



East Leeds Extension (ELE) SPD

Consultation Statement

June 2018

INTRODUCTION

- 1.1. In accordance with regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012, this consultation statement summarises the process involved in preparing and conducting consultation on the East Leeds Extension (ELE) Supplementary Planning Document (SPD). It provides a summary of the outcomes of the consultation, and how they informed subsequent changes to the document.

BACKGROUND

- 2.1. Leeds has an ambition to be the 'best city in the UK'. Working with local communities to prepare a Local Plan that provides a framework for sustainable development, delivering the homes, jobs and other development that the District needs, whilst protecting the environment and local distinctiveness, will be important in achieving this.
- 2.2. The ELE SPD will form part of the specific planning guidance for the whole of the ELE, along with two other elements – the planning brief for Red Hall and the outline planning approval at the Northern Quadrant. The SPD will be a material consideration in the determination of planning applications for the remaining middle and southern quadrants and sets out the guiding principles and infrastructure requirements alongside proposed delivery routes for ELOR. The guidance includes setting out site specific design, place making and sustainability principles for ELE and gives stakeholders and residents the certainty that the vision of ELE can be delivered.

CONSULTATION PRINCIPLES

- 3.1. The City Council adopted its Statement of Community Involvement (SCI) on the 21st February 2007. The SCI sets out the Council's approach for involving the community in the preparation and revision of Local Development Documents and planning applications. It outlines how the community can get involved in the planning process and how the Local Planning Authority (LPA) will facilitate this involvement. The main methods of community engagement are outlined in the SCI, including a list of key consultation structures and organisations in Leeds which the Council consults on in the preparation of plans. It also includes a list of community and stakeholder groups to be consulted as minimum requirements under the planning regulations.
- 3.2. In 2012, the Government implemented changes to planning legislation as part of its modernising planning agenda. The Town and Country Planning (Local Planning) (England) Regulations 2012 came into force on 6th April 2012. The 2012 regulations revoked the Town and Country Planning (Local Development) (England) Regulations 2004 and any subsequent amendments. The above changes in legislation simplified and stream lined the local plan document preparation process. In addition, the 'Duty to Cooperate' was introduced via primary legislation. This reduced the separate stages of front loading through public consultation. Whilst the SCI precedes these changes, the approach it sets out in relation to how the community and stakeholder groups will be engaged in the plan making process remains relevant.

- 3.3 This statement of consultation in line with Regulation 12s sets out:
- (i) The persons the local planning authority consulted when preparing the supplementary planning document;
 - (ii) a summary of the main issues raised by those persons; and
 - (iii) how those issues have been addressed in the supplementary planning document.

4.0 Consultation

- 4.1 Initial consultation on the East Leeds Extension took place between 20th November 2015 to the 29th January 2016 seeking the views of local people, businesses and other key stakeholders, on the following three key areas:
- The emerging designs for East Leeds Orbital Road (ELOR) and proposed improvements to the existing outer ring road.
 - Identifying main issues which need to be addressed in the Middle and Southern Quadrant Development Framework (SPD).
 - Identifying main issues that will help shape the Red Hall planning brief.
- 4.2 Throughout the initial consultation period, seven local-drop in events were held across six venues in the local east Leeds area which were attended in total by over 300 people. Consultation materials and an online survey were also available on the Leeds.gov.uk/ELE website, which received over 2,500 unique visits. Approximately 20,000 leaflets were distributed to homes and businesses across the local area. Over 250 written responses were received in total. They reflect a wide spectrum of views from a range of stakeholders including local residents, people who work in the area, businesses, community based groups and non-regulatory organisations.
- 4.3 The main issues arising for the content of a Development Framework for the middle and Southern quadrants of ELE were focused on the issues of:
- Flooding and drainage
 - The timing of transport and infrastructures improvements
 - Integration with existing communities
 - Environmental impact and enhancement
 - Provision of greenspace
- 4.4 A detailed report of the initial consultation is included in Appendix 2.
- 4.5 Consultation on the Draft ELE SPD was undertaken for 4 weeks in November 2017 (between the 1st -29th November). The consultation documents were made available at the Development Enquiry Centre, Crossgates, Seacroft, Whinmoor, Scholes, Shadwell, Halton and Garforth Libraries including the Seacroft Community Hub as well as being available to view and down load on the council webpages. A public drop-in was held on 14th November at Cross gates Methodist Hall (3-7.30pm). Letters and emails were sent out to

landowners, stakeholders, community groups and ward members inviting comment on the content of the SPD. Previous to this, a leaflet drop covering circa 15,000 homes and businesses in the East Leeds area provided residents and local businesses with details on the East Leeds Orbital Road planning application consultation, and signposted the future consultation on the East Leeds Extension SPD.

