail Wardwick, Kippax Parish Council		✓	
Cllr W Morley, Kippax Parish Council		✓	

Respondent	Agent	Questionnaire	Comments
Leeds Initiative (Health)		✓	
Leeds Initiative		✓	
Scholes Community Forum		✓	
Mr S Thompson		✓	
Michael Healey		✓	
Edward Walker		✓	
Oulton Society		✓	

Questionnaire Results

Introduction

This section sets out the results from the questionnaire which accompanied the Alternative Options consultation document. Not all respondents answered every question hence the differing number of responses to each question. Some respondents to the consultation indicated their preference for certain options as part of their written submissions (without completing a questionnaire). Where a clear preference was indicated it has been included in the results below.

The results are based on a small sample but nevertheless represent something of a cross section of those individuals and organisations with an interest in the area, including:

- local residents
- local businesses
- landowners
- statutory consultees
- nearby parish councils; and
- local interest groups.

Employment Uses

The questionnaire asked 8 questions about the approach the AAP should take to allocating employment land in AVL. Options were put forward in the consultation paper one for office uses (3 options) and for industrial / distribution uses (2 options).

Q1. Do you support the principle of reallocating employment land for other uses, where it is shown to be necessary to underpin the regeneration of AVL?

Responses	Yes	No	Don't Know
25	23	2	0

Q2. Do you support the principle of reallocating employment land for other uses, where it is shown that sufficient land remains to meet the long-term needs of Leeds and the wider sub-region?

Responses	Yes	No	Don't Know
26	24	1	1

There is general support for the principle of reallocating employment land for other uses in AVL to underpin the regeneration of the area, providing sufficient land is retained to meet the longer term needs of Leeds.

Q3. Do you support mixed use development which incorporates offices on the fringe of the City Centre?

Responses	Yes	No	Don't Know
26	22	2	2

If yes, which locations are suitable?

Responses	Area 1	Area 2
16	13	11

Over 90% of respondents who gave a view supported the concept of mixed use development incorporating offices. Both Area 1 (The Armouries) and Area 2 (Hunslet Riverside) are considered to be a suitable location for this type of development by the majority of respondents to that part of the question, with Area 1 slightly favoured out of the two.

Q4. Do you consider there is a need/role for new out-of-centre business parks in AVL?

Responses	Yes	No	Don't Know
26	13	8	5

If yes, which locations are suitable?

Responses	Area 4	Area 5	Area 7	Area 8
12	1	6	6	7

Q5. Do you consider there is a need/role for new out-of-centre offices on key frontages in AVL?

Responses	Yes	No	Don't Know
26	12	10	4

If yes, which locations are suitable?

Responses	Area 3	Area 4	Other
12	7	8	1

There was a more mixed response to the need/role for out-of-centre offices in AVL although the majority of those who gave a view favoured the development of further out-of-centre business parks (62%) and offices on key frontages (55%)³.

Area 5 (Skelton Business Park), Area 7 (Leeds Valley Park) and Area 8 (Stourton North) are identified as suitable locations for a business park by a number of respondents. It should be noted that 40 hectares of Skelton Business Park (out of the total site area of 72 hectares) has recently been granted planning permission for

³ Excluding don't knows.

a business park and an office development is currently under construction on the remaining land at Leeds Valley Park.

Area 3 (Skelton Moor Farm) and Area 4 (Bellwood) are identified by a number of respondents as a suitable locations to accommodate office development on key frontages. Skelton Moor Farm now has outline consent for mixed employment uses, including offices. One respondent felt that all key frontages were a suitable location for new offices.

Q6. Which of the following areas should be allocated for industrial and distribution uses?

Responses	Area 3	Area 4	Area 6	Other
19	9	14	8	1

Area 4 (Bellwood) is identified as an appropriate site for an industrial/distribution allocation by the majority of respondents (74%). Area 3 (Skelton Moor Farm) and Area 6 (Haigh Park Road area) have less support with 47% and 42% indicating that they should be allocated for employment respectively. One respondent suggests that industrial/distribution should be located throughout the area.

Q7. Overall which option do you prefer for office use?

Responses	Opt O1	Opt O2	Opt O3	None
28	7	9	10	2

There is little consensus on the preferred options for office uses. 25% of respondents preferring Option O1, 32% Option O2 and 36% Option O3. Two respondents did not support any of the options, instead preferring to see office uses incorporated in mixed use developments throughout the area.

Q8. Overall which option do you prefer for industrial and distribution use?

Responses	Opt IW1	Opt IW2	Other
28	3	24	1

In terms of the approach for industrial and distribution uses, there is strong support for Option IW2 which advocates allocating sufficient land for industrial and warehousing uses to meet the longer term needs of Leeds and re-allocate remaining areas for other land uses.

Alternative Uses

Q9. Do you support mixed use development on the fringe of the City Centre which incorporates housing?

Responses	Yes	No	Don't Know
26	24	1	1

There is strong support for mixed use development incorporating housing on the fringe of the City Centre. This is consistent with the answers given to Question 3

(above) which asked about office uses within mixed use developments in the same location.

Q10. Do you consider there is a need for a new ‘village’ or other large-scale housing development in AVL?

Responses	Yes	No	Don't Know
27	15	5	7

If yes which locations are suitable?

Responses	Area 3	Area 4	Area 4 & 6	Area 5
14	6	4	6	2

Of the 20 respondents who answered the question, 75% agreed that there was a need for a new village or other large scale housing development in AVL. A number of the ‘don’t knows’ indicated that they did not have enough information to be able to answer the question.

In locational terms housing on Area 3 (Skelton Moor Farm) and a combination of Areas 4 (Bellwood) and 6 (Haigh Park Road area) was deemed appropriate by the greatest number of respondents. Area 5 (Skelton Moor Farm) is considered the least suitable.

Q11. Overall which housing option do you prefer?

Responses	Opt H1	Opt H2	Other	Neither
25	7	16	1	1

Option H2 is preferred by the majority of respondents (64%). This option advocates making a large housing allocation in AVL rather than just focusing development on City Centre fringe sites. One landowner commented that neither of the options were suitable preferring a mixed use approach for the major sites.

Q12. Which option do you prefer for leisure development?

Responses	Opt L1	Opt L2	Opt L3	Other
27	7	8	11	1

There is little consensus on the preferred option for leisure uses, although Option L3, which looks to identify a site or sites to accommodate major new leisure development in the wider AVL area, is the most favoured with 41% of respondents supporting it.

Q13. Which option do you prefer for recreational facilities?

Responses	Opt R1	Opt R2	Opt R3	Other
26	2	9	14	1

The recreational options which promoted greater access to and use of the river corridor for recreational purposes received the most support, particularly Option R3 which proposes the establishment of the riverside park along the waterfront. There is

little support for the AAP taking an approach whereby it only safeguards existing access to and along the river corridor (Option R1).

Q14. Which option do you prefer for waste?

Responses	Opt W1	Opt W2	Other
25	13	11	1

There is little consensus on this issue. Comments were made by respondents in respect of the options being difficult to assess because there was no information about potential sites within or outside AVL and this would have influenced their choice.

Transport Questions

Q15. Do you consider there is a role for managed transport and to restrict traffic levels as part of the development package?

Responses	Yes	No	Don't Know
26	24	2	0

If yes, which measures would you support?

Number of Responses	
Restrict access to/from motorways at peak times	4
Use of parking standards	12
Use of 'smarter choice' programmes to influence and inform travel choice	14
Introduction of charges for road use and/or workplace parking	5
Integrated planning of road and public transport capacity	21

92% of respondents feel there is a role for managed transport and to restrict traffic levels as part of a development package. Integrated planning of road and public transport capacity is by far the most popular managed transport measure being supported by 88% of those who answered yes to Q15. Use of 'smarter choice' programmes and parking standards received the support of at least half of respondents. Restricting access from the motorway at peak times and road user charges is much less popular being supported by only around a fifth of respondents.

Q16. Do you support the development of an integrated high quality public transport services for the area?

Responses	Yes	No	Don't Know
26	25	1	0

If yes, how do you believe services should be introduced?

Number of Responses	
Leave the market to respond as use grows with development	1

Provided as an integral part of developments to guarantee availability as soon as sites come into use	9
Pump primed by the development of a dedicated major public transport corridor(s) through the area as a whole	17

There is overwhelming support for the development of integrated high quality public transport services for the area (96%). 85% of respondents felt this should be pump primed through the development of a dedicated major public transport corridor, with around half supporting an approach of providing it as an integral part of development site as they come into use. There is little support for leaving it to the market to determine.

Q17. Do you support the provision of a new North-South road link, including a new river crossing?

Responses	Yes	No	Don't Know
26	21	2	3

Q18. If yes to Q17, should the proposals provide dedicated priority for public transport?

Responses	Yes	No	Don't Know
24	19	3	2

91% of those who responded (21 out of 23) support the provision of a new North-South road link in the area to include a new river crossing. The majority also feel this link should be prioritised for public transport.

Q19. Do you support the provision of a new/improved road link to the north into the EASEL area?

Responses	Yes	No	Don't Know
26	21	3	2

Q20. If yes to Q19, should the proposals provide dedicated priority for public transport?

Responses	Yes	No	Don't Know
23	20	2	1

There is also support (88%) for a new road link from the north of AVL into the EASEL (East and South East Leeds) regeneration area. Again, consistent with answers to Q18, the majority felt it should be prioritised for public transport

Q21. Do you support the development of a high quality pedestrian and cycle route network for the area?

Responses	Yes	No	Don't Know
26	24	2	0

This is overwhelming support for the development of a high quality pedestrian and cycle route network for the area.

Q22. Which option would you prefer for transport?

Responses	Opt T1	Opt T2	Opt T3	Other
29	2	1	24	2

Transport Option T3 (83%) is supported by the majority of respondents, with Options T1 and T2 gaining very little support. Option T3 promotes a planned programme to implement a balanced package of measures geared to support travel plans by providing a mix of public and private transport investments. Other transport options put forward by respondents include “sustainable transport options” and “sustainable transport to include public transport, walking and cycling”. Neither of these suggestions appear inconsistent with Option T3.

APPENDIX 4

Schedule of comments made in response to the Alternative Options consultation

The following schedule includes a summary of all the comments made in response to the *Alternative Options* consultation whether these are written responses or comments made at consultation events and meetings. The comments are grouped together under the following themes:

1. OVERARCHING ISSUES

- a) General approach / Conformity with other plans, policies and programmes
- b) Infrastructure / Remediation / Knostrop WWTW

2. LAND USES

- a) General Employment issues
- b) Offices
- c) Industry / Distribution
- d) Housing
- e) Leisure
- f) Recreation
- g) Waste Management
- h) Retail

3. TRANSPORT

4. AREA SPECIFIC COMMENTS

- a) Area 1 (The Armouries)
- b) Area 2 (Hunslet Riverside)
- c) Area 5 (Skelton Business Park)
- d) Other locations

5. OTHER ISSUES

- a) AAP boundary
- b) Environmental issues
- c) Health issues
- d) River corridor
- e) Urban design issues
- f) Marketing issues
- g) Surrounding communities
- h) Education issues

RESPONDENT	COMMENTS
1. OVERARCHING ISSUES	
1a. General approach / Conformity with other plans, policies and programmes	
Government Office for Yorkshire and the Humber	<ul style="list-style-type: none"> • Have a sufficient range of alternatives been presented? Should more limited overall growth be considered or no growth of certain types of development. • RSS would not support the type and extent of some of the development envisaged. PO will need to conform generally with RSS. • Any plans for significant development of office, retail and leisure uses need to be considered against PPS6 & PPG13 e.g. O3, L3. If there is conflict could be a soundness issue. • Relationship with City Centre AAP in particular extent and type of growth and land uses should be considered. • Are all opportunity areas genuinely open to suggestion for a range of uses?
Keyland Developments Ltd (KDL) (Jones Lang Lasalle)	<ul style="list-style-type: none"> • Subsidiary of Kelda group (KG), the holding company of Yorkshire water (YW). KG own 182 ha of land in AVL, KDL own 46ha of that: <ul style="list-style-type: none"> - ensure activities do not impinge on the ability of YW to meet their ongoing statutory obligations – to provide water and sewerage services - influence development plans to ensure that environmental constraints and opportunities are taken into account and - optimise the value of surplus assets. • The consultation paper fails to grasp the real issues. • Regeneration should be consistent with the Government's Urban Renaissance and sustainable communities' agenda. • Concern that this document will be a pre-cursor to the Preferred Options which will not implement the Strategic Vision (2002) because it: <ul style="list-style-type: none"> - fails to highlight and facilitate the unique opportunity - fails to take account and manage the impact of the significant environmental constraints, infrastructure and remediation costs - lacks the foundation of sound master planning – wide mix of uses • The AAP must consider what land uses can be achieved to maximise regeneration benefits before land use patterns are defined by existing constraints. • To ensure the AAP is sound a masterplan and attributable costs need to be established via a study. • There has been lack of consultation with landowners and key stakeholders. • No indication of delivery or viable procurement. • KDL is concerned that there are insufficient public sector funds or resources to facilitate the master planning and deliver the

RESPONDENT	COMMENTS
	<p>objectives.</p> <ul style="list-style-type: none"> • A masterplanning exercise needs to be undertaken to: <ul style="list-style-type: none"> - address economic physical and social issues - introduce a wide range of uses including leisure and retail. - create 1 or 2 centres to support balanced regeneration - provide a sustainable transport package - address the impact of odours - introduce a phasing plan - establish costs • The AAP fails the test of soundness – as it does not set out the evidence base to identify options and in accordance with paragraph:4.24, 4.9, 3.6 of PPS12. • KDL is committed to participate in the delivery of this unique opportunity for a planned, sustainable, mixed use dev and asks that LCC work with key landowners in the development of a masterplan for AVL that can inform the PO early next year.
<p>Re’new & South District Housing Partnership</p>	<ul style="list-style-type: none"> • To what extent is it realistic to expect to achieve an uplift in land value to the extent that abnormal infrastructure costs can be delivered? Is there opportunity for public sector pump-priming for defined priority projects?
<p>ISIS (Turley Associates)</p>	<ul style="list-style-type: none"> • Need for City Council to make a clear statement on how the various land uses and infrastructure requirements can be developed along side each other. • Need for Partnership Working.
<p>Montpellier Estates</p>	<ul style="list-style-type: none"> • RSS Policy LCR2 D relates to the AV as an economic development opportunity and EASEL as a housing regeneration opportunity. Does not believe that RSS envisages significant residential development in the AV.
<p>Skelton Business Park (Framptons)</p>	<ul style="list-style-type: none"> • The AAP fails the test of soundness (PPS12 para 4.24), strategies, allocations and policies must be founded on a robust and credible evidence base. There are unrealistic expectations about the availability of infrastructure transportation and resources (PPS12 para 4.9). • The Council has failed to deliver a regeneration programme for the Aire Valley over a number of years i.e. it has nor been able to issue planning permission in the AV for several years. There is no indication that the financial or personnel resources are available. • AAP represents a series of separate land allocations whereas AV is of a scale where mixed use planning can be achieved - a master planner is required. • There should be an emphasis on mixed use development on major sites including Skelton.

RESPONDENT	COMMENTS
Yorkshire Forward	<ul style="list-style-type: none"> • RSS support for idea that AV is sub regionally significant employment regeneration terms.
Richmond Hill Forum (10/4/2006)	<ul style="list-style-type: none"> • What are the links between the AAP and the Strategic Vision of 2002 which promised deliver jobs, public transport and environmental improvements?
1b. Infrastructure / Remediation / Knostrop WWTW	
Government Office for Yorkshire and the Humber	<ul style="list-style-type: none"> • Evidence required to support the scale of land likely to be needed for different types of development e.g. genuine need (ELR). Also needed to justify associated infrastructure required. If development required to fund infrastructure/remediation is not normally acceptable must justify. Is the step change justified if it requires a disproportionate amount of fund-generating development. Detailed evidence needed for remediation and KWWTP works.
Keyland Developments Ltd (KDL) (Jones Lang Lasalle)	<ul style="list-style-type: none"> • No expectations about the delivery of infrastructure etc i.e. evidence to support a new treatment plant. • YW has indicated that its current investment programme will result in the removal and replacement of the filter beds (removing any risk of fly emergencies). However, odours (reduced) will still be a problem for <u>much</u> of the area – further mitigation (not removal of the filter beds) could be carried out if financed by developers from enhanced land values. A new treatment plant is not part of YW’s current proposals. • YW/KDL has not received evidence of remediation costs. Some work has been undertaken by YW/KDL which indicates that the costs referred to are unrealistic. • Added value needs to be balanced against infrastructure costs.
Home Builders Federation	<ul style="list-style-type: none"> • Inappropriate to identify sites when such significant infrastructure requirements are undetermined which may bring into question viability of development.
Montpellier Estates	<ul style="list-style-type: none"> • The stated objectives of AVL is to secure new investment and jobs and to promote an access to employment networks to maximize opportunities for jobs and training and to support new and existing businesses. • Accept that the Works and former sludge lagoons represent a constraint. Remediation of the lagoons which are heavily contaminated would allow further development land to be realised. • Kelda is privately sector utility company-why would public sector or planning gain be diverted to benefit Kelda. If this is in the public interest who is scrutinising the costs on behalf of the council; what are the full costs and benefits of such investment. This should not be at the cost of loss of employment land-major

RESPONDENT	COMMENTS
	<p>leisure and residential use to fund this change is not sustainable. More effective use would be to spend on other major transport works. There is no need for higher value uses to be physically located in the AVL for the benefit to be recycled into Knostrop or any other projects.</p> <ul style="list-style-type: none"> • If AVL is to accommodate the manufacturing and distribution uses why does KWWTW need to be moved or remediate to such an extent over and above the standard that Kelda are statutorily obliged to meet.
<p>Skelton Business Park (Framptons)</p>	<ul style="list-style-type: none"> • The council estimate of £250 million for a new treatment plant and cleaning up of contaminated land associated with KWWTW. This must be based on a credible estimated of costs including source of calculations, basis for calculation, date, phasing and credible analysis that the land uses identified can support these costs and requirements. Costs might indicate the development to be unviable-Yorkshire Water have already indicated that the possibility of housing on or near the filter beds is very unlikely. Public and development industry can derive no confidence from this lack of evidence. In the absence of the availability of resources KWWTW is not realistic and should not be pursued further. The public interest is not well served by visions having little prospect of delivery. The council should put forward options that are realistically achievable and should not expect developers and investors to make commitments if viability of development is uncertain or at risk by planning constraints i.e. via the Highway Agency.
<p>Yorkshire Water</p>	<ul style="list-style-type: none"> • Works will be taking place at Knostrop WWTW between 2006 and 2010 to ensure compliance with the Freshwater Fisheries Directive (FFD) by 2010. The scheme will provide environmental benefits with respect to water quality within the River Aire and modern treatment technology will allow us to reduce the overall footprint of the works. This applies only to the High Level works. • Also undertaking a project designed to improve odour control at the site. This will install new plant in the High and Low Level sludge processing areas and on the storm tank mixers. The scheme mitigates existing odour levels but will not eliminate it. • Also completing restoration work to No. 1 lagoon. • History of odour complaints associated by WWTW. Most come from First Direct offices (1km away) and the car auction on Pontefract Lane. • May assist to take into account what YW believes to be the threshold for acceptable odour limits with regard to residential and similar (hotels, offices) development. • The odour concentration at the detection threshold is defined to be $1 \text{ ou}_E^{\text{m}^{-3}}$. It is impossible to measure odour at this level. Research suggests that few complaints are received at

RESPONDENT	COMMENTS
	<p>exposures below $5 \text{ ou}_E^{\text{m}^{-3}}$. Thames Water's Reading site was designed to achieve $5 \text{ ou}_E^{\text{m}^{-3}}$ at the nearest receptor. Suggest a threshold of $5 \text{ ou}_E^{\text{m}^{-3}}$ is utilised for residential development but may still generate a small number of complaints. Different thresholds may be suggested by other consultees.</p> <ul style="list-style-type: none"> • Odour modelling undertaken by YW suggests that of the 8 Key Development Sites identified in the AAP, Areas 3 (Skelton Moor Farm) and 4 (Bellwood) would fall entirely within the zone shown to have odour levels above $5 \text{ ou}_E^{\text{m}^{-3}}$. Area 5 (Skelton Business Park) would be significantly affected whilst Area 6 (Haigh Park Road) would be partially impacted. Modelling was based on a post odour control scenario. • Recommended that land use decisions within the AAP should be based on odour modelling that takes into account changes in the layout of the WWTW. This would be in accordance with PPS23. • Strongly support a sequential approach to infrastructure provision to allow release of sites for development. This will maximise the opportunity to ensure that adequate water and sewerage infrastructure is in place, prior to commencement or occupation of the development. • A sequential approach will allow YW to align development with its 5 year investment plans. Would expect any shortfall in funding to be met by the developer via a legal agreement. • Knostrop processes currently go beyond what is required by statute rather than meeting minimum requirement as stated in the AAP consultation document. • Correct that major and expensive works would be needed to mitigate malodour, we are unsure how the figure of £100m quoted in the AAP has been calculated. • A figure of £250m is quoted here with respect to overcoming infrastructure shortcomings and the presence of the WWTW. Not clear how this figure has been derived. • AAP expresses the desire that the filter beds are replaced with new enclosed plant. There appears to be a misunderstanding that the filter beds are the primary source of odour when it is the sludge processing operation that causes most malodour. Likely that a proportion of the filter bed area will be released within the next 5 years. However, a section will have new plant built on it as part of the FDD scheme, whilst we wish to retain a further area for "future proofing". • Knostrop No 1 lagoon is currently being restored to mitigate levels of contamination. There are currently no plans to release it from YW operational land for redevelopment. If this situation changes further remediation would be required for built development.
<p>AVL Workshop 1 (11/4/2006)</p>	<ul style="list-style-type: none"> • Should be careful not to underestimate the costs involved at Knostrop WWTW. 4,000 homes will also need waste services.