- 4.6 Further meetings were held with the developers of the middle and southern quadrants in early February 2018 as a follow up to run through issues raised as part of their consultation responses.
- 4.7 Comments on the SPD have been received from a wide range of people and organisations. All of the comments received are set out in Appendix 1 of this statement alongside the Council's response and any proposed modifications. The revised SPD was presented to Planning Board on 16th April 2018 for approval¹. A summary of the consultation responses and the Council's responses to them are provided below. This summary should not be considered exhaustive. For a full list of all comments and the Council response please consult Appendix 1.

5.0 Summary of Consultation Responses

5.1 **Land for a place of worship should be set aside.**

Provision of land for religious purposes is not a specific land use consideration of plan-making and is reliant on the market. The identification of local centres which could accommodate a range of community facilities provides opportunities for Places of Worship.

5.2 **Concerns that the SPD fails to provide for connectivity between the new dwellings and the existing community.**

Connectivity to existing communities is upfront in the SPD Vision and is drawn out in the design section (paras 4.49 and 4.50). However additional text has been added to the connectivity section to make this explicit.

5.3 **The presence of mine entries should be identified in the SPD in order to ensure that any constraints to development are identified at an early stage.**

An additional section headed 'Surface Coal Resource' has been added to add text referencing the points raised about coal recovery, and cross reference to the Natural Resources and Waste DPD. In addition a plan has been added to illustrate the four recorded mine entries.

5.4 **ELOR will exacerbate existing traffic problems on local roads.**

This is a matter considered through the ELOR planning application process and it is not appropriate for it to be considered through the ELE SPD.

¹ Under Chief Planning Officer delegation & authority to approve.

5.5 The SPD only provides for Primary Schools but there is no provision for additional Secondary Schools.

The development of the East Leeds Extension must be seen in the wider context of school provision throughout Leeds. It is expected that over its build out period that existing and new schools will provide adequate capacity to meet the educational needs for children living on the East Leeds Extension, without the need for Secondary Schools to be delivered on-site. This will, of course, be kept under review as demographic projections are updated.

5.6 Concerns that the provision of health facilities within the ELE will negatively impact existing services/facilities.

A footnote has been added to Para 4.22 to address this point:

“Careful consideration should be given to the siting of pharmacy facilities in order that existing services provided to existing communities are not adversely effected. For example, prescription services from Thorner Surgery currently operates as there is no other pharmacy within 1 mile.”

In addition, the Retail chapter of the SPD makes clear that the provision of new facilities will not be supported where it is shown to divert trade from existing centres.

5.7 The boundary of the SPD should be expanded to include the existing, adjoining communities.

The scope and remit of the SPD is focused on the delivery of the ELE housing allocation. The wider context and connections to existing communities is noted in the document throughout, but the boundary cannot be extended to areas outside of ultimate redline planning application boundaries.

5.8 The Transport Assessments submitted as part of the proposals should consider the cumulative impact of all the ELE development quadrants.

The SPD references transport assessments in paras 5.5 and 5.12 - additional text has been added for clarity that the cumulative impact of ELE development applies to all quadrants. A footnote has been added to para 5.12:

“It is recommended that consideration is had to traffic impact of ELE outside of the Leeds District as part of any submitted planning application”.

5.9 The SPD doesn't recognise the Supreme Court's ruling on the attainment of air quality targets.

The framework for air quality is set out through the Core Strategy and the SPD is in line with these strategic requirements. It is not for this SPD to set out targets on a site by site basis as this is covered District-wide through the Core Strategy. When read as a whole, the principles outlined within the SPD, with regard to sustainable travel, greenspace, landscaping etc. help to assist in addressing the wider air quality issues.

5.10 The SPD should not require comprehensive development proposals to come forward per quadrant.

The Council believe that in the interests of delivering cohesive communities with appropriate levels of infrastructure that development should not be allowed to be delivered in a piecemeal fashion. As such the delivery of comprehensive development is strongly encouraged through the SPD. However amendments have been made to paragraph 5.13 to recognise what will be expected of applicants who propose non-comprehensive development.

5.11 The SPD should not require developers to pay for the Council's contingencies and the resolution of ransom situations.

Paragraph 3.6 has been amended to make clear that situations where the Council makes 'ransom' payments to secure land for ELOR/ELE, that this will not be passed on to developers through the roof tax.

5.12 The timetable for developers setting land aside for community facilities is unjustified and excessive.

It is essential that the ELE delivers the requisite facilities to enable the site to develop as a true community. In order to do this restrictions must be placed on land in the medium to long term to give the delivery of these facilities the best possible chance. Whilst it is recognised that some of these uses are less profitable, when compared to housing, for social sustainability to be enshrined within the development such facilities are vital.

We note the developer's objection to the timing of the restriction but in all likelihood such facilities will become increasingly viable as the development moves toward completion. Likewise, to avoid having to 'move back' it may be more prudent for developers to deliver such community facilities in the early phases of the scheme.

A comprehensive masterplanning and infrastructure exercise will be crucial for the effective delivery of community facilities.