RESPONDENT	COMMENTS
AVL Workshop 2 (11/4/2006)	<ul style="list-style-type: none"> • How can higher land values in one area be used to pay for infrastructure improvements elsewhere in the area?
2. LAND USES	
2a. General Employment issues	
Government Office for Yorkshire and the Humber	<ul style="list-style-type: none"> • Relationship with YF Cluster Development strategy needs to be explained.
British Waterways	<ul style="list-style-type: none"> • AVL should remain predominantly an employment area. • Heavy industry in areas with good access to the motorway and B1 in waterside locations – perhaps target technology/knowledge based industries – where the waterside location provides an enhanced working environment.
Re’new & South District Housing Partnership	<ul style="list-style-type: none"> • What is the commitment to particular business clusters as proposed within the City Growth Area – for instance, certain high-tech clusters could offer a cross between office/lab/light manufacturing which could potentially be good for the image of AVL and compatible with a range of other uses including residential?
Yorkshire Forward	<ul style="list-style-type: none"> • RSS support for idea that AV is sub regionally significant employment regeneration terms. • Must be match between employment and skills and economic regeneration for the local community.
Montpellier Estates	<ul style="list-style-type: none"> • The area has been focus of employment/economic development strategies. The ELLR will create certainty and allow developers / landowners to plan for employment uses. • Yorkshire Forward consider AVL as an employment location. • AVL website say it’s the mostly significant area for new investment and employment for 29k new jobs in 10-15years as the economic heart of Leeds. • There is unsatisfied demand from Leeds employers for industrial property requirements. AV can stem loss of manufacturing and distribution allowing businesses to relocate particularly from city centre locations. • Whilst B1, B2, B8 needs will vary over time there is still need to provide employment land within Leeds to meet market led demands. • Concern is expressed that developers will hold back land on the off chance that housing or higher values are on offer from options document. This will delay implementation of schemes and hinder development of AVL for employment uses. Changing the land use mix significantly away from B1, B2, B8 to residential/leisure dilutes the offer/brand of the AVL as an employment location.

RESPONDENT	COMMENTS
	<ul style="list-style-type: none"> • Leeds Growth Area and RES are based on business clusters which require good land supply. Support work of Leeds and YF to identify and nurture business clusters and land to be made available for businesses to expand. An example is the Advanced Manufacturing Park at Waverley Rotherham. It does not need to be restrictive as Rotherham but at least hold the line in relation to B1, B2, B8 if clusters in Leeds area to develop. This will ensure the Council and Yorkshire forwards approach to cluster growth policy can be delivered within the broad parameters of B1, B2, and B8. • There is a fine balance between the rigidity of a narrow industry sector and policy capitulating to higher value land uses. Policy should allow the flexibility for developers to deliver premises required by the occupier market (B1, B2, and B3) this is the best for long term growth. • Advancing other uses i.e. housing and leisure will undermine the cluster growth aims; create uncertainty with landowners/developers who will not develop today but tomorrow in the chance of higher land values in the future; the Council by advancing these options is contributing to the hindering effect. • Support for 'Business as usual' scenario. This does not mean this is a secondary approach there are exciting and challenging times under the business as usual scenario. • There is scope to provide high quality high value development along the new road without remediation of Knostrop-there is scope under existing B1, B2, B8 to provide office and mixed use development closer to the City Centre; high quality business parks removed from Knostrop with general manufacturing distribution closer to Knostrop.
<p>The Oulton Society</p>	<ul style="list-style-type: none"> • It is essential to provide suitable jobs and skills for local people – this would also reduce transport difficulties.
<p>RWE Npower (Cass Associates)</p>	<ul style="list-style-type: none"> • Allocations in the adopted UDP will inevitably influence the AAP. Some allocated sites progress has been made on planning and implementing employment uses. This needs to be recognised. On other sites employment use is neither practical nor likely – these might be considered for other uses.
<p>AVL Workshop 1 (11/4/2006)</p>	<ul style="list-style-type: none"> • Market will determine demand for employment uses. Need to allow local firms to grow <u>and</u> provide an opportunity for inward investment • Should allocate land for all B-uses rather than differentiating sites for offices (more flexible) • Need to look at the capacity for existing businesses to expand and what capacity is brought forward by the following schemes and illustrate this: <ul style="list-style-type: none"> - Leeds Valley Park

RESPONDENT	COMMENTS
	<ul style="list-style-type: none"> - ELLR - Bridge Crossing - Other infrastructure • Need to consider what types of business we want? Is it sheds or should we be exploiting links to universities and encouraging higher value uses? • Need to share the recommendations of the Leeds City Growth Strategy – growth held back by premises constraints particularly freehold. • Although there is an oversupply of employment land – is it of the right type? • RSS – The region has far too much employment, some of it in the wrong place. Guidance to local authorities is that there may be a need to reorganise their portfolios.
AVL Workshop 2 (11/4/2006)	<ul style="list-style-type: none"> • Is the Knostrop issue moving the AAP away from considering the most appropriate uses? • Where do existing employees in Aire Valley come from? There is no guarantee that employers will give jobs to local people. Are we doing enough in this respect?
Inner South Area Committee (26/6/2006)	<ul style="list-style-type: none"> • Objection to options which would result in a loss of employment land.
2b. Offices	
Government Office for Yorkshire and the Humber	<ul style="list-style-type: none"> • Questionable that office development would make public transport more viable without complementary measure to discourage or restrict car use.
Highways Agency	<ul style="list-style-type: none"> • Option O1 is the most desirable as it assists in creating linked trips. Office development viable within walking distance of central bus station. • Office development in fringe locations and on public transport routes preferred to out of centre locations. However, public transport access to office development can be more viable than industry e.g. office working hours rather than shifts and greater employment densities.
Environment Agency	<ul style="list-style-type: none"> • Office development within the city centre and its fringe (O1 and O2) would increase the risk of flooding. All the O3 sites have potential flooding constraints except Leeds Valley Park.
English Heritage	<ul style="list-style-type: none"> • Option O1 – There are a number of listed buildings in the Fearn’s Island area. There is a need to ensure that proposals, particularly those proposing tall buildings – will not have an adverse effect upon these historic assets. • Option O3 – Have significant reservations about the impact which development of office buildings at certain locations with Skelton Moor Farm, Bellwood and the Skelton Business Park

RESPONDENT	COMMENTS
	<p>upon the Registered Historic Park and Garden at Temple Newsam and on the views from its principal building.</p>
<p>EWS (Scott Wilson)</p>	<ul style="list-style-type: none"> • Within Hunslet East site the western end has the greatest potential for office use as it would have a frontage onto South Accommodation Road and could screen industrial uses behind. • Option O3 is supported. If mixed use areas and communities are to be developed then residents in the AVL area will need a variety of employment opportunities readily available to them, without having to travel into the city centre.
<p>Metro</p>	<ul style="list-style-type: none"> • Office development within walking distance of railway station should also include along key public transport alignments. • Out of centre should only be allowed in the vicinity of key transport links
<p>Network Rail</p>	<ul style="list-style-type: none"> • Suggest it somewhat bizarre that the development of J45 for out of town offices can even be contemplated when so much brownfield land still lies available, throughout the city. Motorways are a means of transport between cities not to act as a focus for development themselves. Development at J45 would only feed the congestion problem. The City centre should be maintained as the focus office development at the hub of extensive local passenger train services and bus network. (Question 7 Option O1)
<p>Aire Valley Leeds Marketing Group</p>	<ul style="list-style-type: none"> • Although all the locations listed are suitable, not all of them should be allocated for office use. Too many office locations in AVL would be inappropriate. Choice is good, but the market can only take so much. If too many locations were earmarked for these uses, it would dilute the attraction of the individual sites. The consequent risks and uncertainties could well prove to be a deterrent to implementation, particularly in view of the high infrastructure costs to be incurred 'up front' in opening up the sites. • The range of uses in some of these locations may change as a consequence of (i) PPS6 (ii) consultation process (iii) the City Council's HMA and ELR (iv) market forces e.g. housing and leisure uses may need to be considered. Reference should be made to existing office consent and the fact that Leeds Valley Park is already part developed. • Should exclude Option O1, as it is important for AVL to have a range of office locations. These sites will be within easy walking distance of other modes of public transport and close to where people live in and around AVL.
<p>Yorkshire Forward</p>	<ul style="list-style-type: none"> • O1 - Should be in sustainable locations accessible to residents by sustainable modes of transport to support

RESPONDENT	COMMENTS
	<p>regeneration/renaissance and reduce travel particularly by car. Sites should be accessible from the City Centre in line with PPS6 to support vitality of City Centre and renaissance</p> <ul style="list-style-type: none"> • O2 - Key consideration should be to provide full range of office and business use. It might be an option 2 if part of mixed used development but only in supporting locations in city centre and only if well served by public transport to surrounding communities • O3 - It is acknowledged that a separate market exists for out of centre offices; in providing a buffer to housing uses and in supporting viability of public transport. • However out of centre demand may be being met elsewhere and evidence for the O3 approach would be needed. May increase use of private car, increase congestion, worsening air quality and reduction in benefits to local community as people will commute from elsewhere.
Yorkshire Water	<ul style="list-style-type: none"> • Broadly support Option O3. Have concerns regarding location of B1 uses in relation to proximity of the WWTW, particularly Areas 3 and 4. The options appraisal suggests this disadvantage could be overcome by provision of a new treatment plant and that office development would provide a higher value use which could help pay for new infrastructure. The Council must demonstrate that sufficient value could be released to pay for the works required to eliminate the impacts of the WWTW.
AVL Workshop 1 (11/4/2006)	<ul style="list-style-type: none"> • Leeds Valley Park and Skelton Business Park provide an opportunity to create something different in the market including a landscaped, high quality environment. • There are two different markets for office (out of centre and City Centre). • Offices located close to the motorway give rise to traffic generation issues.
AVL Workshop 2 (11/4/2006)	<ul style="list-style-type: none"> • Skills Audit – what did it reveal in terms of employment aspirations?
2c. Industry / Distribution	
Highways Agency	<ul style="list-style-type: none"> • Option IW1 would allow for a large area of industry which could benefit from businesses clustered together resulting in fewer HGV trips. Needs to be carefully planned for public transport. • Option IW2 lends itself well to the notion of creating sustainable mixed communities. Balance and location of other uses needs to be carefully considered.
EWS (Scott Wilson)	<ul style="list-style-type: none"> • The Hunslet East site supports three general industrial uses, all of which are industrial (B2) uses. • Option IW2 is the most appropriate approach given that residential development has been approved at Hunslet Mills. Reallocation of remaining sites in the wider area for alternative

RESPONDENT	COMMENTS
	<p>uses would provide more amenable living conditions and support the aspirations of PPS1.</p> <ul style="list-style-type: none"> • Need to maintain a range of site sizes and types across the whole of Leeds rather than focusing on one area of the city. Expanding businesses in other areas of the city may not wish to relocate to the other side of the city for workforce reasons.
Metro	<ul style="list-style-type: none"> • IW2 favoured as it enables a greater land use mix.
Aire Valley Leeds Marketing Group	<ul style="list-style-type: none"> • B2/B8 planning consents for parts of Bellwood and Skelton Grange will need to be reconciled with other potential uses under consideration • Part of the Haigh Park Road area may also be suitable
Yorkshire Forward	<ul style="list-style-type: none"> • Benefit of AV is the provision of large sites not found elsewhere in the region and close proximity to the motorways • Need in AV to get away from traditional industries including provision of wider range of office and business use • However proposal needs to be satisfied that a plan is required for long term needs particularly if manufacturing clusters are not to be compromised.
Leeds Civic Trust	<ul style="list-style-type: none"> • Accept infrastructure has to be funded but it is not appropriate to lose some of the last appropriate sites in the City. Would not want to see significant reallocation.
Yorkshire Water	<ul style="list-style-type: none"> • Support Option IW2. Land that is most affected by the presence of the WWTW is generally suited to B2 & B8 uses (although would have concerns about food processing in these areas)
AVL Workshop 2 (11/4/2006)	<ul style="list-style-type: none"> • What are the land values of hi-tech business parks compared to other uses? • What happens to traditional industrial uses such as container depots? They have got to go somewhere and Leeds is one of the busiest parts of the country for container transport • Industry / Distribution may be better for local residents in terms of accessing employment.
2d. Housing	
Government Office for Yorkshire and the Humber	<ul style="list-style-type: none"> • Would housing be viable in all areas put forward bearing in mind competing sites and remediation and new infrastructure requirements • Affordable housing will need to be addressed • Balance between housing and employment on the fringe of the City Centre needs careful consideration • Has consideration been given to provision of land for gypsies and travellers.
Highways Agency	<ul style="list-style-type: none"> • Option H1 is more sustainable in its proximity to a wide range of

RESPONDENT	COMMENTS
	<p>employment.</p> <ul style="list-style-type: none"> • Option H2 A and B would require new community and social infrastructure. Impact of HGV traffic during construction needs to be taken into account – therefore cautious. • Option H2 C would not be acceptable in terms of sustainability and impact of the strategic highway network. Mixed use scheme could be more acceptable than just offices because the number of vehicle trips would be lower.
Environment Agency	<ul style="list-style-type: none"> • City Centre has a high risk of flooding. Increase more vulnerable uses such as residential into these areas will increase the risk. Need to consider the biodiversity implications of development in the Armouries and Hunslet Riverside area (Areas 1 & 2). • The following environmental constraints identified: <ul style="list-style-type: none"> - Skelton Moor Farm – watercourses on site, native crayfish – requires large set back zones - Bellwood / Haigh Park Road – Large proportion of site at high risk of flooding – represents worst site only to be considered if sequentially preferable sites exhausted; very high conservation value along river side; former landfill site; No1 lagoon currently being capped to reduce pollutants (would not be stable enough to support housing under current scheme) - Skelton Business Park – Adjacent to area of high flood risk (south west of site)
English Heritage	<ul style="list-style-type: none"> • Options H2A and H2C could both impact upon the setting of Temple Newsam. Any residential development of this area should include the requirement for the creation of a landscaped buffer along the park's boundary.
East Leeds Extension Consortium (Dacre Son & Hartley)	<ul style="list-style-type: none"> • Generally supportive of development of the fringe of the city centre that incorporates housing development • Have concerns that the Council is using an AAP to introduce the concept of new settlements that have not been adopted in the UDP Review and have not been considered and emerged from a wider LDF Core Strategy Sustainability Appraisal. Does not conform with the sequence for allocating major housing sites as part of the LDF process.
British Waterways	<ul style="list-style-type: none"> • Some waterside areas suitable for high quality, high density housing.
Metro	<ul style="list-style-type: none"> • Housing supported as it may encourage people to live and work in AVL. Need to link such areas with employment opportunities – developer contributions should fund public transport infrastructure. • Skelton Business Park is the least desirable location, being separated by the M1 from the rest of AVL and its proximity to

RESPONDENT	COMMENTS
	<p>the motorway could result in high levels of road based commuting into the city.</p>
<p>Network Rail</p>	<ul style="list-style-type: none"> • Support H1 (Question 11) – providing it reflects the UDP Review inspector’s recommendation.
<p>Aire Valley Leeds Marketing Group</p>	<ul style="list-style-type: none"> • Whilst such development should integrate with its surroundings, it should also become a destination in its own right. It would need to be of sufficient size to become a sustainable community, capable of supporting public transport, schools and other facilities. • May be that only part of the Haigh Park Road area is suitable. • Skelton Moor Farm is not an appropriate location for large-scale housing, and that the size and location of the site represents an early opportunity to provide employment generating development to coincide with completion of the ELLR.
<p>Re’new & South District Housing Partnership</p>	<ul style="list-style-type: none"> • South District Housing Partnership supports affordable housing in the area, whilst also recognizing the need to attract developers who can contribute to infrastructure costs. Affordable housing could offer a mix of rental, sub-market sale and shared equity models. • There should be scope within AVL for new housing, a new village in the area proposed would link well with the emerging M62 housing market between South-East Leeds and North Wakefield (Castleford/Pontefract etc). • The proposal for housing on the site close to Halton Moor would provide greater connectivity for Halton Moor and provide the opportunity for a mixed tenure ‘housing ladder’ approach to be put in place providing ‘pathways’ from social rented housing through intermediate shared equity/sub-market rented housing to full market housing for sale. • However, the potential housing developments identified are planned for a long time into the future and are highly dependent on action being taken on the sewage treatment works. Accordingly it is hard to fully respond as so much could happen in housing market terms between now and when development would be likely to take place. It may be prudent to keep those proposals under review.
<p>Home Builders Federation</p>	<ul style="list-style-type: none"> • Generally supportive of housing on the fringe of Leeds City Centre. • Concern about any alternative sites which refer to a ‘village’ without robust evidence to support such a commitment. • Not appropriate to limit housing to the 2 options without further information. • Would have concerns about new housing allocations being advanced ahead of existing commitments and allocations.

RESPONDENT	COMMENTS
	<ul style="list-style-type: none"> • Would have concerns about new allocations being promoted in advance of a Core Strategy Sustainability Appraisal which will identify and test strategic options. • HMA must be done to provide robust evidence base to support locations of new development. HBF need to be involved from the start.
Yorkshire Forward	<ul style="list-style-type: none"> • Support for wider range of uses to provide for mixed balanced, communities attracting inward investment to fund infrastructure costs. • Scale of housing provision needs to be carefully balanced for maximum opportunity for local people but does not impact negatively on areas suffering from low demand. • Balance to be struck between employment and residential so that long term employment use is not lost to residential. • Locational choices should be governed by sustainable modes of transport i.e. cycling, walking and accessibility to City Centre services. • A quality location can be provided by the city centre waterfront area improving the visibility and viability of the area. • New residential development needs to be supported by local facilities and services to ensure quality of life and reduce the need to travel. However any new retail/leisure facilities must be of an appropriate scale which will not undermine role of the city centre. • Housing should not be located adjacent to the motorway network - such locations will encourage commuters, congestion and impact on air quality.
Leeds HMO Lobby	<ul style="list-style-type: none"> • The AAP should consider whether student housing developments are a suitable land use in line with the UDP Review Policy H15A and whether they should be specifically provided. Policy H15A supports development sites in five criteria concerned with transport, connections, viability, integration, regeneration and impact on local housing stock. • Support a mix and balanced community of students and advance the Option H2 for new student accommodation and specifically: <ol style="list-style-type: none"> 1. Area 1: The Armouries as this already functions as a popular choice for the development of student accommodation. 2. Area 2: Hunslet Riverside - UDP proposed alteration 15/014 indicates that the Strategic Housing allocation will take into account the opportunity for student housing development. Part of Cross Green/East End has been identified as having advantages as a location (Unipol Student Homes, Jan 2006). 3. Areas 4&6 Proposed new village in the Aire Valley. Would support student housing on the grounds of mix, sustainability and in terms of the market needs of the 2 HEI's in Leeds. In

RESPONDENT	COMMENTS
	<p>terms of housing types the student market is changing with older students, students for overseas, some with families. Area 4 & 6 are therefore supported.</p>
Montpellier Estates	<ul style="list-style-type: none"> • The AVL HMA indicated that housing was viable in the AVL, could deliver higher values close the funding gap and could be done without adversely impacting on surrounding housing markets. Would question all parts of this conclusion. • Viability here would only be about phasing, infrastructure and providing of community facilities. • Question whether housing could deliver values to pay for a new Knostrop plant and remediation-needs more analysis it should not be at the expense of loss of employment land. • In respect of EASEL, a competing major residential scheme must have an impact on the delivery of EASEL both in terms of market prices and resources.
Skelton Business Park (Framptons)	<ul style="list-style-type: none"> • A new village is not realistic in the context of AV forming a major urban extension to Leeds. There is no sound reason why 4000 dwellings form a threshold. The AVL HMA report Nov 2005 has suggested 2500 to justify a reasonable level of local services. A sustainable pattern of development can be achieved with less numbers with leisure and employment uses. • The new village concept should be abandoned in favour of substantial residential uses within major mixed use schemes throughout the AV.
Yorkshire Water	<ul style="list-style-type: none"> • Based on recent modelling, it appears that all of Area 3 (Skelton Moor Farm) would be subject to unacceptable odour levels. • YW would object to any proposals for residential development within the areas of 4 and 6 shown in the AAP. • Further modelling would be required, but based on existing data, it is possible that a small proportion of Area 5 could be allocated for housing.
AVL Workshop 1 (11/4/2006)	<ul style="list-style-type: none"> • Is there a contradiction between introducing new housing and the Aire Valley's employment role? • How do the housing options fit with the Regional Spatial Strategy? • Housing types – Is family housing deliverable in the City Centre and can Aire Valley fill the gap? • Are housing pressures pushing out City Centre offices? • What is the impact of retail facilities in land use terms. For example if a new housing village were to provide a neighbourhood centre would it increase the overall land take to more than 80 hectares? • What is the impact of the proposals on health and inequalities e.g. access to services, ageing population?

RESPONDENT	COMMENTS
AVL Workshop 2 (11/4/2006)	<ul style="list-style-type: none"> • Need to build affordable housing for local residents (70% of houses)
Inner South Area Committee (26/6/2006)	<ul style="list-style-type: none"> • Objection to more housing development in South Leeds to replace proposals at Thorp Arch and the East Leeds Extension.
2e. Leisure	
Government Office for Yorkshire and the Humber	<ul style="list-style-type: none"> • Out-of-centre major leisure is questionable in terms of PPS6/PPG13 and has an implication for car journeys.
Highways Agency	<ul style="list-style-type: none"> • Relaxed about principle of leisure uses provided they are commensurate with planning policies and are aimed at meeting the needs of local communities.
EWS (Scott Wilson)	<ul style="list-style-type: none"> • Recognised that a mixed use area with cinemas, restaurants, bars and cafes could be developed in the AVL area. Option L2 is preferred over Option L3 as a means of developing mixed use communities rather than sterile areas of single use.
British Waterways	<ul style="list-style-type: none"> • Target Thwaite Mills.
Metro	<ul style="list-style-type: none"> • L1 and L2 will require adequate provision of PT routes. • L3 is not supported – such levels of trips better located in the city centre/fringe.
Leeds HMO Lobby	<ul style="list-style-type: none"> • Support Option L1 focus new leisure development in locations within or edge of the City centre - there may be potential for leisure activities on the fringe of the city centre including Aire Valley. This would also increase demand for leisure services but also provide a labour force.
Montpellier Estates	<ul style="list-style-type: none"> • New major leisure schemes including new arena/conference /exhibition facilities and/or casino are contrary to PPS6 as they are main town centre uses. These facilities can best be met by major development in the City Centre. Research has shown that a regional casino could displace 35% of the night time economy of a city such as Sheffield. • The PMP report on Leeds Concert hall, Arena & Music Facilities Feasibility Study has indicated that the potential for this would be greater in an inner city site and as such major leisure development should be struck out of the alternative options. • Reasons for advancing higher values for major leisure to pay for treatment works and remediation may be a step change but in the wrong direction if it undermines the vitality of the city centre. • Keeping out of town options for major leisure is creating uncertainty undermining development of city centre projects; and opening the council to procurement difficulties and judicial review and should be dropped from the alternative options.

RESPONDENT	COMMENTS
Skelton Business Park (Framptons)	<ul style="list-style-type: none"> Leisure uses on a regional or sub regional scale should be considered.
Leeds Civic Trust	<ul style="list-style-type: none"> AVL is not an appropriate location for destination leisure due to reliance on car access and limited support facilities. Also competition with Xscape.
2f. Recreation	
Environment Agency	<ul style="list-style-type: none"> REC1, 2 & 3 not mutually exclusive. Strong support for creation of a new park along waterfront. Would create biodiversity benefits and reduce flood risk. Creation of a linear park, paths and cycle lanes may impinge upon wildlife refuge area and would need to be done with substantial biodiversity advice. Potential to encourage more angling. Immersion sports are mentioned but the River Aire is not a designated bathing water. Suggest further information is sought on whether waters would be suitable for leisure pursuits mentioned.
English Heritage	<ul style="list-style-type: none"> Welcome the proposal to provide better linkages between the existing cultural and recreational assets of the area.
EWS (Scott Wilson)	<ul style="list-style-type: none"> The Hunslet East site is in a key location, including a significant stretch of waterfront. There is opportunity to formalise access along the site boundary. Opportunity to develop the river corridor as an attraction in its own right and as part of a strategic green corridor for movement of people, flora and fauna, and goods into and out of the city centre.
Metro	<ul style="list-style-type: none"> Recreation proposals supported providing they do not generate excessive trips.
Ramblers' Association, Leeds Group	<ul style="list-style-type: none"> The Waterfront Biodiversity SPD need to be taken into account, to ensure there is no conflict between the two documents, particularly in relation to access versus habitat protection. Wish to protect access but recognise that safeguarding habitats may be necessary. In such case would wish to see alternative access points and/or crossing of the river/canal.
The Oulton Society	<ul style="list-style-type: none"> High quality landscaping throughout the development is just as essential as the type of numbers of businesses created.
Leeds Civic Trust	<ul style="list-style-type: none"> Need to build upon existing parks and recreation areas such as Thwaite Mills – limited cash for maintenance of existing so unwise to build much more.

RESPONDENT	COMMENTS
Michael Healey	<ul style="list-style-type: none"> Supports a walking/cycling route from the Royal Armouries past Skelton Lake.
Yorkshire Water	<ul style="list-style-type: none"> Support the recreational use of the water corridor e.g. for rowing or angling. Concerns with regard to Option REC3 as the proximity of the works could cause serious loss of amenity to casual recreational users of a park. YW would not object if the park is located upstream of the WWTW.
AVL Workshop 2 (11/4/2006)	<ul style="list-style-type: none"> Need linkages to the riverside from Hunslet.
2g. Waste Management	
Government Office for Yorkshire and the Humber	<ul style="list-style-type: none"> Without identifying areas in W1 it may be difficult for stakeholders to compare. Important to resolve SEP issues asap.
Environment Agency	<ul style="list-style-type: none"> Aire Valley would be ideal for a Sustainable Waste Park given links to the motorway network. Actual location would be dependent on other development.
EWS (Scott Wilson)	<ul style="list-style-type: none"> Concept of a Sustainable Energy Park is supported and the AVL area would be wholly suitable location. With consideration the SEP could be located within an industrial area away from high quality employment and residential areas. The Hunslet East site could potentially support the SEP as the location for a waste transfer station. The site would be well suited to supporting the transfer of waste were to be brought in by rail.
Metro	<ul style="list-style-type: none"> Option W1 is supported. Option W2 – currently uncertain until detailed analysis is carried out which will show whether the increased levels of HGV's can be accommodated.
Re'new & South District Housing Partnership	<ul style="list-style-type: none"> Could certain treatment methods for Knostrop waste also provide fuel for the proposed Sustainable Energy Park? If so the arguments for location in AVL may include local linkage economies and may also assist with resolution of the waste treatment works problem.
Montpellier Estates	<ul style="list-style-type: none"> SEP should be seized open in the AVL. This could locate alongside Knostrop and has the potential to turn a constraint into an opportunity.
Yorkshire Water	<ul style="list-style-type: none"> If it is decided to locate a SEP in AVL there is an obvious synergy between this type of facility and the WWTW which already includes an incinerator and sludge treatment facilities.

RESPONDENT	COMMENTS
2h. Retail	
AMEC Developments Ltd (White Young Green)	<ul style="list-style-type: none"> • Why is retail not considered in the alternative options paper similar to the approach taken for leisure and recreation uses. Support the provision of small scale retail facilities as part of larger development in the wider AVL area as well as major new retail development to attract national occupiers and further investment.
Skelton Business Park (Framptons)	<ul style="list-style-type: none"> • Major retail should be considered in the context of new centres to provide a focus for retail and leisure development.
3. TRANSPORT	
Government Office for Yorkshire and the Humber	<ul style="list-style-type: none"> • Provision of public transport infrastructure and other measures to encourage its use should be paramount. Options need to address: <ul style="list-style-type: none"> - should development be limited to what existing/improved network can accommodate - sustainable modes access and modal share they should achieve - need for demand management • Option T3 would appear to be the most effective.
Highways Agency	<ul style="list-style-type: none"> • Consequence of Option T1 would be a lack of coherence in developing transport solutions. • Option T2 – there is space available to widen M1 to four lanes between Junction 44 and 46. • Planned programme for the implementation of a balanced package of measure (T3) is the obvious choice. AVL must have strong public transport and development must be in the most favourable locations in order for single car trips to be discouraged. • Direct access to AVL from local communities to the EASEL area will be welcomed. • Would expect issues directly relating to future development of the M1 to be included in the AAP. Two omissions – M1 widening and network management measures • No reference made to possibility of a Park & Ride facility other than at Stourton.
Environment Agency	<ul style="list-style-type: none"> • Any river crossing would require formal prior consent. Welcome further detailed involvement with the feasibility of the proposed bridge.
British Waterways	<ul style="list-style-type: none"> • Good transport access is key. • Canal for freight. • Maximise use of towpaths for cycling and pedestrians.

RESPONDENT	COMMENTS
<p>Metro</p>	<ul style="list-style-type: none"> • Public transport should play a key role in shaping land use patterns • Public transport alignments must be optimised • Sustainable patterns of development – from the outset – which will require up-front pump priming of public transport infrastructure. • Incremental investment as development sites are brought forward will not be sufficient. • Recently commissioned a study into public transport alignments through and to AVL • Land use strategy should focus high trip generators along the alignment of new public transport routes or areas which are already accessible. • Consider the role of P&R in ensuring two-way flow and increasing viability. • AAP should include disincentives for car use – demand management. • A key objective must be to lock in the capacity benefits of ELLR and other highway infrastructure, for trips associated with living and working in the area as opposed to through trips. • Doubt is expressed whether travel plans and High Occupancy Vehicle lanes will be sufficient to achieve the above aim without further demand management. • Option T1 - Land use patterns should not dictate public transport routes. To encourage more sustainable travel habits it is important that a core public transport network is in place from the outset – developer contributions will be necessary to pump prime services. • Option T2 – this approach will increase reliance of the car. Does not fit with local, regional or national transport objectives – which seek to actively manage demand. • Option T3 – represents the most balanced approach • Allowing a public transport network to be developed in a structured manner and enable the shaping of land use patterns around public transport alignments. • Demand management aspects should be pursued – The Transport Innovation Fund may assist in pump priming.
<p>Network Rail</p>	<ul style="list-style-type: none"> • A new station east of Neville Hill must be a long term ambition – due to existing capacity constraints, however they do support T3 (Question 22) as a strategic view.
<p>Re’new & South District Housing Partnership</p>	<ul style="list-style-type: none"> • Following decision not to proceed with Supertram, are there still issues to be addressed in relation to management of traffic from the M1/M62 to reduce city centre congestion e.g. should AVL still offer a significant Park and Ride site? • Location of AVL next to M1 and M62 means employment opportunities could attract commuters. If employment

RESPONDENT	COMMENTS
	<p>opportunities are to offer benefit to disadvantaged residents in adjoining areas then improved public transport linkages and a new river crossing will be required</p>
ISIS (Turley Associates)	<ul style="list-style-type: none"> • Already in discussions with Metro about extending public transport provision • Need to ensure car is not the main option for journey to work
Yorkshire Forward	<ul style="list-style-type: none"> • Support Option T3. • Support ELLR. • Support a wider transport network connecting to the wider communities to enable wider benefits of regeneration; encourage sustainable transport and reduce car use by a planned programme of public transport improvements.
Montpellier Estates	<ul style="list-style-type: none"> • Rather than provide a new residential village it would be better to provide better transport links to adjacent residential communities. Option 3 would provide a mix of public and private transport investments. • Land should not be reallocated in the light of benefits to development arising out of the development of the ELLR.
Skelton Business Park (Framptons)	<ul style="list-style-type: none"> • The AAP lacks a vision of High Quality Public Transport to replace former aspirations for Supertram.
The Oulton Society	<ul style="list-style-type: none"> • Crucial when the motorway link roads are opened that Pontefract Lane is closed south of the motorway. Left open it would only increase the high levels of traffic using this road and the A642 to Garforth and Oulton/Rothwell.
Leeds Civic Trust	<ul style="list-style-type: none"> • More stress should be put on public transport.
CPRE	<ul style="list-style-type: none"> • Crucial that when Junction 45 is complete there is no connection to Pontefract Lane, south of the M1. If Area 5 goes ahead, there must be links from Area 5 to Pontefract Lane, Bullerthorpe Lane or A642.
Yorkshire Water	<ul style="list-style-type: none"> • Option T3 would appear to be the most sustainable option. • The bridge on Skelton Grange road is heavily used by traffic accessing the WWTW. Design of a replacement bridge would have to take this into account.
AVL Workshop 1 (11/4/2006)	<ul style="list-style-type: none"> • What is the timing for new infrastructure to provide across the river to Haigh Park Road? What feasibility work has been carried out on the bridge crossing (costings, connection to the ELLR etc). • What work is being done with towns to the south, such as Wakefield, where many Aire Valley employees come from • Health impact – need to give people choices of transport to get

RESPONDENT	COMMENTS
	<p>to jobs.</p> <ul style="list-style-type: none"> • Demand restraint measures must be linked to better public transport. • ELLR cannot be allowed to just fill up with commuter traffic.
AVL Workshop 2 (11/4/2006)	<ul style="list-style-type: none"> • Access along the riverside and links to communities are important. • Need to consider use of the railway line and a building new station • What about Park & Ride at Stourton North?
Inner South Area Committee (26/6/2006)	<ul style="list-style-type: none"> • Questioned the new stations proposed in the consultation document.
4. AREA SPECIFIC COMMENTS	
4a. Area 1 (The Armouries)	
British Waterways	<ul style="list-style-type: none"> • Clarence Dock (BW site) is being developed as a new city destination (residential, offices, waterside bars/restaurants, hotel and casino)
4b. Area 2 (Hunslet Riverside)	
EWS (Scott Wilson)	<ul style="list-style-type: none"> • Southern part of Hunslet East support Hanson Aggregates which has expressed a desire to expand its operations on the site. Also interest from Lafarge aggregates to locate on the site. Aspirations will limit the location of any housing development. • Suggested that any housing use on the site should be located at the western edge of the site, away from the WWTW and on a river frontage. Such a location would be opposite Hunslet Mills and would provide a pleasant outlook. The site has been remediated to industrial tolerances but not to sensitive end uses such as housing. Option 1 is supported. • Development scenarios for Hunslet East (EWS) site <ul style="list-style-type: none"> - <i>Scenario 1</i> – assumes a ‘do nothing’ approach and would consolidate existing and other industrial uses on the site. The existing waterside landscape area could be incorporated into a waterside route with associated footbridge. - <i>Scenario 2</i> – Proposes a housing use at the north western end of the site. This would create a residential ‘cluster’ incorporating the Hunslet Mill site on the opposite side of the river. The remainder of the site would continue to support industrial uses. Other details as Scenario 1. - <i>Scenario 3</i> – Proposes a gateway housing site on the north western part of the site and on an area of land adjacent to South Accommodation Road which currently supports light industrial uses. Land is not under EWS control. Other details as Scenario 1. - <i>Scenario 4</i> – Proposed a research and development use at the north western end of the site. Remainder as Scenario 2

RESPONDENT	COMMENTS
British Waterways	<ul style="list-style-type: none"> • ISIS (BW site) has submitted an outline application for residential uses – with links to the city centre and new employment opportunities.
Network Rail	<ul style="list-style-type: none"> • Not enough emphasis has been placed on the rail freight potential and existing uses on the EWS/Network Rail site on Hunslet Riverside.
Re’new & South District Housing Partnership	<ul style="list-style-type: none"> • As the city centre gradually expands, Hunslet Mills and Hunslet Riverside offers perhaps a unique opportunity on the river/canal corridor for a ‘Hunslet Urban Village’ mixed use development encompassing land on both banks: <ul style="list-style-type: none"> - concert hall or conference/arena space with residential, offices, cafes, bars, galleries, etc - marina encouraging activity on the water as well as on the banks (nb. the canal basins in Birmingham where active uses, access and high quality public realm spaces have encouraged a mixed use quarter and a sense of security) - annual Canal/ Boating Festival event to put Leeds and the AVL on the leisure boating map
ISIS (Turley Associates)	<ul style="list-style-type: none"> • Planning application for residential on Yarn Street will: <ul style="list-style-type: none"> - will lead regeneration of AVL - deliver high quality residential - benefit from existing public transport provision - benefit in complementing employment opportunities, services and facilities - add to mix of city centre uses
4c. Area 5 (Skelton Business Park)	
Government Office for Yorkshire and the Humber	<ul style="list-style-type: none"> • Questionable whether Skelton Business Park (Area 5) is PPG3 compliant. Relatively isolated and unlikely to support attractive public transport and community facilities.
Highways Agency	<ul style="list-style-type: none"> • SBP (Site 5) is a site where there is potential for more office development. Creating mixed use here could address the tidal flow effect of single land uses. Proposed improvements to M1 are virtually the maximum that can be achieved without extensive re-modelling. Therefore intensification of office use could require extensive and expensive infrastructure works.
Re’new & South District Housing Partnership	<ul style="list-style-type: none"> • Development on the eastern section of Skelton Business Park site (offices or residential) would probably be visible from Temple Newsam – is the open outlook from Temple Newsam part of any planned landscape/vista the further interruption of which could negatively impact its interpretation/conservation? • What will be the long term future (and what timescale?) for the

RESPONDENT	COMMENTS
	landfill operation south of the Skelton Business Park site – landscaping and return to farmland or park?
Skelton Business Park (Framptons)	<ul style="list-style-type: none"> • Skelton Key Development Opportunity Site 5, should be designated for mixed uses including residential as it is not constrained upon major infrastructure works at Knostrop • It can include major leisure and retail within a new centre together with new business opportunities. • Skelton can provide a terminus for High Quality Public Transport linked to Park and Ride at Junction 45
4d. Other locations	
British Waterways	<ul style="list-style-type: none"> • Knostrop/Thwaite Mill (BW site) <ul style="list-style-type: none"> - To be promoted for waterside office/business use and improvements to waterway users - To develop the Mills to better interpret the museum as a visitor destination and gateway to the canal. • Stourton (BW site) <ul style="list-style-type: none"> - Long term aspirations for water freight terminal – water/road interchange.
Re'new	<p>Thwaite Mills should have potential as a focus for expanded leisure/educational activity along the river/canal corridor:</p> <ul style="list-style-type: none"> - improved access from Thwaite Gate/Pontefract Road? - specialised craft or heritage village/ workshops/ studios/ leisure activities/ park/ sculpture trail/ etc?
5. OTHER ISSUES	
5a. AAP boundary	
Government Office for Yorkshire and the Humber	<ul style="list-style-type: none"> • Overlap between boundaries of AVL and CC AAPs. To have an area included in more than one AAP could be confusing.
5b. Environmental issues	
Environment Agency	<ul style="list-style-type: none"> • Areas of AVL are at a high risk of flooding • Specific measure must be taken if development is to go ahead in these areas • New flood modelling information and a Strategic Flood Risk Assessment will allow more strategic decisions to be made to manage flood risk • Options developed should take into account the sequential test and the vulnerability of the use • Significant constraints exist due to contaminated land and landfill sites. This must be dealt with in a systematic manner in line with PPG23 • There is a threat to water quality within this area from increased development and this must be address by any future document and schemes

RESPONDENT	COMMENTS
	<ul style="list-style-type: none"> • Wyke Beck offers important opportunities for environmental and amenity enhancement • The biodiversity value of the area needs to be recognised and balanced with the recreational needs
Re'new & South District Housing Partnership	<ul style="list-style-type: none"> • What are the additional implications of the flood risk area? • The M1 though AVL is an elevated stretch therefore noise transmission to adjacent development sites may be a problem. Opportunities to incorporate noise barriers and landscaping should be explored.
AVL Workshop 3 (13/11/06)	<ul style="list-style-type: none"> • There is a new 1,000 hectare nature reserve being created just the east of the AVL area which includes Skelton Lake at its western end.
5c. Health issues	
South Leeds Primary Care Trust	<ul style="list-style-type: none"> • Need for PO to; <ul style="list-style-type: none"> - decrease negative health impacts - ensure green transport is included - target jobs at local deprived communities - not necessarily a new village - take on board any implications for increasing health service provision
5d. River corridor	
British Waterways	<ul style="list-style-type: none"> • Encourage holistic and sustainable approach to the protection of waterways from inappropriate development – as well as unlocking the economic, environmental and social benefits offered by such waterways. • The Aire & Calder navigation will provide the opportunity to: <ul style="list-style-type: none"> - create attractive mixed use waterfront development - with a strong sense of place, with active edges to the waterspace - improve access to and use of the waterway - provide a sustainable transport route and improve access for peds/cycles and public transport within and from adjoining areas • Encourage waterway corridor study.
Re'new & South District Housing Partnership	<ul style="list-style-type: none"> • What proposals are there to promote leisure activity on the canal and realise recreational potential, as well as to develop the banks – safe moorings/marina requirements, navigation strategy?
5e. Urban design issues	
British Waterways	<ul style="list-style-type: none"> • Quality and sense of place are critical in establishing Leeds Window containing high profile occupiers.
AVL Workshop 3	<ul style="list-style-type: none"> • Safety and security in residential development are important to

RESPONDENT	COMMENTS
(13/11/06)	make the area an attractive place to live. 'Secure by design' principles should be adopted.
5f. Marketing issues	
AVL Workshop 1 (11/4/2006)	<ul style="list-style-type: none"> • How will the introduction of alternative uses (to employment) influence the marketing of the Aire Valley?
5g. Surrounding communities	
AVL Workshop 2 (11/4/2006)	<ul style="list-style-type: none"> • There is a mixed picture in terms of education. A local school has a built environment specialisms. • The social impact is very important - access from East Leeds is vital. • Need to remember people who live in the area at present and how the plans will affect them. • There is a need for more than new roads and industry. In the past there have been no benefits for the local community e.g. leisure facilities, a village green, children's play facilities etc.
Inner South Area Committee (26/6/2006)	<ul style="list-style-type: none"> • What consultation events have taken place in Middleton?
5h. Education issues	
AVL Workshop 2 (11/4/2006)	<ul style="list-style-type: none"> • There will be a requirement for new schools which need paying for.

Appendix 5:
City Council response – see separate sheets

Appendix 6 – Regulation 26 DRAFT “Preferred Options” Consultation
Report

Leeds Local Development Framework

Aire Valley Leeds Area Action Plan

Regulation 26 ‘Preferred Options’ Consultation Report

5th October – 16th November 2007

DRAFT

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7. Press release dated 5th Oct 2007.
8. Consultations on the Aire Valley 'About Leeds' Magazine Autumn 2007.
9. Aire Valley Questionnaire.

SECTION 1.

Introduction

This report details the findings from a programme of community consultation that took place between 5th October and 16th November 2007 on the Aire Valley Area Action Plan (AVAAP) Preferred Options. The background to the AVAAP and the approach to consultation are outlined in Section 2 below.

Structure of the Report

Section 1 is intended to provide a brief context to the consultation as part of the preparation of the Aire Valley Development Plan Document.

Section 2 provides a background to the consultation programme and methods of engagement. A schedule of the consultation events and meetings held are provided.

Section 3 contains an analysis of the written comments received and responses to the questionnaire.

Section 4 provides the Next Steps including details of the way forward in the Plan preparation process.

Section 5 is an Appendix. It contains examples of the consultation material used and contacts.

SECTION 2

METHODS OF CONSULTATION

Leeds City Council is preparing an Area Action Plan (AAP) for the Aire Valley to set out the vision for the future development of the area. The AAP is a spatial plan which will show the location and type of land use change over the next 15-20 years.

Informal consultation on the Plan has already taken place. The local community and other stakeholders have had the opportunity to make comments on these initial options. A full report of this consultation, ('Consultation of Issues and Alternatives') along with the City Council's response, was produced and put on the Council's website at www.leeds.gov.uk/ldf.

These initial consultation comments have been used to help prepare the City Council's 'Preferred Options' document for the Aire valley. Consultation on the Preferred Options took place for a statutory six weeks period from the 5th October to 16th November 2007. During this period residents in surrounding communities and stakeholders were given a number of opportunities to express their views on the Plan.

The Aire Valley contains no resident population. The approach has therefore been to focus consultation on businesses and land owners within the Aire Valley as these are the key stakeholders most likely to be affected by the Plan proposals. However the Plan

is intended to deliver significant economic and social benefits to the surrounding communities adjacent to the Aire Valley and the consultation process aimed to raise awareness of the Plan within these adjoining communities and the local community groups that they support.

Opportunities to present views were made available by the following means:

1. In October 2007 the Preferred Options Document of the AVLAAP was published. It was accompanied by a Sustainability Appraisal Report. (The Sustainability Report comments on the likely significant environmental, social and economic effects of the preferred options of the Plan).
2. The Aire Valley Leeds Preferred Options and supporting documents were made available for inspection and comment, at the council's Development Enquiry Centre at Leonard Buildings, Rossington Street and at the Central Library. The documents were also made available at local libraries and One Stop Centres adjoining the Aire Valley area (see Appendix list in Section 5 of this Report).
2. The documents were published on the Councils website at www.leeds.gov.uk/ldf. Comments on the documents could be submitted by accessing the online form at the same web address.
4. Enquirers could also telephone 0113 2478092 or email ldf@leeds.gov.uk to obtain a copy of the documents.
5. A series of public exhibitions and consultation events where people could 'drop in' were held in the Aire Valley and in the surrounding communities to the Aire Valley:

These events were held at:

Monday 8th October 2007: Hunslet

Hunslet Library (1:00pm – 5:00pm)

Wednesday 10th October 2007: Cross Green/Richmond Hill

St. Hilda's Hall, Cross Green Lane (3:30pm – 7:00pm)

Thursday 11th October 2007: Middleton

Belle Isle Family Learning Centre (3:30pm – 6:00pm)

Friday 12th October 2007: Halton Moor/Osmondthorpe

East Leeds Leisure Centre, Neville road (3.30pm – 6:00pm)

Monday 15th October 2007: Burmantofts/Richmond Hill

Skelton Grange Environment Centre (12:00pm – 8:00pm)

At these events large scale display plans and a non-technical summary document of the Plan were available. Documents, leaflets and questionnaires for completion were made available. Staff from City Development and Environment & Neighbourhoods were on hand to explain and discuss the AAP proposals.

Direct contact was made to stakeholders including Leeds residents, community groups, key consultees, and major landowners, who had commented during the previous informal consultation stage of the Plan and who already formed part of an extensive consultation database developed for the AAP through this earlier consultation

processes. This information built on existing council mailing lists. These groups and individuals were notified of the AAP consultation and given the opportunity to make comments and made aware of the opportunity to do so via the following channels:

- Formal advertisement in the Yorkshire Evening Post 4th Oct 2007 (see Appendix list in Section 5 of this Report).
- A Press Release on the 5th Oct 2007 (see Appendix list in Section 5 of this Report).
- Over 6500 postcards distributed via schools adjoining the Aire Valley area.
- Over 450 postcards sent to people on the AVL Database who have attended previous consultation events and commented on previous proposals (see example in Appendix of this Report)
- 430 postcards sent to all businesses in Aire Valley.
- 35 local Aire Valley businesses were sent summaries of the Aire Valley Preferred Option document.
- Statutory consultees and key stakeholders sent full information packs.
- Advance briefing was given to elected members (joint briefing with EASEL AAP) on Monday 19th March 2007.
- Local Ward members sent Aire Valley Leeds Preferred Option and supporting documents. (see example letter in Appendix of this report)
- 12 hard to reach heard groups were sent information pack and offered a council officer to attend meetings to discuss the preferred options. (see list in Appendix of this Report)
- Notification of Consultation events to 38 Leeds Libraries outside of the AVLAAP area.
- Posters put up in public buildings in areas adjoining the Aire Valley (see example in Appendix of this Report)
- Leaflets available at events (see example in Appendix of this report)
- Flyers were distributed at EASEL AAP consultation events in June 2007.
- Senior Council Officers were notified of the consultation on the Aire Valley.
- Information about the consultation events was made available on the Council's website.
- Summary documents available at events.
- Information about the events was made available on the Aire Valley Leeds website.
- Aire Valley Leeds Board received reports on the Consultation Strategy.
- The consultation events were advertised in the Aire Valley Leeds electronic news letter, 'Aire Waves'.
- Article in 'About Leeds', the Council newspaper, and sent to all households in Leeds in the Autumn 2007 edition (see Appendix of this Report)
- Article in the Newsletter for Community and the Voluntary Sector published by Neighbourhoods & Learning and circulated in East and South Leeds.
- Large scale display plans were available at the Development Enquiry Centre.
- Banners to advertise event venues on the day were erected to advertise the daily events.

In addition to the above methods of advance notification of Consultation officers attended meetings of local forums and partnership meetings including:

Tuesday 16th October: Aire Valley Investors Forum

Town Hall, Leeds (6:00pm – 8:00pm)

6th November 2007 Leeds Voice Environmental Group

Civic Hall, Leeds (7.00pm-9.00pm)

Aire Valley Landowners Workshops

Officers attended and made presentations of the Consolation at Area Committees within east and south Leeds that were held during the consultation period.

Area Committee meetings were attended on 3 occasions to ensure briefing with 5 Community Forums could be undertaken. The Committees met on the following dates:

East (Inner) Area Committee 24th October 2007 and 9th November 2007

East (Outer) Area Committee 6th November 2007.

South (Inner) Area Committee was sent (at their request) consultation information pack.

SECTION 3

CONSULTATION RESPONSES

Results of Area Committee Meetings.

Members commented that the:

1. The Action plan needs to fit within the Strategic plan for the area (and that is not yet ready), as well as with all other planning / strategic / development documents / initiatives.
2. Housing - there needs to be a sufficient number of social / affordable housing.
3. Transport - worries were raised about the potential new bottlenecks caused by new roads / different traffic flow; and potential parking problems, due, among other things, to the proximity to city centre.
4. Employment - need to ensure sufficient take up of employment by local people; ensure skills development for local people.
5. Economy - worries about the impact on areas from which, potentially, businesses may relocate into the new premises; possible deterioration of those areas.
6. Flood risk - potential problems for new development.
7. Environment - need to preserve the river bank environment/ conservation.

Summary of response from Leeds Voice Environmental Group

The following issues were mentioned or highlighted by forum members:

Plan needs to mention two ponds at Skelton Business Park which have biodiversity value and the potential for additional nature areas following the development of the site.

Pedestrian bridge across the Aire navigation which is outside the plan area needs to be provided as a crucial north/south link.

More attention is needed on providing north/south links throughout the plan area.

Wyke Beck Valley – both EASEL and AVLAAP need to be joined up on - delivering the objectives of a 'green' Wyke Beck Valley.

The plan contains no landscaping strategy.

A fish pass is required at Knostrop Lock – currently preventing fish migration upstream – next upstream blockage is at Armley Mill.

Wyke Beck Valley Strategy: Concern that there was a lack of joined up thinking between the EASEL AAP boundary and the AVVAP. Some work had been done by Neighbourhood and Housing which showed a Wyke Beck Strategy boundary finishing on the AV northern border –this was not acceptable. There should be a major linear route following the Wyke Beck through the AV area to Rothwell Park. This would be better than a single new riverside park. The intention of the Council to provide tree lined linear corridors as part of a grid pattern for new ind /resi doesn't go far enough.

Greater emphasis on the greenspace value of the river corridor should be made to maintain the green function of the river. Additional greenspace should be provided in addition to that already shown on the Proposals Map.

Allotments should form part of the greenspace needs of the area. New housing at higher densities is reducing private garden area increasing a need for allotments.

Salmon are in the Aire Valley at Knostrop Lock –need developer contribution for £400,000 to provide salmon with access as far as Armey-view as they would spawn above the Lock level. YW were keen to use the weir to generate hydro power.

General comment that unless the development was right it could represent the potential for a lost opportunity to maintain greenspace provision particularly from a Wyke Beck Strategy point of view.

Good support for travel plans and especially those which promoted sustainable means of travel.

Suggestion to link Cross Gates station to the Aire Valley with a feeder bus service.

Summary

General agreement with the proposals in the AAP. Majority of participants had little specific interest or knowledge of the area.

Summary of response from Aire Valley Investors Forum

At the Aire Valley Investor Forum Held on Tuesday 16th October 2007 – 20 people attended. Comments from the meeting are set out below:

P. Beaumont (Keyland) – Re: test of soundness. What level of rigour will apply? Over a 20 year development timeframe there will be some uncertainty and how will this be taken into account? If the AAP can't be flexible it's going to be a major problem.

G. Goodwill (Caddick) – AVL is only one part of the jigsaw for the whole city. Events elsewhere in the city could cause problems. How do we get through the process before the Core Strategy is in place.

R. Pearson (English Partnerships) – The RSS is promoting for housing development in Leeds. Arups are preparing a bid on behalf of Leeds City Region for growth points and Eco Towns. Is Aire Valley likely to be a growth point?

D. Helliwell (Evans) – The RSS proposed changes consultation period is running until December and the Core Strategy is also out for consultation in November. We need to consider all 3 plans together.

J. Anderson (Yorkshire Forward) – Planning system driving what we are doing rather than the need to cater for economic growth. It is difficult with the timescales involved. Positive that the area falls within one local authority. Needs to be a phasing approach to bringing forward development. Phase 1 can be detailed. The later phases can be less detailed and involve ranges of development.

P. Beaumont (Keyland) – The joint venture has looked at different phases of developing their own land. Starting point is what can be delivered with what we know – highways, infrastructure, Knothrop etc. Subsequent phases examine what might be achievable under various scenarios.

English Partnerships – is enough known about ground contamination to support the proposals in the AAP?

Yorkshire Forward – There is uncertainty over funding. Establishing remediation costs is a key piece of work.

English Partnerships – Landowners need to share their own information to build up a wider picture.

P. Beaumont (Keyland) – Have detailed information for the developable parts of the site – former Waterloo colliery, Skelton Business Park etc. However, much more uncertainty on parts of site closer to the riverside and on Npower land. Large area of certainty around the implications of the YW scheme at Knothrop.

S. Walden (Yorkshire Water) – Knothrop is a big influence over development ambitions in the surrounding area. YW are undertaking major works for the Freshwater Fisheries Directive and this is a water quality driven exercise. There will be some odour mitigation

but it will not be eliminated. YW have undertaken an odour study to assess to likely impact of the works and are still analysing results currently.

English Partnerships – Is it just about money? Can there be a positive result?

S. Walden (Yorkshire Water) – Works to eliminate odour will not be funded by YW. It would require large buildings which are vented. YW are undertaken a quick and dirty study to scope the feasibility. A detailed study will be required costing tens of thousands.

Yorkshire Forward – Can energy be generated from the sewage works?

P. Beaumont (Keyland) – Odours are generated from various processes. Would need buildings to contain the principle sources of odour. There would be capital and operation costs involved.

Yorkshire Forward – What area is ‘blighted’ by the works?

D. Helliwell (Evans) – Affects sites to the west of the motorway.

P. Beaumont (Keyland) – Development values will not fund all costs without public sector investment.

I. Gray (Skelton Business Park Ltd) – Eco Towns – are they supposed to be self sufficient. AVL is an urban extension which is the key to unlocking public sector investment. It is an economic development opportunity that is unique. The area could just be developed out and the opportunity lost.

English Partnerships – Need to make clear where we stand on deliverability. What is happening with the Strategic Housing Land Availability Assessment in Leeds?

Yorkshire Forward – What employment land is being brought forward?

Cllr Geoff Driver – Jobs are needed for Belle Isle and Middleton.

Yorkshire Forward – The approach to transport seems to be very traditional e.g. trips assignment. Are the Highways Agency prepared to be more flexible in their approach?

Written Responses & Questionnaire Comments

Summary

59 written responses were received to the Preferred Options consultation. 38 of the respondents completed the questionnaire which accompanied the *Preferred Options* paper and 30 respondents provided additional detailed comments.

A list of the respondents is set out below:

Respondent	Agent	Questionnaire	Comments
STATUTORY CONSULTEES			
Bradford City Council		✓	
English Heritage			✓
Environment Agency		✓	✓
Government Office Yorkshire and the Humber			✓
Highways Agency			✓
Leeds PCT			✓
National Grid			✓
Natural England			✓
Network Rail			✓
Yorkshire Forward			✓
Yorkshire Water		✓	✓
OTHER STAKEHOLDERS			
British Waterways			✓
Home Builders Federation		✓	
Inland Waterways Association		✓	
Metro			✓
National Offenders Management Service (NOMAS)	Atkins Global		✓
RSPB		✓	✓
LOCAL ORGANISATIONS & INTEREST GROUPS			
Aire River Calder Group		✓	
Allotments Federation		✓	
BTCV		✓	
Harehills Forum		✓	
Leeds Local Access Forum		✓	
Leeds Voice		✓	✓
Ramblers Association, Leeds Group		✓	
Rothwell Footpath Group		✓	✓
St Hildas Church		✓	
Swillington Ings Bird Group		✓	
The Theatres Trust			✓
University of Leeds			✓
Wykebeck Way Community Forum		✓	✓
Yorkshire Wildlife Trust		✓	
AIRE VALLEY LANDOWNERS			
Airebank Developments	White Young Green		✓
Aire Valley Land LLP	Barton Willmore	✓	✓
Caddick Developments			✓

Respondent	Agent	Questionnaire	Comments
EWS			✓
Goodman International	White Young Green		✓
Muse Developments	White Young Green		✓
RWE NPower	Cass Associates		✓
Ian Tetley	David Storey Associates		✓
Thomas Wade Charity		✓	
OTHER COMPANIES			
Hallam Land Management	Sigma Planning	✓	✓
Kris Properties Ltd	Richard Raper Planning	✓	✓
Montpellier Estates		✓	
Wm Morrison Supermarket	Peacock and Smith	✓	
LOCAL RESIDENTS			
Mr & Mrs Broadbent		✓	
Lee Davidson		✓	
Mr & Mrs G Gill		✓	
John Hall		✓	
Mr & Mrs Hamilton		✓	
Daryl Jackson		✓	
Pauline Johnson		✓	
Sara Jordan		✓	
J R Panton		✓	
S Panton		✓	
R G Peasland		✓	
Kevin & Gladys Townend		✓	
Edward Walker		✓	
COUNCIL MEMBERS			
Cllr Steve Smith (Rothwell ward)		✓	✓

Schedule of comments from responses

A schedule of the summary of all the comments made in response to the Preferred Options is given below. The comments are grouped together under themes, which are set out below with bullet points indicating the main issues raised:

A. GENERAL OVERARCHING ISSUES

- The spatial plan needs to set out its distinctiveness
- Vision to deliver the objectives and other policies initiatives
- Need to address tests of soundness
- Funding responsibilities and over reliance on developer contributions
- SFRA and Flood alleviation

- Protect and enhance historic and natural environment
- Need to focus development at the core of the valley
- The scale of the challenge
- Inappropriate timing of this AAP in advance of Core Strategy

1. EMPLOYMENT USES (1A – 1D)

- General support although scale and location of offices should be considered in relation to housing.
- Important to meet the needs of local people
- Need to retain flexibility of employment uses

2. HOUSING (2A – 2C)

- Issues of predicted malodour on some sites
- Leeds' housing requirements – need for more housing
- Support mixed sustainable communities reducing the need to travel by car/commute
- Object to housing near motorway, should be directed onto brownfield land
- Unattractive contaminated sites for housing must also resolve other barriers – therefore develop other easier sites first
- Development should embrace the value of the waterways
- Need to consider appropriate location of neighbourhood centres
- Need to carry out sequential and other tests of PPS25
- Higher value uses should not determine land uses

3. TOWN CENTRE USES (3A – 3D)

- Support the introduction of tourism and leisure – although critical of restriction to A3/A4 uses and lack of hotel in PO3
- Others oppose leisure on areas 9 and 11 on PPS6 grounds
- Detailed response re Option 3B and site 2C
- New leisure proposed to the south of Area 11
- Principle of neighbourhood centres supported but east of motorway location criticised – not linked to rivers corridor or transport network and 2C should include a centre
- Fish passes should be introduced
- Need active uses along waterways

4. TRANSPORT (4A – 4E)

- Support: reduced journey times, travel plans, orbital bus routes and road pricing
- Support inland dock and new rail station, although may be currently isolated from development
- Support improving freight operations
- Support commitment to sustainable modes of transport, bus priority and interchanges
- Support integrated cycle and pedestrian network
- 40% non car modal share thought generally to be too high
- One respondent considered Rapid Transit (NGT) routes to be too convoluted although principle supported

- Potential conflict between Trans Pennine trail and Rapid transit
- Support for P&R at J45
- Potential impacts on SHN flagged up as was the capacity of the M621
- Conditions relating to the development of the “participating” sites and the associated phasing and junction improvements were also raised as was the “available “ width to widen the M1
- Support assessment of need and noted need to deliver/fund Public Transport etc in advance, in order to influence travel patterns
- Fully worked up strategy needed with built in contingencies, encompassing fair funding arrangements
- No provision of improved public transport to Leeds Valley Park
- Clear parking standards required

5. WASTE MANAGEMENT (5A – 5C)

- Incineration being pursued without substantive measures in place to implement waste management practices.
- Viability of major capital investment questioned
- Supports RES
- Support the principle and SERP maximising residual heat and power
- Local opposition to one site nearer to housing
- Delete sites 4.1 and 4.2 but add site within Knostrop, where Yorkshire Water could retain control of operation
- Firm evidence base required at submission stage
- Odour emissions uncertain which cast doubt on housing within Area 6 and therefore opportunities elsewhere should be maximised (such as area 11)
- Odour mitigation supported but cost should be born by land owner

6. RECREATION (6A – 6E)

- ANGst greenspace standards should be used
- Major leisure needs to be justified (PPS6)
- Support quiet recreational uses
- Issue of malodour
- Need full range of options accessible to All
- Promote and sign major asset and linkages, without harming natural environment
- Open up greenbelt land for recreational uses to support sustainable communities (removing the obligation of the site itself)
- Opportunity to create continuous linear park along river corridor
- Move riverside park inland
- Use edible plants and native species, create diverse wildlife habitats
- Potential of Skelton Env. Centre
- Improve access to Skelton Lake, including new bridge
- Support for improved connectivity, recreational routes etc.

7. DESIGN & ENVIRONMENT (7A – 7H)

- General support, (including 5.7 and Option 7B vii)
- And the waterfront needs to be enhanced
- And improve biodiversity

- And hard and soft spaces, green corridors
- Fish passes
- Refer to BREEAM
- Support reduction of CO2
- Should include landscape and townscape settings as principles
- 7F(i) and (v) should be reworded
- A renewable energy target should be set, although viability was also referred to as a pre requisite and consistency with PPS22 and HBF thought they should be removed
- Support for 7G and SUDS
- Greater opportunity should be made of the “Window to Leeds” – major leisure or offices

8. CHARACTER AREAS (1 – 11)

Area 1

- Ensure pedestrian circulation and treat waterway as a pedestrianised street
- Encourage mixed uses
- Protect and listed buildings and their settings (Braimes)

Area 2

- Retain Copperfields as green space and include facilities
- Support proposals in line with previous partnership working
- Expand housing on 2B.1 (up to 70%)
- Encourage waterside mixed use developments
- Preserve and enhance listed building (Hunslet Mills) and ensure it remains the dominant feature
- Add small site to Yarn Street development
- Improve bridge between 2C and 2B
- Retain flexibility of uses

Area 3

- Support 3C – Town centres need to provide a range of functions, stimulating night time economy

Area 4

- Site 4.2 not to be released for development

Area 5

- Majority of 5A is outside the area predicted to be impacted by malodours
- Request for greater flexibility in supporting text and for removal of important link to Thornes Farm
- Development should have due regard to registered historic park and garden at Temple Newsam

Area 6

- Need to protect National Grid land

- Doubts expressed about the viability of major housing on 6A, 6B 6C.1, 6D and 4 due to odour
- 6B sludge lagoons being restored but not to facilitate development and no current plans to release
- How will funding of odour removal be delivered
- Reference to Water industry guidelines for maximum odour
- Recent odour modelling has been distorted by unusual weather conditions
- Ref to PPS23 para 11 and guidance on proximity of sources of pollution to acceptable development
- Issue of the high remediation costs addressing contamination of the lagoons area and predicting odour levels, linked to phasing and delivery – uncertainty and contingency planning
- Impact on Park and removal of weir are repeated
- The Window to Leeds could accommodate offices displaced from site 11.
- A maximum of 3500 homes would best support the creation of a sustainable community
- Riverside park could be located south of river
- Fails to accommodate continuation of green corridor from Wykebeck through to Rothwell country park
- “Softening” of eastern boundary should also apply to northern
- Lack of path and cycleways shown on plans
- No reference to flood control measures
- Support for design concept, although developer thought it should be removed and orientation towards waterfront, with connectivity and strong links to riverside park, Thwaites Mill, Env Centre, Temple Newsam and beyond to the wetlands

Area 7

- Agree with cultural and educational focus on waterfront
- Need to improve Mill, and linkages whilst maintaining setting
- Conflict between trans Pennine trail and rapid transit repeated

Area 8

- New housing should be expanded to include new rail station
- B6481 important corridor
- Encourage green connections to area 6
- Capacity constraints on Leeds/Castleford line
- Question function of small greenspace (8.9)

Area 9

- Adjacent to cemetery a historic park and garden

Area 10

- Recognise this regionally significant asset
- Allow for hotel and appropriate car parking guidelines

Area 11

- Increase to a min 2400 homes

- Respect the historic park and house
- Concern that lake etc outside AAP boundary, along with needed new bridge

9. SUSTAINABILITY APPRAISAL

- Methodology used appropriate and in accord with national guidance
- Traffic modelling out of date
- Ecological assessment required of all sites
- Make additions to para 6.1.53 listing historic parks etc
- A late submission contends the AAP has occurred in advance of the district wide SA/SEA and the AAP has not assessed the likely significant environmental effects of implementing the plan, including all reasonable options – leaving the process open to challenge – the AVL should be considered alongside ALL other proposals including Micklefield.
- Detailed objection re Option L3
- Needs to refer to PPS2 5 tests in SA

Analysis of Written Responses

RESPONDENT	COMMENTS
A GENERAL OVERARCHING ISSUES	
General approach / Conformity with other plans, policies and programmes	
Government Office for Yorkshire and the Humber	<ol style="list-style-type: none"> 1. <u>Issues, Visions and Objectives</u> Key issues include socio economic issues of the neighbouring communities. A Vision is required to concisely set out linkages to the objectives how the AAP is locally distinctive. It should describe spatially what the area will become for the community to live and work over a given period of time. Any significantly different considerations may need to be subject to further consultation. How will image and quality of environment be enhanced. 2. <u>Strategic Themes</u> Need brief outline of overall development strategy for the area - how strategic themes address the issues and link together to deliver the vision and objectives - then lead on to policies and proposals. 3. <u>Comments in relation to PINS Guidance</u> Soundness tests of PPS12 (para 4.23 and 4.24). <ul style="list-style-type: none"> • <u>Test iii</u> Sustainability Appraisal SA important part of evidence base in demonstrating the justification for selection and rejection of options. Reference needs to be made on findings of SFRA and its implications. Bearing scale of development in mind the AAP will need to demonstrate no unacceptable wider impacts beyond AAP • <u>Test iv -Spatial Plan and consistency with other Plans and</u>

RESPONDENT	COMMENTS
	<p><u>Strategies</u></p> <ul style="list-style-type: none"> • <u>Test iv (a) - Regard to other plans and strategies</u> Need to update other plans investment programmes as and when they arise, including LTP programme. • <u>Test iv (b)-consistent with national policy.</u> • <u>Test iv(c) - general conformity with RSS</u> • <u>Test v - Regard to Community Strategy</u> At submission stage an explicit demonstration of how AAP has had regard to the Community Strategy and how it helps to deliver it will be needed. • <u>Test vi - Coherence Consistency and Effectiveness</u> Need to conform with UDP saved policies – linkages or inconsistencies will need to be justified. The relationship to the Core Strategy will need to be explained. • <u>Test vii - Appropriate Strategies/policies/allocations, Alternatives and Evidence.</u> • Evidence must be complete by submission stage. • Justifications should refer briefly to supporting evidence. • SA should include an audit trail showing how options have led to the submitted plan. • Council need to examine all options put forward at this stage both for overall spatial change and more detailed relating to themes, spatial implications, phasing and land use. • <u>Test viii - Mechanisms for Implementations and Monitoring &</u> • <u>Test ix - Flexibility.</u> Given the magnitude of the plan, on a sub regional level, an effective implementation and monitoring framework will be essential. At submission the council will need to demonstrate that workable proposals are in place. Uncertainties and risks should be minimised and whilst policies and proposals must include an element of flexibility, they must be sufficiently precise to be monitored and their effectiveness measured. This should include expanding tables 7.1 & 7.2 to include indicators, targets, timescales, milestones and agencies responsible for funding and implementation. Contingencies should be included if delivery threatened, particularly transport. The plan will need to demonstrate that the scale and type of development will not make public transport unviable or unattractive as an alternative to the car. In relation to housing there appears to be environmental uncertainty about delivery and competition with other uses. • <u>Test iv (b) and (c) and v</u> At submission it would be useful to have a summary table showing links between key evidence sources, policies and proposals and national policy/regulations, local policy/UDP

RESPONDENT	COMMENTS
	<p>and where relevant Community Strategy.</p> <p>4. <u>Drafting Policies for Submission</u> Policies need to demonstrate they are needed and locally distinctive to the area – do not repeat national or regional policy. Refer to PPS12, Companion Guide, PPS1 POS guidance, PINS and PAS guidance.</p> <p>5. Reasoned justification should be succinct, clear, necessary and set out how policy contributes to soundness of the plan; indicate results of SA; refer to evidence; means of implementation and funding responsibilities of parties involved in implementation.</p>
<p>Aire Valley Land LLP</p>	<p>Not clear whether the infrastructure identified for each Area is proposed to be funded/implemented as part of the development of that area e.g. proposed new road bridge is identified in Character Area 4 but the provision of such a bridge benefits the whole of the Aire Valley.</p> <p>Phasing of transport infrastructure appears to be reasonable and sensible. Cost estimates are very broad - much more clarity on these elements is therefore sought.</p>
<p>University of Leeds</p>	<p>Welcome the preferred options and believe that the proposals will vastly improve the area.</p>
<p>Metro</p>	<p>Need to tie in to Core Strategy principles.</p>
<p>Network Rail</p>	<p>Generally support the proposals.</p>
<p>Environment Agency</p>	<p>Soundness tests 4 and 7 need to be addressed. A sequential test is required by PPS25 and should be applied on development sites in Flood Zones 3 & 2 regardless of use. If there are sequentially better housing sites in lower flood risk zones then such housing sites should be brought forward and those in high risk zones deleted.</p> <p>EA progressing a Flood Alleviation Scheme (FAS) for the Aire Valley, including Leeds and the AVL area. This is part of Aire Catchments Flood Management Plan which highlights Leeds as an area where further action to reduce flood risk will be taken.</p> <p>Land adjacent to the river Aire must be protected to enable the flood alleviation scheme to be implemented. Policy in Design and Environment (such as 8m set back) need to be included to reflect this.</p> <p>RPB's and LPA should be reducing risk of flood by safeguarding land from development which is required for current and future flood management . The above is consistent with advice in Leeds' SPD on Biodiversity and Waterfront.</p>

RESPONDENT	COMMENTS
	<p>As the FAS will benefit the area, developer contributions should be sought through the AVLAAP.</p> <p>Meeting requested to discuss the above.</p>
EWS	Support releasing under utilised brownfield land for beneficial development.
English Heritage	<p>Development proposals need to take account of the potential impact on the historic environment and to ensure adverse effects are minimised. Objective 9 should seek to safeguard existing areas of significance. It should be amended to read:</p> <ul style="list-style-type: none"> • <i>To safeguard the character and setting of existing environmental assets within and on the periphery of the Area Action Plan and to raise the environmental quality of the area as a whole.</i>
White Young Green – Airebank Developments	<p>Restricting uses in the face of changing circumstances would be prohibitive in terms of achieving the right development and successful regeneration.</p> <p>Concern is expressed over the increasing number of developer contributions. Requirements must recognise the viability of development.</p> <p>Need to adequately resource the Aire Valley team.</p>
White Young Green – Muse Developments	Negative implications for a wide package of developer contributions.
White Young Green – Goodman International – Leeds Valley Park	Negative implications for a wide package of developer contributions.
RWE Npower	<p>Support the general approach taken within the preferred options document and agree with the principle of promoting the development of higher value end uses such as housing as a form of facilitating development to secure an investment in infrastructure that will enable a comprehensive mixed use approach to development. However, focus for regeneration is not concentrated on the area at the core of AVL that has greatest need. There is a risk in encouraging development of less challenging areas or easy wins at the edges, without tackling the problems associated with contamination, dereliction and flood risk.</p> <p>Proposals map pays little attention to the importance of the river/canal corridor and does little to integrate it into wider development. Development along this corridor has potential to yield higher values to benefit the viability of the overall project.</p>
National Grid	<p>Statutory safety clearances must be adhered to (see http://nationalgrid.com/uk/LandandDevelopment/DDC/devnearoh/) see also Sense of Place guidelines and PLAN indicating land to be retained.</p>

RESPONDENT	COMMENTS
RSPB	<p>Vision for the Lower Aire Valley:</p> <ul style="list-style-type: none"> • Restore and create nearly 1000ha of nationally important conservation habitat, which could also function as flood storage (<i>outside AVL</i>) • Provide a new local asset for 250,000 visitors per year • Provide a focus for the use of renewable energy with an energy-efficient visitor centre at the heart of the valley. <p>First phase of a wider vision to deliver a sustainable floodplain for the whole of the lower River Aire.</p>
Wyke Beck Way Area Community Forum	<p>Excluding Skelton Lake and its associated land to the east from the AAP boundary inhibits the AAP from setting Skelton Business Park in its local context.</p> <p>The AAP makes no material reference to the definition of the Wyke Beck Valley Corridor, which is formally recognised in the UDP.</p> <p>No attempt in the AAP to translate into the proposals for each of the character areas the proposed Core Strategy objective which states “to maintain the setting of Leeds within a network of connected green spaces that enhance its environment and distinctness”.</p> <p>Particularly concerned about Areas 5A & 5B, 6A, 6B, 6C 6D, 11A, 11B and 11C.</p>
National Offender Management Service (NOMS) / HM Prison Service. (submitted by Atkins Global)	<p>Refer to Circular 3/98. The Secretary of State expects that local planning authorities will work together with the Prison Service to identify land for new prisons through the development plan process. While there are no specific proposals for new prison development in the district nor specific sites identified – they request consideration is given to the inclusion of a criteria based policy to deal with a firm prison proposal should it arise during the plan period. (<i>Core Strategy</i>)</p>
Leeds PCT	<p>Objectives - more emphasis could be given on the impact of the physical environment on the health and wellbeing of communities.</p>
Geoff Goodwill (Chair Marketing Group AVL)	<p>Supports the main thrust and objectives, although does not feel the document reflects the sheer scale of the challenge. Need clear statement that delivery is dependant, in large part, on government and other public agencies for funding to overcome a range of constraints. Over reliance on developer contributions is not the way forward. Too many developer contributions already without training etc – although they are important.</p> <p>Continued funding of dedicated Aire Valley team required.</p>
SIGMA – Planning Services, on behalf of Hallam Land Management Ltd. (land interests in north Leeds)	<p>There is no strategic context for the Preferred Options, does not follow the Leeds UDP and has been prepared in advance of the RSS. There is no SEA as required by EU Directives. There is no comparative SA in the context of the City Region as a whole – the areas south of the M1 have particularly dubious sustainability credentials.</p> <p>There is no deliverability assessment in the context of the City</p>

RESPONDENT	COMMENTS
	<p>Region as a whole. This is particularly important when recognising the historic delays in providing infrastructure in AVL and the major infrastructure that is required.</p> <p>Not all the area is brownfield, greenfield sites need to be compared with other greenfield sites throughout the City.</p> <p>Changing or losing employment land to housing needs to be considered in the context of the strategic need for employment land in the City Region.</p> <p>Housing proposals have not been considered in relation to a HMA or housing needs assessment for the city as a whole.</p> <p>The absence of a strategic context is a fundamental flaw that makes the AVLAAP unsound or likely to attract legal challenge if it proceeds in advance of the Core Strategy DPD.</p> <p>Work on the AVLAAP should now be stopped and held in abeyance to be reviewed once the Core Strategy DPD is able to provide a reliable strategic context.</p>
<p>Kris Properties Limited (Submitted by Richard Raper Planning) Submitted after end of consultation period (20/11/07)</p>	<p>They refer to PPS12 and state the Core Strategy should normally be the first DPD to be produced. As the Leeds Core Strategy is at an early stage of consultation (“Issues and Alternative Options”), it is considered that the AAP is premature and contrary to national policy. THE AVLAAP should be delayed, pending progress on the Core Strategy.</p> <p>The Planning Inspectorate’s document “Lessons Learnt Examining Development Plan Documents” states: “in practice, the correct sequence is proving particularly important, especially where the Core Strategy is controversial, since DPD’s derived from the Core Strategy must be in conformity with it. Only where there is a particular housing need or <i>an urgently needed regeneration package and there is an existing higher level policy framework to set the scene</i> is it considered appropriate to consider lower level DPD’s in advance of the Core Strategy.”</p> <p>Consideration needs to be given to whether the exceptional circumstances apply in the current situation. The District’s housing need is capable of being met by a number of alternative sources. Regeneration arguments do not apply to all of the Aire Valley.</p> <p>Questionable whether adequate costing appraisals have been undertaken for infrastructure projects to ascertain the extent of such costs versus the element of cross subsidy to be gained from housing. The viability and delivery of the AAP is far from robust.</p>

RESPONDENT	COMMENTS
	Many parts of the area are greenfield in nature and consequently much of the regeneration argument in the AAP is undermined.
1. EMPLOYMENT USES	
1A. Identify 200 hectares for non office employment use	
Yorkshire Water	Support the allocation of land for non-office employment uses. It is generally compatible with waste water operations in the area.
1B. Identify areas 2,3,4,5,6,8,and 9 to provide the200 hectares for non office employment use	
Yorkshire Water	Welcome inclusion of Area 4 as a preferred option.
1C. Support the concept of business clusters within Leeds City Growth Area	
Yorkshire Forward	Support reference to clusters including R&D and technology based businesses in support of RES (Regional Economic Strategy) objective 2(b).
1d. Other Comments On Employment	
Yorkshire Forward	Support : <ul style="list-style-type: none"> • focus of office development adjacent to public transport terminus and/or railway station to reduce reliance on private car in line with RES Objective 5(di). • employment and training initiatives in support of RES Objective 4 (b).
Government Office for Yorkshire and the Humber	Scale and location of office development should be carefully considered in relation to housing use and the potential of both to support development of public transport infrastructure.
Yorkshire Water	Concern re location of B1 (office) uses in close proximity to the WWTW. Issues should be addressed at the development control stage through appropriate layouts and building specifications. No plans to release site 4.2 because of its proximity to the high level inlet works (repeated under 5C and CA4). Site 4.1 may become available but only subject to future operational requirements.
Aire Valley Land LLP	First paragraph of page 21 is ambiguous. Planning permissions state the developments will be carried out in three phases, with commencement of subsequent phases being dependent on the number of vehicular trips being restricted to a specified level.
British Waterways	Agree in principle, taking into account the suitability of the land and to maintain flexibility for other uses. Development should embrace the waterways, their waterfront and the value they provide. Need to open up and respect the waterfront, whilst maintaining well designed public access in accord with Leeds Waterfront Strategy and the biodiversity and waterfront development SPD. Developments should mitigate any physical impact on the waterway environment. Development needs to reduce the risk of flooding by careful planning and mitigation.
Leeds Voice	Employment should be of a type that meets the needs of local people. There needs to be excellent public transport and pleasant, green and safe walking and cycling routes throughout the area, including the employment zones. Green and low-carbon businesses should be encouraged to locate

RESPONDENT	COMMENTS
	<p>in the area. Including;</p> <ul style="list-style-type: none"> • recyclers, social enterprises, organic retailer and • wholesalers, • companies managing and selling eco products. <p>Make use of CHP (combined heat & power) exchange networks between homes and businesses.</p>
White Young Green – Airebank Developments	<p>Concern expressed as to the assumption that sufficient office space is available up to 2023 – flexibility should be retained. Reference is made (PO1) to opportunities to introduce R&D on sites within Area 2, but does not include Area 2C.2 and it should.</p>
Montpellier Estates Ltd	<p>They refer to the need identified in the ELR to retain 330 ha and therefore consider 200ha in AVL insufficient to support the City’s long term growth. They refer to a “potential shortage” of general industry and warehousing sites and therefore the mixed use sites of areas 2, 9 and 11 should be allocated for B2/B8.</p>
Geoff Goodwill	<p>Irrespective of the overall supply of offices, flexibility should be retained to include further office development (the Embankment 2C.2)</p>
2A. Promote new housing in locations Area 1, Area 2A, 2B and 2C	
Yorkshire Water	<p>2A – Knowsthorpe (Area 2B) – The area may be affected by malodour from the WWTW although levels are predicted to be less than $1.5 \text{ ou}_E^{\text{m}^{-3}}$. An appropriate site layout with less sensitive uses located closest to the WWTW would probably mitigate the impact of malodours to an acceptable level.</p>
2B. Promote major new housing in the eastern part of the area i. Skelton Business Park and ii Bellwood	
Yorkshire Water	<p>Housing option 2B (i) – Skelton Business Park (Character Area 11) – majority of this site is outside the area predicted to be impacted by malodour from the WWTW. Eastern edge may experience odour level above $1.5 \text{ ou}_E^{\text{m}^{-3}}$ but an appropriate site layout could ensure that sensitive receptors are not located here. However, Area 11A is wholly within the area expected to experience odour levels $1.5 - 5 \text{ ou}_E^{\text{m}^{-3}}$</p> <p>2B(ii) Bellwood, Skelton Grange and Stourton Riverside (Character Area 6) can be expected to experience the highest levels of malodour of any the sites within AVL. However, it is appreciated that the proposals could provide a major, sustainable gateway for development and deliver beneficial re-use of brownfield land.</p>
Government Office for Yorkshire and the Humber	<p>The extent and consequences of the odour issue will need to be addressed for Bellwood/Skelton Grange/Stourton Riverside Housing.</p>
Metro	<p>2Bii - Housing in this location is relatively inaccessible and housing financing a NGT (New Generation Transport) rather than choosing housing locations which do not require NGT - is seen as preferable. Housing should not be dislocated from rest of city, next to a motorway and in an unpleasant environment.</p>

RESPONDENT	COMMENTS
2C. Other comments	
Government Office for Yorkshire and the Humber	<p>In the light of Leeds' housing requirements is there scope to change the housing/employment balance? Notwithstanding the constraints this should be considered, including the potential for family and mixed housing.</p> <p>A housing target/number should be clearly stated as a policy, including that for affordable housing.</p> <p>The amount of family housing and supporting facilities need to be identified.</p> <p>The role of AV housing provision in relation to that for Leeds as a whole will need to be explained.</p> <p>Consideration will need to be given as to how housing supply will be managed - what action will be required if delivery fails.</p> <p>Has consideration been given to needs of gypsies and travellers (PPS3)?</p>
Highways Agency	<p>Support for housing in AVL for work /live balance reducing commuter traffic via SRN (Strategic Route Network). Need for comprehensive range of community provision to create mixed sustainable communities.</p>
Natural England	<p>Object to housing on Skelton Business Park (Area 11). Location near motorway could encourage commuting by private car. Should be allocated for business / industrial use which requires a motorway accessible location. More housing should be allocated onto brownfield sites in the area.</p>
RWENpower	<p>Unattractive environment for housing on large areas of contaminated land, adjacent to the M1. Costs of facilitating this development are likely to be excessive and will impact on overall viability of the project. Suggests provision of an area of greenspace between the motorway and new housing to act as a buffer and possible receptor for waste material.</p>
British Waterways	<p>Development should embrace the waterways, their waterfront and the value they provide, create attractive, well designed, sustainable waterfront developments – with a good mix of house types, sizes and tenures – including family housing in sustainable communities. Larger units should be encouraged along with outside spaces encouraging diverse population. Emphasis on affordability should not diminish quality - very important to Area 6.</p>
Aire Valley Land LLP	<p>Provision of housing at Bellwood (Areas 6A, 6B and 6C) depends upon the resolution of significant constraints – the odour from Knostrop WWTW and remediation (the lagoon). Not established that these constraints can be overcome so the AAP should seek to maximise opportunities for housing elsewhere such as Skelton Business Park which has capacity for about 2,400 units.</p>
Leeds PCT	<p>Welcome reference to the provision of health and wellbeing</p>

RESPONDENT	COMMENTS
	facilities in the proposed neighbourhood centres. However, the expansion of population and employment will not only have an impact on local primary care but may also put greater demand on specialist services such as urgent care (including ambulance and emergency, crisis resolution, minor injury, out of hours care).
White Young Green – Airebank Developments	Allowance should be made for a neighbourhood centre within Area 2C – need and poor access to alternatives. Allocation should include further offices (see also 3D).
White Young Green – Muse Developments	2C and SA - Need for assessment between EA and LCC over SFRA and tests in PPS25 should be referred to in the SA.
Leeds Voice	Housing should be designed and built to the highest possible sustainable construction standards, making the area an exemplar of sustainable design and construction.
Montpellier Estates Ltd	Housing and higher values should not determine land uses. Refer to previous comments (at the Alternative Options stage) about their scepticism about the need to change the emphasis of AVL from employment to housing and they question the viability of the housing proposed to deliver the added value and not adversely affect surrounding housing markets.
White Young Green – Airebank Developments	<p>Critical to review the evidence base for housing allocations given the findings of the SFRA. If housing sites in Zone 3 (without detailed consents) are excluded from the strategy, then this will have a significant negative impact upon both the housing strategy for AVL and the linked opportunity to encourage regeneration.</p> <p>It is further considered that flood risk issues should be weighed against other sustainability criteria to enable these issues to be judged in the round and assist in passing the exception test (PPS25)</p> <ul style="list-style-type: none"> • Regeneration • Refurbishment of Listed Buildings • Economic regeneration and growth • Location of homes within easy access to jobs <p>LCC and the EA should jointly review the implications of the SFRA and provide clear guidance for sites with consent or allocated.</p>
3B allow for development of offices	
White Young Green – Airebank Developments	Area 2C is identified as a preferred area of search for leisure, entertainment etc (PO3) – Hunslet Riverside (Area 2) is also recognised as one of seven areas being suitable to promote employment land – non-office via PO, however no specific mention is made to promote offices as set out in Option 3 (3B).
3C allow for existing leisure & tourism consents	
White Young Green – Airebank Developments	Support the introduction of leisure and tourism uses (PO3Ci) as being beneficial to Hunslet Riverside, however the Character Area restricts the leisure element to A3/A4 (a conflict?).
3D Other comments	

RESPONDENT	COMMENTS
Aire Valley Land LLP	Area 11 – consideration should be given to opening up access to the Green Belt land to the south for leisure and recreational purposes of an appropriate type and scale.
RWENpower	Location of neighbourhood centre to the west of motorway has no relationship with the river corridor or the transport network. Will be difficult to generate a strong place or identity.
Leeds Voice	Significant opportunity to capitalise on leisure and tourism uses of the waterways. Fishing and wildlife watching opportunities would be improved by making all the weirs passable for fish. Fishing permits could represent a major source of revenue. Town centre uses should not squeeze out greenspace/green infrastructure uses.
Montpellier Estates Ltd	Oppose areas 9 and 11 for new leisure and tourism facilities as they are on the periphery of the city, not sustainable and contrary to PPS6. Support the need for small neighbourhood convenience centres to cater for people's everyday needs.
EWS	Neighbourhood centre is essential.
British Waterways	Need to ensure active water frontages, attracting people orientated businesses – entertainment and food outlets for day evening activity. Town Centre uses to be linked to waterfront by attractive green linear routes. Development needs to reduce the risk of flooding by careful planning and mitigation.
White Young Green – Airebank Developments	Allowance should be made for a neighbourhood centre within Area 2C – need and poor access to alternatives - allocation to include further offices.
White Young Green – Muse Developments	Allow for hotel use in PO3
White Young Green – Goodman International – Leeds Valley Park	Allow for hotel use in PO3
Geoff Goodwill	Review locations of neighbourhood centres to ensure accessible by foot and reduce the need for people to use their cars.
4A. Implement a balanced package of transport measures	
Leeds Voice	A balanced package of transport measures should disincentivise car use and incentivise non-car modes of travel. Road pricing may be a practical way to make transport more efficient – reducing journey times and vehicle emissions.
4C. Identify opportunities for non road freight	
Yorkshire Forward	Support proposal for inland dock at Stourton Riverside as being consistent with Regional Freight Strategy (2005). Need to clarify freight facility at Neville Hill sidings and Hunslet Riverside is not one and the same thing. Provide a definition of what a multi modal bridge is (4B).
EWS	Support making much better use of existing facilities for rail freight
Network Rail	site 3A.3 freight provision supported
4D. Consider a range of transport policy measures	

RESPONDENT	COMMENTS
Metro	Should be predicated by the fact that measures are 'proposed'. Firmer commitment to: RUC (Road Use Charging); developer contribution; travel plans and orbital bus route.
Yorkshire Forward	Support Council's commitment to sustainable modes of transport by requiring developers to produce travel plans. Support development of East Leeds Link Road in support of a number of RES objectives including 6(a).
Leeds Voice	Would like to see a more ambitious target in 4Di and restrictions in 4Dii should be very limiting and mean that walking, cycling and public transport account for more journeys than cars. 4Diii should not restrict cyclists, pedestrians or buses – just cars and 4Div restrictions on car parking should be used to make it essential for developers to invest in alternative transport. S106 agreements should be used to the fullest extent to open up walking and cycling routes and improve existing and create new public transport services.
Geoff Goodwill	Review locations of neighbourhood centres to ensure accessible by foot and reduce the need for people to use their cars
Natural England	Not clear what the 40% non-car modes share is measured against. Support the integrated cycle and pedestrian network and connection to the Trans-Pennine trail.
4E. Other comments	
Metro	<p>NGT routes are convoluted through 6A-D. Will people travel between proposed centres? Does housing offer direct access to P&R? eg Northstowe in Cambridge. Reference to methodology for developer contribution should be made - Cambridge City Council approach is based on cost per trip of providing infrastructure arising from land allocations. Need to consider accessibility methodologies.</p> <p>Trans-Pennine Trail should go along the riverside particularly by the Yarn Street development.</p>
Highways Agency	Aire Valley Proposals could have implications for the safe and efficient operation of parts of the strategic highway network (SHN). The East Leeds Link road and Inner Ring Road Stage VII when complete should resolve traffic queues on Junction 44. An element of the spare capacity on the M1 will be protected for strategic purposes rather than accommodating locally generated traffic. This is not true of the M621 which cannot accommodate future growth either strategically or locally and therefore could constrain the economic regeneration of south and central Leeds. Junction improvements at J7 (M621) and J44, J45 (M1) are subject to conditions relating to development at Skelton Business Park Bellwood, Skelton Moor Farm, Thornes Farm relating to the management of traffic generated from these developments rather than improvement to the SHN. This is to be achieved in 2 stages. Firstly in relation to the development of the ELLR and secondly in 2015 after 60% of the "participating sites" are developed. Based on current forecasts these improvements to J45 are not expected

RESPONDENT	COMMENTS
	<p>to be able to accommodate any additional Aire Valley development traffic.</p> <p>Space was made available for widening the MI between J44 and J45 to provide for AVL regeneration but no highway programme or funding is available, therefore any substantial new development has to be backed by substantial sustainable transport measures to prevent large number of commuter trips on the SHN. Widening of M1 not mentioned in AAP - this potential to widen MI may need to be reflected in AAP.</p> <p>HA support AVL assessment of transport need but it depends on funding in advance of the opening of developments in order to influence travel patterns from the outset. HA acknowledges working with LCC on transport models to assess the impact on SHN including the M621 and to identify if and when the MI needs widening and the need for additional junction improvements.</p> <p>The HA supports sustainable modes of transport and encourages a modal shift from private to public transport use and the cycling and river crossings.</p> <p>The HA supports bus priority and interchange; provision of bus routes; dedicated RTR to J45; new rail station at Stourton.</p> <p>HA not opposed to P&R but evidence will be needed to show they will intercept trips on the SHN. No objection in principle to spine road proposal providing no adverse impact on SHN.</p> <p>Should aim to reduce the amount of development related traffic on the local and SHN by ensuring robust travel plans are incorporated. Support the Travel Plan contributions SPD and the methods of procurement. Need to consider methods of enforcement.</p> <p>HA suggests AAP includes proposal for Area Travel Plan within the AVL where all developers who are required to prepare and maintain individual travel plan and sign up for a collective one.</p>
Yorkshire Water	<p>Do not oppose transport links through the operational area of Knostrop WWTW but they would have to be compatible with the operational function of the works. Additional private road infrastructure to allow access by operational vehicles via an underpass will almost certainly be required.</p>
Government Office for Yorkshire and the Humber	<p>A fully worked up transport strategy will be needed at submission stage, supported by evidence of commitment, buy in and delivery. Reliance must not be placed on future infrastructure where there is little evidence of delivery. Detailed contingency planning will need to demonstrate how the plan can be delivered in the event of failure to deliver parts of the strategy.</p>

RESPONDENT	COMMENTS
RSPB	Support any transport measures that will cut greenhouse gas emissions, including more people to walk, cycle and use public transport. Would like any transport plans to consider encompassing access to St Aidan's.
RWENpower	New railway station is isolated from the main development area. It should be integrated effectively within it.
Aire Valley Land LLP	<p>In conjunction with the major mixed use development at Skelton Business Park, consideration should be given to the provision of a Park and Ride, in the vicinity of Junction 45 of the M1 (how has the figure of 1,000 to 1,200 spaces been derived?). Such a scheme benefits regeneration of the Aire Valley and contributes towards the wider transport initiatives for the city. The proposal for the development of a Rapid Transit Route is welcomed and will be critical to the achievement of the modal shift proposed.</p> <p>If the level of transport infrastructure identified is to be achieved, appropriate levels of investment will be required from the private and public sectors. A correlation is required between:</p> <ul style="list-style-type: none"> • the development on individual sites, • an understanding of the development value (from which a contribution can be drawn) • works to allow the release of the land. <p>A fair and equitable formula is needed for all sites to contribute towards the cost of the overarching requirements. Any shortfall in provision will give rise to the need for other sources of funding.</p> <p>Further work will be required to ensure certain measures are realistic and deliverable, commercially and operationally. This includes:</p> <ul style="list-style-type: none"> • Rail halts on the Leeds-Castleford & Leeds-York lines • Non-road freight distribution facilities at Neville Hill • Inland dock on the Aire & Calder Navigation • The number and location of new pedestrian and cycle bridge crossings over the river and canal. <p>Car parking constraints could have serious implications on the commercial viability of proposals – need the right balance between the commercial and sustainable requirements. Plans 3 & 4 – a local bus interchange should be identified in Area 6.</p> <p>SA - Section relating to traffic modelling work is very out-of-date and does not in reflect the current proposals, particularly in terms of anticipated future modal split.</p>
EWS	Support Ch 7.7 the principle of the area being well served by public transport and to make provision for green travel. The timing and introduction of Public Transport BEFORE the development is brought into use may have substantial impact on viability.
British Waterways	Potential conflict between Trans Pennine Trail and proposed Rapid Transit route. RSS refers to the canals as a strategic

RESPONDENT	COMMENTS
	transport network and should be treated accordingly. Encourage sustainable transport within green infrastructure framework, developing pedestrian and cycle routes throughout the area and the waterways.
Leeds PCT	The location of future health and wellbeing services linked to transport infrastructure needs to be appraised in order to secure appropriate land or co-location with other services.
White Young Green – Airebank Developments	The importance of Stage VII should also be referred to. Modal shift supported but 40% unrealistic.
White Young Green – Goodman International – Leeds Valley Park	No provision within Plan 4 for improvements to public transport links to Leeds Valley Park. Clarity required on the car parking standards tied to travel modal share set out in PO4D – they should be in accord with UDP standards for business parks.
5A The potential of Aire Valley as a location for a SERP should be recognised	
Leeds Voice	Incineration (Energy Recovery) is being pursued without substantive measures to implement practices at higher levels of the waste management hierarchy. Capital investment in a large scale EfW plant is not viable in the long term because when waste production is minimised and more waste is reused and recycled there will be a dramatic reduction in the waste which needs to be diverted from landfill. Incinerators of this scale require a large amount of waste to operate and therefore building an incinerator before maximising opportunities to implement preferable options of the waste strategy is unsustainable. Move to the top of the waste hierarchy not one step up.
Yorkshire Forward	Support the proposal for a SERP including a site that would maximise residual heat and power. This supports RES Objective 5(c) and RSS policy ENV5 and ENV12.
5B Knostrop will remain and the implementation of measures to reduce odour are promoted to allow a wider range of uses	
Leeds Voice	Measures should be taken to deal with more sewerage waste nearer its source using sustainable systems. Knostrop WWTW can remain where it is but it should be scaled back and small-scale sites identified throughout Leeds.
5C Other comments	
Yorkshire Water	<p>Supportive of the principles proposed in Section 5.5. Unable to support site 4.1 and 4.2 being allocated for a new waste management facility. YW is unlikely to ever release site 4.2 because of its proximity to the high level works. Site 4.1 on its own is too small to fulfil the requirements of a waste to energy plant. Another area within WWTW may become available for a new waste plant located between the upper and lower treatment works. Currently no plans to locate buildings or plant there. Area must remain within the operational boundary of the WWTW so YW retain control of its operation. Site has the following advantages:</p> <ul style="list-style-type: none"> • Site is of sufficient size to support a facility and the land is likely to be available within the time-frame for implementation of the Council's waste strategy.

RESPONDENT	COMMENTS
	<ul style="list-style-type: none"> • Located in an industrial area where a number of waste management facilities already exist. The visual intrusion of a new facility would be minimised. • Site is adjacent to land used for waste processing. Could be suitable for co-location of facilities and has potential to fulfil the requirement of the SERP. • Easily accessed by road infrastructure with minimal impact on the network. • Within footprint of the WWTW which has continuous need for heat and power (maximum demand 11MW). Other development could benefit from the outputs from waste to energy. <p>5B – Not clear what is meant by the proposal to “promote” measures to reduce odour emissions from the WWTW.</p>
Government Office for Yorkshire and the Humber	Firm evidence of deliverability will be required at submission stage. Contingency may be needed.
Aire Valley Land LLP	Full effect of measures to reduce odour emissions from Knostrop WWTW will not be known for some time and their effect is uncertain. Should not be assumed that housing development in Area 6 will be achieved. Opportunities should be taken to maximise residential uses elsewhere such as in Area 11 to help achieve the revised RSS housing requirements. The land at Skelton is far enough away from the WWTW not to be affected.
British Waterways	Agree
Montpellier Estates Ltd	Support mitigating measures for Knostrop, however the cost should be born by the owner. The EC Freshwater Fish Directive and the Water Framework Directive require member countries to achieve “good status” water by 2015. The Plan should reflect these obligations and not be used to justify inappropriate development (retail, leisure or housing). The opportunity for a SERP should be seized and could be located alongside Knostrop, turning a constraint into an opportunity. The financial penalty that could result from the Council failing to deal with municipal waste - £220 million – could fund the remediation of the lagoons.
6E Other comments	
Natural England	Council should be using ANGst (English Nature’s Accessible Natural Greenspace Standards) for provision of open space related to housing developments.
Government Office for Yorkshire and the Humber	Any approach which advances major leisure development would need to be robustly justified including sequential testing and assessed if prejudicial to allocation of land for housing.
RSPB	Support quiet recreational enjoyment of the water corridor. Interested in the potential to run boat trips to and from RSPB reserves in the Lower Aire Valley (Skelton Lake, St Aidan’s and Fairburn Ings. Promoting local recreational activities will reduce the number of people making long journeys to access alternative recreational facilities.

RESPONDENT	COMMENTS
Yorkshire Water	Areas 6A & B around Bellwood and along the river may be affected by malodour from the WWTW.
British Waterways	<p>Leisure and entertainment should offer a range of options to all socio-economic groups. Town Centre uses to be linked to waterfront by attractive green linear routes. The waterways are a clear destination for different communities – future recreational opportunities need to be promoted and clearly signed. Linkages between nodes need to be managed, maintained safely and accessible for all whilst taking care not to harm the environment. Green infrastructure needs to have high ecological value and regular maintenance. Opportunities to improve health and quality of life.</p> <p>Concerns between potential conflict between Trans Pennine Trail and proposed Rapid Transit route.</p>
Aire Valley Land LLP	Should open up green belt land for appropriate recreational uses to support sustainable communities. Will enable optimum use of land outside the greenbelt which would otherwise have to accommodate open space. Opportunity to create a continuous linear park along the river corridor is supported and should be extended through Areas 6C1 & 7. Given the distance of the most northerly housing from the river and the ease of deliverability of development on the site of the park (as opposed to lagoon no.1) consider that the riverside park should be largely moved inland into Area 6.
Leeds PCT	Support proposals for new parks, pedestrian and cycle routes.
Leeds Voice	<p>New greenspaces should be low maintenance and high quality with edible planting and use of native species (including those resilient to climate change). Should meet recreational needs and provide diverse wildlife habitats, including wetlands. Needs of migratory birds and connectivity to nature reserves and habitats along the Aire needs consideration.</p> <p>Fish passes should be installed along key barriers to maximise the recreation opportunities provided by fishing and wildlife watching.</p> <p>Skelton Grange Environment Centre could potentially act as an information centre on the cycling and walking routes of the area, wildlife watching opportunities and act as an education and visitor centre. Developer contribution should be sought to improve public facilities connected to the centre.</p> <p>Access to Skelton Lake from Rothwell and access from south to the north of the river needs to be improved.</p>
Councillor Steve Smith	The boundary of Rothwell is largely defined by the River Aire and M1. Links to other areas of the city are very important including pedestrian access. Leisure activities contribute to the health and wellbeing of the population and there is a need for access to existing and proposed greenspaces north of the river from Rothwell and vice versa; the latter growing in importance if new housing is built north of the river.

RESPONDENT	COMMENTS
	<p>An agreement was reached (National Coal Authority and LCC) to provide a bridge spanning the canal in the Skelton Lake area. Strenuous efforts should be made to bring the project to fruition at the earliest opportunity.</p>
<p>Rothwell Footpath Group</p>	<p>In 1986 agreement was reached between LCC and the National Coal Authority to provide an access bridge across the canal and river from Bullough Lane to Skelton Lake. This would provide access from Rothwell Country Park to Temple Newsam and other proposed recreation and green spaces. Would also provide an easy access route for future employees.</p> <p>Other possibilities to open up the Trans Pennine Trail towards the new RSPB site at St Aidans and beyond to Fairburn Ings.</p> <p>Proposal for 1,200 new houses means it is essential that the new residents have full access to recreational facilities in the area.</p>
<p>7B Street, spaces and Buildings by exploiting design opportunities using high quality materials and preserve historic buildings</p>	
<p>EWS</p>	<p>Supports the design ethos in Ch 5.7.</p>
<p>English Heritage</p>	<p>Support option 7B vii where there are historic buildings in and on the periphery – such assets need safeguarding.</p>
<p>Leeds Voice</p>	<p>Development alongside the waterfront should have a “public face”.</p>
<p>7C Landmarks and gateways</p>	
<p>Leeds Voice</p>	<p>The waterfront should be enhanced as a green corridor (linear park) and developments alongside the waterfront/green corridor should have a public face on the waterfront.</p>
<p>7E Landscaping</p>	
	<p>Use fruit and nut trees and native species which support biodiversity. Fish passes on weirs are key to improving biodiversity.</p>
<p>7F Biodiversity by protecting existing habitats and opportunities for habitat creation.</p>	
<p>British Waterways</p>	<p>Agree – need to maximise the value of the waterside environment to benefit the economic and social opportunities. Implementing the key principles of good design will help – as will local pride and ownership of AVL. Views/vistas should focus on the waterfront. Open spaces and green sites should be encouraged, emphasising their importance – aesthetically, health wise and ecologically (CABE 2004). Not all sites along the waterfront should be given over to built development. Enhance biodiversity, create habitats, manage invasive species, provide fish pass at Knostrop weir.</p>
<p>Bradford City Council</p>	<p>Support this option in particular installation of fish pass at Knostrop Lock Weir. Removal would complement similar works done at Castleford and remove major obstacle to salmon and trout approaching Bradford, in line with Bradford’s Biodiversity partnership (River Corridor HAP and Otter SAP) EA and the Aire and Calder Rivers Group - supporting recreation, angling, ecology and River Aire as a clean and vibrant river.</p>

RESPONDENT	COMMENTS
7G Sustainable design and construction	
Yorkshire Forward	Reference should be made to the relevant BREEAM and Code for Sustainable Homes Levels from the Core Strategy.
7H Other comments	
RSPB	Support promoting development that accords with biodiversity. Areas of greenspace should be enhanced for wildlife to include features such as hedgerows, trees and ponds. Cycle and footpath networks could be enhanced to create green corridors for wildlife. Maximising opportunities to restore and create habitats for wildlife which will help meet Biodiversity Action Plan targets for Priority species and habitats. AVL has excellent opportunities of reedbed and lowland wet grassland habitats.
Yorkshire Forward	Support Council's commitment to sustainable development, in particular the contribution to meeting the Regions target of reducing CO2 by 20-25% by 2016.
Natural England	7B – Should also include townspace and landscape setting as part of the principles. 7F(i) – Should be re-worded to “Retains and enhances existing habitats”. 7G(ii) – A target should be set for the amount of renewable energy to be generated on site as recommended in the SA/SEA. 7F(v) – Could be improved by adding “Promotes a green infrastructure network of habitats throughout the area”. As suggested in the SA/SEA add: “all developments to undertake ecological assessments of the sites to be developed.” 7.4 Environmental Improvements – should include improvements in the creation of open space, green infrastructure corridors, flood areas, species and habitat enhancement and provision for the area.
Yorkshire Water	Strongly supports the policies within 7G. Double environmental benefit of generating power on site. Benefits of renewable energy and avoidance of transmission losses. Support use of SUDS when appropriate. The issue of who will adopt certain types of SUDS has not yet been resolved. Current legislative framework and national water industry guidance does not encourage implementation of optimum SUDS solutions and until the question of adoption is resolved, little implementation is likely to occur.
Aire Valley Land LLP	Principles supported. Requirement to generate energy on-site from renewable sources should only be applied where this can be demonstrated to be viable having regard to site conditions, type of development, location and design. This would be consistent with PPS22 “Renewable Energy”. Greater opportunity should be taken to amplify the vision of this area as “the window to Leeds”. This could be in the form of other uses (such as offices and or leisure) along the ELLR/M1 margin of Area 6. The AAP should give freedom to such uses and design opportunities.

RESPONDENT	COMMENTS
Home Builders Federation	Generally supportive of the policies in this preferred option. However, reference to on site renewable energy generation should be removed. Industry believes the best way to improve the energy efficiency of new housing and to promote renewable energy is through innovations in materials and technology development, rather than setting arbitrary targets that are impossible to measure. The prescription of minimum percentages for the incorporation of micro-renewable energy is not beneficial in helping to tackle climate change. Reduction of CO2 is best tackled through design and construction, improvements to the existing stock, changes in individual behaviour and through investment in cleaner power generation. Micro-renewables need regular cleaning, servicing and eventual replacement and relatively untested. Only solar collectors are anything like a viable on-site option. May adversely affect the saleability of housing if people are wary of untested technology. Will also add to management costs in the social sector. Sustainable design and construction should be addressed through the building regulations and through the Code for Sustainable Homes.
Leeds PCT	Support requirements for providing sufficient greenspace and quality landscaping.
Rothwell Footpath Group	Two ponds have been identified which are fed from Colton Beck which runs through the Skelton Business Park site. They are rich in wildlife including frogs, dragonflies, damselflies and kingfishers. There are small copses of well established trees supporting bird life. Development of the area is a great opportunity to enhance these habitats. Habitat needs to be retained for smaller species and this is at greater risk from new development.
Character Areas	
Area 1	
British Waterways	<p>1.1 ensure pedestrian circulation between and within the development and the waterfront and places beyond. The towpath should be an integral part of the scheme. The waterway should be treated as a “pedestrianised street” with development being accessed from the towpath.</p> <p>1.6 encourage mixed uses (18/24hour) to maximise waterfront location and linkages with site 1.1. – safe and sustainable waterside areas and routes.</p> <p>Support iconic and functional new pedestrian bridge, linking both sides of the waterway. Support creation of greenspace directly linked by foot and cycle to waterways – which will act as a green corridor. Incorporate industrial heritage in good design.</p>
Metro	Office use too far from Rail Station (1.5km) – will need to contribute to FCB (Free City Bus) to make site accessible (depending on NGT).
English Heritage	Braime Building - Grade II listed is unparalleled in surviving engineering works of the period. Proposals should ensure reuse of the building and redevelopment proposals for the remainder of the site preserves its character and setting. This should be done

RESPONDENT	COMMENTS
	by a development brief as part of proposals for the site.
Area 2A	
Metro	Should be retained as quality open space – EASEL identifies Cross Green Priority Improvement Area. A multi court, grass and play area should be provided in context of housing on the Hilda’s and Copperfield.
Area 2B	
EWS	<p>Long standing good working relationship with Network Rail and EWS as the long lease holder on site 2B.1. Relatively little use now made of the branch line to Tarmac and therefore the majority of the site could be released for development – whilst recognising the constraints of the site, including the adjacent WWTW to the east, 70% of the site could potentially be developed for housing, with the balance being suited to hybrid workshops – not generating high volumes of HGV traffic.</p> <p>Better site for customers identified at Neville Hill, supported by proposals on site 3A.3 – adjacent to large industrial site and close to ELLR.</p>
Metro	Site will need to be made accessible.
Network Rail	Proposals in line with previous discussions.
British Waterways	Encourage mixed use waterfront development, linked with green linear park and new bridge, connecting to green transport routes.
Area 2C	
RWENpower	New housing identified on land south of the river is surrounded by existing poor quality industrial uses and is in a relatively isolated location. Boundaries need to be stretched to include land around new railway station.
English Heritage	Development here should take account of the need for Hunslet Mills to remain the dominant focal point in this part of Character Area 2. Support bullet point relating the preservations and enhancement of the Listed Buildings at Hunslet Mills.
David Storrie Associates on behalf of Tetley Motor Services	Unallocated site is appropriate for housing and the existing use/s are incompatible with the proposed surrounding uses (housing) due to unsociable operating hours (24). More appropriate also to listed building.
British Waterways	Re use and redevelopment of redundant buildings welcomed – retaining historic features and character – improve design and usability of existing bridge between 2C and 2B.
White Young Green – Airebank Developments	Over prescriptive line across the site dividing the offices and the housing – more flexibility is required.
Area 2D - National Road	
Metro	If residential development encouraged in this area then it will drive out employment uses into north Aire Valley.
Area 3	
Network Rail	Support site 3A.3 for freight.
British Waterways	Encourage links to waterfront with signage.

RESPONDENT	COMMENTS
Area 3C	
Theatres Trust	Support 3C which promotes leisure and entertainment, arts, culture or tourist facilities. Town centres need to provide a range of functions such as leisure, recreation and cultural facilities including restaurants, pubs, clubs, theatres, cinemas, concert halls and museums for vibrant town centres and stimulating night time economy.
Area 4	
Yorkshire Water	Have no plans to release site 4.2 because of its proximity to the high level inlet works (repeated under 1D and 5C – Waste Management).
Area 5A	
Yorkshire Water	Majority of area 5A is outside the area predicted to be impacted by malodours from WWTW. Occupiers of development around the southern boundary may experience odour levels above 1.5.
Area 5B	
White Young Green – Muse Developments	Greater flexibility needed in the supporting text of character area 5B. Removal of road link to Thornes Farm.
English Heritage	Given proximity of Skelton Moor Farm to registered historic park and garden at Temple Newsam requirements should include: 1. Scale of development should not have significant impact on character and setting of the park or views from it 2. A landscape buffer should be provided to eastern edge of site 5b.1 (SA mitigation measures).
Area 6	
National Grid	In order to allow the possible extension of the current essential operation National Grid state that their land should be protected see PLAN – although they do not object to any proposals of the AAP. The need for the occasional delivery of abnormal loads is also referred to and delivery routes should be protected.
Yorkshire Water	Satisfied that the proposals on the north and western part of Area 6 for industry / warehousing are compatible with the presence of WWTW. Have serious doubts about the viability of a major housing development within sites 6A.4, 6B, 6C.1 and 6D which are wholly or partly within the area expected to experience odour levels between 1.5 - 5 $ou_E^{m^{-3}}$ and where there is therefore likely to be a loss of amenity to future occupiers. Area 6B is disused sludge lagoons, currently being restored to mitigate levels of contamination but not to a level that would allow it to be utilised for development. No plans to release it from YW operational land for redevelopment. In order to make it fit for residential or similar purposes, further extensive and costly remediation would be required. Essential that new development does not adversely impact upon YW's statutory obligation to provide water and sewerage services to the wider community.

RESPONDENT	COMMENTS
	<p>Plan should indicate how investment [to remove odour related constraints on development] will be realised. Particularly with regard to the extensive enabling works that will be required before development could be implemented in the area.</p> <p>History of odour complaints associated with the WWTW including from offices located approximately 1km away. Odour mapping provided an indication of the spread and concentration of odours in the vicinity of the WWTW. The national water industry guideline standard is a maximum odour concentration of 5 ou_E^{m-3} at the nearest sensitive receptor, with a concentration of 1.5 being the limit of detection.</p> <p>Currently undertaking works to ensure compliance with the Freshwater Fisheries Directive (FFD) by 2010. Scheme will provide environmental benefits with respect to water quality and will result in a reduction in the footprint of the works. The filter beds which are a source of odour will be decommissioned. Have also commenced a project to improve odour control at the site. The scheme will mitigate existing odour levels but not eliminate them.</p> <p>A recent odour modelling exercise undertaken during the summer of 2007 has been distorted by the very wet weather conditions and unusual operating requirements in September producing new data which is atypical. The only means of obtaining an accurate modelling scenario that will reflect conditions over the whole plan period, is to undertake an extended programme of monitoring after the current refurbishment and odour control works have been completed in 2010.</p> <p>Para 2 of PPS23 states the planning system plays a key role in ensuring that other uses and developments are not, as far as possible affected by major existing or potential sources of pollution. Para 11 “where new housing is proposed close to a source of pollution, the risk of pollution from the normal operation of the process or the potential impacts and the extent to which the proposals address such risks will influence whether or not development should proceed. Appendix A contains a list of matters that should be taken into account.</p> <p>Given uncertainties regarding the future use of the lagoon, the costs of remediating it to an appropriate level and difficulty of predicting post 2010 odour levels, robust further evidence, including how development would be phased to tie in with the necessary infrastructure improvements, is required to be confident that the residential development proposals could be implemented.</p>
English Heritage	Scale of development in 6A.1 and 6A.3 should not have significant impact on character and setting of the park or views from it.

RESPONDENT	COMMENTS
RWENPower	Removal of an existing weir approximately 100m downstream from Skelton Grange should be identified to improve the environmental quality of the river.
Aire Valley Land LLP	<p>If residential/mixed use opportunities at Skelton Business Park continue then It may be appropriate to relocate some of the office floorspace currently permitted to Area 6. The area is intended to accommodate substantial areas of employment and relocation would be in context. Would be a “good neighbour” to any subsequent residential development.</p> <p>Proposals for Area 6 should allow a maximum of 3500 homes to best support the creation of a sustainable community and to reflect the development capacity north and south of the river.</p> <p>Page 55 – indicative design plan should be removed.</p>
Wyke Beck Way Area Community Forum	<p>Plan fails to define any principal proposal to demonstrate that there will be an appropriate green corridor link traversing from north to south through the proposed development. Biodiversity and Waterfront Development SPD requirements have not been addressed.</p> <p>The indicative design concept for Area 6 (on page 55) should be backed up with explanation of what is being addressed in the design and be replicated for other Wyke Beck Way Corridor locations.</p> <p>Reference to softening the eastern boundary of the area should equally apply to the northern boundary where it adjoins the open space of the valley.</p> <p>There is no representation on the map of the planned footpath and cycle routes through this area. Such links are planned and considered important in strategies for linking the area with residents to the north and south.</p> <p>No reference to flood control measures being necessary for this area in order to contribute effectively to comprehensive flood control measures for the Wyke Beck. Features such as flood control ponds must be seen as part of a holistic landscaping plan for the valley as a whole.</p> <p>Proposals 1 to 4 do not make mention of an urban green corridor reflecting some aspect of Wyke Beck Valley running north/south east through the area. Commitment to footpath and cycle links into and out of the area is confusingly referred to only in terms of being provided if Part 4 proposals do not proceed.</p>
British Waterways	Support design concept of sustainable community – orientated to waterfront. Encourage pedestrian movement between and within

RESPONDENT	COMMENTS
	<p>the development and the waterfront. Establishing strong links to the riverside park, Thwaites Mill, Skelton Grange Environment Centre, Temple Newsam and beyond and the wetlands.</p> <p>Site 6E.5 inland dock – continuing to assess feasibility – need to retain flexible approach.</p>
Area 7	
British Waterways	<p>Agree with principle of creating educational and cultural destination. Need to improve Mill and waterway as a focus point and encourage green recreational corridor, based on sound ecological values.</p> <p>Site 7.1 – used by Sea Scouts need to review.</p> <p>Site 7.2 - Object, current BW dredging site. Green open visual amenity space can be the only use, rather than access thro' the site.</p> <p>Potential conflict between Trans Pennine Trail and proposed Rapid Transit route.</p>
English Heritage	<p>Support protecting and enhancement of green area around Mills and improved linkages to safeguard setting of the listed Mills.</p>
Area 8	
RWE Npower	<p>No attempt is made to improve the environment or development potential of the B6481 corridor. This is a strategically important corridor and a major gateway.</p>
British Waterways	<p>Encourage green transport routes to Area 6, linking proposed bridges to waterway and riverside park. The Aire corridor is an under utilised asset, poorly connected, visually and physically – which could add benefit, resources and green spaces to an area deficient in such spaces.</p>
Network Rail	<p>See 4B proposed rail halt – Area 8 – happy to continue to explore in conjunction with the Council and the PTE, however there are considerable capacity constraints on the Leeds/Castleford rail line (particularly with the intro of the new Leeds – Nottingham service.) Further work would require funding by either the Council or third party. Question the function of the greenspace allocation to the south of site 8.9 – further development would enhance the viability of this site.</p>
Area 9	
English Heritage	<p>Site is adjacent to the cemetery, a Historic Park and Garden. Section 3 should stipulate development should safeguard setting of registered landscape including view from the cemetery, particularly from the main east west paths from the principal building. There may be opportunities to create linkages between cemetery and site 9.1.</p>
Area 10	
White Young Green – Goodman	<p>Recognise this regionally significant asset – Leeds Valley Park.</p>

RESPONDENT	COMMENTS
International – Leeds Valley Park	
Area 11	
Aire Valley Land LLP	Proposals for Area 11 should seek a minimum of 2400 dwellings.
English Heritage	The Temple Newsam Park extends southward into SKB (11B.1). Development proposals should respect the character and setting of the Park and views from it and principal buildings.
Wyke Beck Way Area Community Forum	The AAP exclude Skelton Lake, the Riverside and Canal corridor. Creates the perception that the lake and prominent area to the east of the lake is not seen as integral to the approach for this part of the AAP. Weight should be given to links through to Halton Moor and the remainder of the Wyke Beck Valley.
Rothwell Footpath Group	By including the proposed bridge from Rothwell to Skelton Business Park, the cycle and path network, linking Temple Newsam, Rothwell, Woodlesford, St Aidans and beyond to Fairburn Ings the area would be further enhanced, beneficial and would add value to the proposed development.
Sustainability Appraisal	
Aire Valley Land LLP	Section relating to traffic modelling work is very out-of-date and does not reflect the current proposals, particularly in terms of anticipated future modal split.
Natural England	<p>Methods used are appropriate and in accordance with national guidance. AAP should incorporate the SA/SEA recommendations and in particular the ones referring to PO7F:</p> <ul style="list-style-type: none"> • Ecological assessment of all sites to be included in the AAP Use of SUDS
English Heritage	<p>Add to para 6.1.53 - 2 additional designations: Hunslet Cemetery Grade II Historic Park and Garden and Braimes Pressing Building - Grade II Listed Building.</p> <p>Page 72 - Table 6.6. SA21. In addition to landscaping western boundary of site 5B.1 policy wording needed for Area 5B (4) should include policy wording that new development should not have significant impact on character or setting of the registered park. A similar reference should be made for Site 11B.1 and sites 6A.1 and 6A.3.</p> <p>Hunslet Cemetery Grade II Historic Garden could be affected by development in Site 9.1. A mitigation measure should ensure that the character and setting of the registered landscape is safeguarded along with views from the cemetery and along the main east west paths and reflected in a brief for the site.</p> <p>Braimes Pressing Building a mitigation measure for Area 1 policy should include ref to needs that development proposals safeguard character setting of the Braime Building.</p>
Kris Properties Limited (Submitted by Richard Raper Planning)	The AAP has occurred in advance of a district wide SA/SEA being produced and consulted upon. The AAP has not assessed the likely significant environmental effects of implementing the plan including all reasonable options and alternatives as required by the SEA regulations. The AAP is being undertaken, without these

RESPONDENT	COMMENTS
Submitted after end of consultation period (20/11/07)	latter requirements having been complied with. Proceeding on this basis would leave the process open to challenge. The Aire Valley proposal should be properly assessed alongside all other proposals (including the potential of the Micklefield location) via a comprehensive SA/SEA.
Montpellier Estates Ltd	Leisure Option L3 refers to new major leisure which they argue is not sustainable (see their comment under 3D) – PPS 6, impact on the City Centre and that a report by PMP concludes that the city centre has greater benefits as a location. At the Alt Options stage they sought to have L3 “dropped” and they note this is reflected in the Character Area proposals and the Preferred Options, however strategic theme 3Ciii refers to leisure development at various locations, <i>subject to the sequential test of PPS6</i> . They agree that this test should be applied but in the context of the SA this type of development is not sustainable in the locations specified and should therefore be dropped from the strategic themes.
British Waterways	Encourage wetland corridors protection. Provision and enhancement of cycle and footpath networks, including links to river and canal corridors. The intensity and type of development should not be beyond the environmental limits and not detrimental to the biodiversity value of the nearby wetlands. Retain existing ponds.
White Young Green – Muse Developments	Need for assessment between EA and LCC over SFRA and tests in PPS25 and this should be referred to in the SA.

Response to Questionnaire

Introduction

The consultation papers on the AVAAP invited written comments based on the preferred land use and transport options for the Aire Valley Leeds. A questionnaire was included in order to guide consultees in their response to the options under themed headings, as outlined in the AVAAP. The document and questionnaire were published on the Council’s website and a facility available to complete the questionnaire on-line.

Analysis of Questionnaire Responses

This section sets out the results from the questionnaire which accompanied the Preferred Options consultation document

The consultation looked for responses upon seven separate strategic themes. Each of the themes was also split down into more specific proposals which were separately referred to in the questionnaire. All of the strategic themes, including each of the proposals within them, were supported by the majority of respondents expressing an opinion, although the level of support did vary across the themes.

The following analysis is based upon the 39 questionnaires received during the statutory consultation period that answered at least one of the strategic theme questions. Not all respondents answered every question so the number of responses varies between the themes. The percentages given in each table refer only to those people expressing agreement or disagreement with the preferred option, so the 'don't knows' are excluded from the figure.

PO1 – Employment uses (non-office)

1A - Identify 200 hectares of land for employment (non-office) use.

1B - Identify areas 2, 3, 4, 5, 6, 8 and 9 to provide the 200 hectares of employment land.

1C - Support the concept of business clusters within the Leeds City Growth Area.

There is broad support for this preferred option, including the amount of land identified for non-office employment uses (70.8%) and the broad areas identified within AVL (69.6%). There was also agreement with the concept of supporting the development of business clusters within the area (73.7%).

Questionnaire Responses to Preferred Option 1: Employment uses (non-office)						
Opinion	PO-1A		PO-1B		PO-1C	
	No.	%	No.	%	No.	%
Strongly agree	9	37.5	6	26.1	7	36.8
Agree	8	33.3	10	43.5	7	36.8
Agreement sub-total	17	70.8	16	69.6	14	73.7
Disagree	1	4.2	0	0	0	0
Strongly disagree	6	25.0	7	30.4	5	26.3
Disagreement sub-total	7	29.2	7	30.4	5	26.3
Don't know	6	-	5	-	9	-
Total Responses	30	-	28	-	28	-

PO2 – Housing

2A – Promote new housing within mixed use developments in locations at:

- i) Clarence Road (Area 1)*
- ii) Former Copperfields College (Area 2A)*
- iii) Knowsthorpe (Area 2B)*
- iv) Hunslet Riverside South (Area 2C)*

The proposal to promote new housing in the western part of AVL is broadly supported, although the level of support varies between the specific locations identified in the preferred option. The former Copperfields College site (Area 2A) received the greatest support (84%). The lowest level of support was for the Hunslet Riverside South area although this still represents over 69% of all respondents.

Questionnaire Responses to Preferred Option 2A: Housing								
Opinion	PO-2Ai		PO-2Aii		PO-2Aiii		PO-2Aiv	
	No.	%	No.	%	No.	%	No.	%
Strongly agree	6	26.1	7	28.0	7	28.0	5	21.7
Agree	12	52.2	14	56.0	12	48.0	11	47.8
Agreement sub-total	18	78.3	21	84.0	19	76.0	16	69.6
Disagree	2	8.7	2	8.0	3	12.0	4	17.4
Strongly disagree	3	13.0	2	8.0	3	12.0	3	13.0
Disagreement sub-total	5	21.7	4	16.0	6	24.0	7	30.4
Don't know	3	-	3	-	2	-	4	-
Total Responses	26	-	25	-	27	-	27	-

2B – Promote major new housing development in the eastern part of the Aire Valley in the form of two ‘sustainable communities’ at:

- i) Skelton Business Park*
- ii) Bellwood, Skelton Grange and Stourton Riverside*

The two proposed housing developments in the eastern part of the area were less well supported than those in the western part, although the majority of respondents agreed with the proposals. The Skelton Business Park site was supported by 56% of respondents and the Bellwood / Skelton Grange / Stourton Riverside site by 62.5%.

Questionnaire Responses to Preferred Option 2B: Housing				
Opinion	PO-2Bi		PO-2Bii	
	No.	%	No.	%
Strongly agree	7	28.0	7	29.2
Agree	7	28.0	8	33.3
Agreement sub-total	14	56.0	15	62.5
Disagree	3	12.0	3	12.5
Strongly disagree	8	32.0	6	25.0
Disagreement sub-total	11	44.0	9	37.5
Don't know	2	-	2	-
Total Responses	27	-	26	-

PO3 – Town Centre Uses

3A – Promote appropriate support services in neighbourhood centres at Copperfields College, Knowsthorpe, Bellwood and Skelton Business Park

3B – Allow for development of offices at Skelton Moor Farm and Leeds Valley Park

3C – Allow for existing leisure & tourism consents and identify the following locations as preferred areas of search to locate new leisure and tourism facilities of an appropriate scale:

- i) Clarence Road, Hunslet Riverside South*
- ii) Stourton North*
- iii) Skelton Business Park*

There is broad support for the Town Centre Uses preferred option. 72% agree with the proposals to provide neighbourhood centres in the identified locations and 62% with allowing for development of offices at Skelton Moor Farm and Leeds Valley Park. The

Clarence Road / Hunslet Riverside South areas is the most favoured location as an area of search for leisure/tourism facilities with 72% of respondents agreeing. Stourton North and Skelton Business Park are slightly less well favoured, albeit with 63% and 60% of respondents respectively agreeing they should be identified as areas of search.

Questionnaire Responses to Preferred Option 3: Town Centre Uses										
Opinion	PO-3A		PO-3B		PO-3Ci		PO-3Cii		PO-3Ciii	
	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	9	36.0	2	8.3	7	38.9	4	21.1	4	20.0
Agree	9	36.0	13	54.2	6	33.3	8	42.1	8	40.0
Agreement sub-total	18	72.0	15	62.5	13	72.2	12	63.2	12	60.0
Disagree	4	16.0	5	20.8	1	5.6	3	15.8	3	15.0
Strongly disagree	3	12.0	4	16.7	4	22.2	4	21.1	5	25.0
Disagreement sub-total	7	28.0	9	37.5	5	27.8	7	36.8	8	40.0
Don't know	3	-	6	-	7	-	7	-	5	-
Total Responses	28	-	30	-	25	-	26	-	25	-

PO4 - Transport

4A – Implement a balanced package of transport measures to support travel plans by providing a mix of public and private investments

4B – Propose a range of physical transport improvements such as park and ride, rapid transit, cycleways and a new rail halt on the Leeds to Castleford line

4C – Identify opportunities for non-road freight distribution facilities at Neville Hill sidings and an inland dock on the Aire & Calder Navigation at Stourton

The proposals in the transport preferred option were generally very well supported. There appears to be a consensus that a balanced package of transport measures is required including a mix of public and private investments, with over 96% support. The proposed physical transport improvements (89%) and freight distribution facilities at Neville Hill and inland dock at Stourton (81%) are also supported by the majority of respondents.

Questionnaire Responses to Preferred Option 4A-C: Transport						
Opinion	PO-4A		PO-4B		PO-4C	
	No.	%	No.	%	No.	%
Strongly agree	13	50.0	18	64.3	15	55.6
Agree	12	46.2	7	25.0	7	25.9
Agreement sub-total	25	96.2	25	89.3	22	81.5
Disagree	1	3.8	0	0.0	2	2
Strongly disagree	0	0.0	3	10.7	3	3
Disagreement sub-total	1	3.8	3	10.7	5	18.5
Don't know	5	-	4	-	6	-
Total Responses	31	-	32	-	33	-

4D – Consider a range of transport policy measures such as:

- i) 40% of journeys by non-car modes of travel*
- ii) Restrictions on number of car parking spaces for new development*
- iii) Restrictions on the use of East Leeds Link Road to through traffic*
- iv) Requirements for developers to contribute to sustainable transport*

The transport policy measures put forward in the preferred options are broadly supported. The most favoured of the measures was requiring developers to contribute to sustainable transport with over 96% of respondents agreeing. The other proposed measures had at least 70% support.

Questionnaire Responses to Preferred Option 4D: Transport								
Opinion	PO4Di		PO4Dii		PO4Diii		PO4Div	
	No.	%	No.	%	No.	%	No.	%
Strongly agree	11	44.0	10	40.0	9	45.0	16	59.3
Agree	9	36.0	8	32.0	5	25.0	10	37.0
Agreement sub-total	20	80.0	18	72.0	14	70.0	26	96.3
Disagree	2	8.0	4	16.0	4	20.0	1	3.7
Strongly disagree	3	12.0	3	12.0	2	10.0	0	0
Disagreement sub-total	5	20.0	7	28.0	6	30.0	1	3.7
Don't know	6	-	8	-	8	-	4	-
Total Responses	31	-	33	-	28	-	31	-

PO5 – Waste Management

5A – The potential of Aire Valley as a location for a Sustainable Energy Resource Park (SERP) and/or other waste management facilities should be recognised in the AAP.

5B – Knostrop WWTW will remain in its current location. The implementation of measures that will reduce odour emissions from Knostrop WWTW to such a level that will allow for the development of a wider range of uses on adjacent sites are promoted.

The waste management proposals were supported by the majority of respondents. 65% agreed that the potential of the Aire Valley for a Sustainable Energy Resource Park (SERP) should be identified, although over 30% strongly disagreed. 74% agreed that the AAP should promote improvements at Knostrop WWTW to reduce the level of odour emissions from the works.

Questionnaire Responses to Preferred Option 5: Waste Management				
Opinion	PO-5A		PO-5B	
	No.	%	No.	%
Strongly agree	5	19.2	12	44.4
Agree	12	46.2	8	29.6
Agreement sub-total	17	65.4	20	74.1
Disagree	1	3.8	2	7.4
Strongly disagree	8	30.8	5	18.5
Disagreement sub-total	9	34.6	7	25.9
Don't know	5	-	3	-
Total Responses	27	-	30	-

PO6 – Recreation

- 6A – Create a new riverside park at Bellwood (Area 6).*
6B – Promote related recreational uses of the water corridor.
6C – Provide for new pedestrian and cycle bridge crossings over the river and canal.
6D – Promote opportunities to create several new parks.

The proposals set out in the recreation theme are the most strongly supported in the AAP, with at least 90% of respondents agreeing with each proposal.

Questionnaire Responses to Preferred Option 6: Recreation								
Opinion	PO6A		PO6B		PO6C		PO6D	
	No.	%	No.	%	No.	%	No.	%
Strongly agree	20	64.5	20	64.5	19	65.5	22	81.5
Agree	10	32.3	9	29.0	8	27.6	4	14.8
Agreement sub-total	30	96.8	29	93.5	27	93.1	26	96.3
Disagree	0	0.0	0	0.0	1	3.4	0	0.0
Strongly disagree	1	3.2	2	6.5	1	3.4	1	3.7
Disagreement sub-total	1	3.2	2	6.5	2	6.9	1	3.7
Don't know	3	-	4	-	5	-	6	-
Total Responses	34	-	35	-	34	-	33	-

PO7 – Design & Environment

- 7A – The overall principles of design based on use, movement, space and form.*
7B – Streets, spaces and buildings by exploiting design opportunities, using high quality materials and preserve historic buildings.
7C – Landmarks & gateways by exploiting opportunities for landmark buildings, public art and landscape features.
7D – Community safety by adopting 'secured by design' principles and ensure that spaces around buildings enhance natural surveillance and reduce crime.

The proposed design principles for new development, set out in this preferred option were supported by the vast majority of respondents, with over 90% agreeing with each of the above principles.

Questionnaire Responses to Preferred Option 7A-D: Design & Environment								
Opinion	PO7A		PO7B		PO7C		PO7D	
	No.	%	No.	%	No.	%	No.	%
Strongly agree	12	46.2	16	55.2	13	54.2	18	69.2
Agree	13	50.0	12	41.4	9	37.5	7	26.9
Agreement sub-total	25	96.2	28	96.6	22	91.7	25	96.2
Disagree	0	0.0	0	0.0	1	4.2	0	0.0
Strongly disagree	1	3.8	1	3.4	1	4.2	1	3.8
Disagreement sub-total	1	3.8	1	3.4	2	8.3	1	3.8
Don't know	7	-	5	-	8	-	6	-
Total Responses	33	-	34	-	32	-	32	-

*7E – Landscaping by incorporating larger growing tree species.
7F – Biodiversity by protecting existing habitats and identifying opportunities for habitat creation.
7G – Sustainable design and construction by maximising energy efficiency and minimising waste, incorporating on-site renewable energy production and Sustainable Urban Drainage Systems*

of

(83%).

Questionnaire Responses to Preferred Option 7E-G: Design & Environment						
Opinion	PO7E		PO7F		PO7G	
	No.	%	No.	%	No.	%
Strongly agree	17	58.6	22	68.8	20	66.7
Agree	9	31.0	8	25	5	16.7
Agreement sub-total	26	89.7	30	93.8	25	83.3
Disagree	2	6.9	1	3.1	2	6.7
Strongly disagree	1	3.4	1	3.1	3	10.0
Disagreement sub-total	3	10.3	2	6.3	5	16.7
Don't know	4	-	4	-	3	-
Total Responses	33	-	36	-	33	-

Analysis of responses to character area proposals

Character Area Proposals

The consultation questionnaire also asked for opinions about the 11 Character Area Frameworks set out in the AAP Preferred Options consultation document. Each character area frameworks contains of a set of written proposals followed by an annotated extract from the Proposals Map showing the broad pattern of development proposed. Two of the character areas were split into smaller sub-areas on the questionnaire. The character areas and sub-areas are listed below:

CHARACTER AREAS
*Area 1 – Clarence Road
 Area 2A – Copperfields
 Area 2B – Knowsthorpe
 Area 2C – Hunslet Riverside South
 Area 2D – National Road
 Area 3 – Cross Green Industrial Park
 Area 4 – Knostrop
 Area 5A – Thornes Farm
 Area 5B – Skelton Moor Farm
 Area 6 – Bellwood, Skelton Grange & Stourton Riverside
 Area 7 – Thwaite Mills
 Area 8 – Stourton Corridor
 Area 9 – Stourton North
 Area 10 – Leeds Valley Park
 Area 11 – Skelton Business Park*

Summary

All of the character area proposals received support from the majority of respondents expressing an opinion, although the percentage agreeing varied considerably between areas. The highest level of support (85.7%) was for Character Area 2A (Copperfields), with Area 1 (Clarence Road), Area 2C, Area 7 and Area 10 also supported by over 80% of respondents. Character Area 11 (Skelton Business Park) was the framework that was least well supported (52%). Area 6 (58%) and Areas 5A & 5B (61%) were the only other framework receiving support from under 70% of respondents. The detailed results are set out in the tables below.

Questionnaire Responses to Character Area Proposals: Areas 1 & 2										
Opinion	AREA 1		AREA 2A		AREA 2B		AREA 2C		AREA 2D	
	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	4	20.0	5	23.8	4	20.0	5	27.8	3	21.4
Agree	13	65.0	13	61.9	11	55.0	10	55.6	7	50.0
Agreement sub-total	17	85.0	18	85.7	15	75.0	15	83.3	10	71.4
Disagree	0	0.0	1	4.8	1	5.0	1	5.6	2	14.3
Strongly disagree	3	15.0	2	9.5	4	20.0	2	11.1	2	14.3
Disagreement sub-total	3	15.0	3	14.3	5	25.0	3	16.7	4	28.6
Don't know	1	-	1	-	1	-	3	-	6	-
Total Responses	21	-	22	-	21	-	21	-	20	-

Questionnaire Responses to Character Area Proposals: Areas 3, 4, 5 & 6										
Opinion	AREA 3		AREA 4		AREA 5A		AREA 5B		AREA 6	
	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	3	15.8	6	30.0	3	16.7	4	22.2	3	12.5
Agree	11	57.9	9	45.0	8	44.4	7	38.9	11	45.8
Agreement sub-total	14	73.7	15	75.0	11	61.1	11	61.1	14	58.3
Disagree	2	10.5	1	5.0	0	0.0	0	0.0	4	16.7
Strongly disagree	3	15.8	4	20.0	7	38.9	7	38.9	6	25.0
Disagreement sub-total	5	26.3	5	25.0	7	38.9	7	38.9	10	41.7
Don't know	2	-	4	-	3	-	-	-	1	-
Total Responses	21	-	24	-	21	-	-	-	25	-

Questionnaire Responses to Character Area Proposals: Areas 7, 8, 9, 10 & 11										
Opinion	AREA 7		AREA 8		AREA 9		AREA 10		AREA 11	
	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	5	27.8	4	23.5	4	21.1	4	23.5	4	19.0
Agree	10	55.6	8	47.1	11	57.9	10	58.8	7	33.3
Agreement sub-total	15	83.3	12	70.6	15	78.9	14	82.4	11	52.4
Disagree	1	5.6	2	11.8	1	5.3	1	5.9	6	28.6
Strongly disagree	2	11.1	3	17.6	3	15.8	2	11.8	4	19.0
Disagreement sub-total	3	16.7	5	29.4	4	21.1	3	17.6	10	47.6
Don't know	4	-	2	-	2	-	4	-	2	-
Total Responses	22	-	19	-	21	-	21	-	23	-

Summary

In total 90 people attended the drop-in sessions, and 59 questionnaires and letters were returned. Significant effort was made to engage residents in surrounding communities to raise awareness of the proposals and a high proportion of those attending were residents or representatives of community groups (71 residents and community groups and 19 businesses). A further 20 land owners / developers attended the Aire Valley Investors Forum. As a result 95% of landowners/developers of the proposal sites either attended one of the exhibitions and/or submitted a representation.

Conclusions

There has been a general level of support for all of the themes, with the exception of one respondent objecting to all housing in Aire Valley Leeds on the basis of developer interests in north Leeds. The Highways Agency has made comments related to the potential to widen the motorway. The Environment Agency refer to the need to sequentially test housing allocations in high flood risk areas and have advised that new development should contribute to the Leeds Flood Alleviation scheme. Government Office has suggested that the city council may need to review the balance of development and consider additional housing to meet Leeds' overall housing requirements. However, the majority of proposed changes and comments seek to amend the detailed allocations in each of the Character Areas, rather than addressing the main themes.

SECTION 4

Next Steps

The City Council will now need to consider all the representations outlined above. Representations will be carefully analysed. The Council will then need to consider what changes and improvements should be made to the plan arising from its consideration of responses to the consultation. Where it does not seek to change the plan it will also state the reasons for not doing so.

The representations received on the Preferred Options will play an important part in informing the submission draft AAP. The Council responses to the representations will be reflected in a Report of Consultation which will accompany the Submission Plan to the Secretary of State. This Report will also be made available on the Council's website.

Progression of the AAP and changes to the plan proposals will be charted and reflected in the accompanying Sustainability Appraisal.

There will be a final 6 week statutory consultation allowing opportunity for comments when the draft AAP is submitted to the Secretary of State (known as Regulation 28 consultation).

However, informal consultation is seen as a continuous process. It will take some time to decide how to take each of the AAP themes forward, particularly where questions need to be resolved which have strategic implications for a range of service divisions within the Council. Many issues are interrelated, for example the balance between

housing land supply and employment land supply, the provision of public space or the need and ability to re-route highways.

The City Council will respond to this consultation by providing a summary document of this report which will be sent to all those who submitted representation. The representors will also be advised of the next stage in the LDF/AAP process as outlined above. Both this document and the summary document will be published and made available on the Council's website.

SECTION 5: APPENDICES

1. Regulation 26 statutory notice of consultation on the Preferred Options and Proposals for Aire Valley Leeds Area Action Plan.
2. News Release dated 5th Oct 2007.
3. 'Opportunities in Aire Valley' consultation article on the Aire Valley Leeds Area Action Plan. 'About Leeds' Magazine. Autumn 2007.
4. Leaflet: Aire Valley Area Action Plan: Preferred Options.
5. List of Libraries and One Stop Centres.
6. Example of consultation letter: Aire Valley Leeds Area Action Plan-Preferred Options.
7. List of Schools circulating postcards.
8. Postcard: 'Leeds City Council is Preparing an Area Action Plan for the Aire Valley'.
9. Poster: 'We need your views on the Area Action Plan for the Aire Valley Leeds'.
10. Aire Valley Questionnaire: Aire Valley Leeds Area Action Plan Preferred Options Consultation 5th October-16th November 2007.