5.13 The SPD should reference and be consistent with Core Strategy policy EN1.

Noted. A change has been made to reference Energy Assessments in the SPD at paragraph 5.12

5.14 The proposed phasing of the spine road is unjustified.

In light of the comments raised we have reviewed the phasing of the spine road. In order to deliver a high standard of sustainability and place-marking, it is absolutely essential that the spine road is completed as early as possible. The Streets Design Guide SPD sets out that the number of dwellings that are acceptable from a single access are capped at 300 dwellings (with it being desirable for developments of over 200 units to have 2 points of access). The

ELE SPD has been revised to better reflect the guidance set out in the Streets Design Guide SPD.

5.15 The proposed phasing of structural landscaping is unjustified.

It is recognised that landscaping tends to be delivered as phases are built out. The aspiration of the SPD is that the structural landscaping is provided integrally to the development in order to focus on place-making, however to introduce flexibility Para 5.4d has been amended to read *“Ideally no more than 50%... ..subject to detailed landscape masterplan and phasing”*.

5.16 School land provision within the SPD is too prescriptive and developers should be able to take a more flexible approach.

Paragraph 4.18 has been amended to reflect “approximate area of 1.7Ha” and a footnote has been added to reflect flexibility of making efficient use of land.

5.17 The SPD does not currently provide a sufficiently robust framework to ensure the appropriate conservation of heritage assets consistent with national policy. In particular the approach to the Scheduled Monument at Barnbow is inadequate.

A new section headed ‘Heritage’ added to Section 4 and provides additional text on need to consider the heritage assets (now listed in para 4.35). The map of Barnbow designated Scheduled Monument has been moved to this section. It is felt that this now provides an adequate framework for the consideration of all heritage assets, including Barnbow, consistent with national policy.

5.18 The SPD should not be holding back development at the Middle and Southern Quadrants until ELOR has been completed.

The SPD is not seeking to hold back development, however early delivery must demonstrate that it does not prejudice the comprehensive development. The number of units will ultimately be restricted on the capacity of local road network prior to ELOR being completed. However, that specific pre-ELOR capacity will be demonstrated through Transport Assessments as part of planning applications.

5.19 It is not for this SPD to designate the gap between Scholes and the ELE as a ‘strategic gap’. In addition the SPD needs to clarify where off-site greenspace provision will be considered suitable.

The word “strategic” has been deleted from para 4.28 (renumbered 4.29). The role of the SPD is to promote a policy compliant scheme and as such the intention is that all greenspace is provided on site, however there is flexibility to consider any off site provision – the SPD in the text focuses on the gap between ELE and Scholes.

5.20 The SPD as currently drafted is lacking in detail on ELE costs and Roof Tax expectations.

The SPD sets out the methodology for Roof tax and it is not considered to be effective or appropriate to be overly prescriptive at this early stage on the specific costs.

5.21 It is essential that the cumulative highways impact of ELE is adequately identified and mitigated.

Additional wording has been added in footnote 10 and paragraphs 5.12-5.13 to ensure that the development addresses this aspect.

5.22 Given its scale, the ELE should include provision for on-site employment.

The ELE represents an extension to the Main Urban Area with good access to Thorpe Park, the Aire Valley and the City Centre. There is therefore no requirement to allocate land for employment uses, rather it is preferable that the site enjoys good links to existing (and future) employment uses. Nevertheless proposals for employment uses within the ELE will be considered on their own merits provided they do not affect the delivery of housing and essential community facilities, and are consistent with local and nation policy.

APPENDIX 1 - CONSULTATION COMMENTS AND LCC'S RESPONSE

No.	Name	Organisation	Comments (abstracted from response forms)	LCC Response
1	Mrs Barbara Tindell	Resident	Clear good description - answered all questions well. Would have improved a little more by having clarity around/or input from Thorpe Park as this is critical build area at Southern Quadrant - however council staff able to answer specific questions.	Comment noted.
2	Mr N Sunderland/ Mr A Russell	Resident	We have seen the plans for the new estate in East Leeds and our desire (like yours) is to see the very best for the area, so people can be comfortable and enjoy living in their new homes. We are aware there are plans for infrastructure like a new school and a medical practice, however we do not see any plans for a Place of Worship. We would like to request that a piece of land is set aside - at the heart of the new project, for a Christian Church Building to serve the community. We envisage the church will provide support and care throughout the week for families (some of whom may have problems). This will lead to care for the environment (we find many churches are involved local issues, including youth clubs and helping with our woodland parks etc). Also would you consider increasing the width of the wild-life corridor for a better environment for everyone and avoid any serious narrowing of the county park where it goes near to the dual carriageway.	<p>Provision of land for religious purposes is not a specific land use consideration of plan-making and is reliant on the market. The identification of local centres which could accommodate a range of community facilities provides opportunities for Places of Worship.</p> <p>It is not considered necessary to make alterations to the provisions for Green Infrastructure and Greenspace as set out in paragraphs 4.26 – 4.31, as this is considered an expression of existing Core Strategy policy. The ELOR planning consent sets out greenspace provision adjoining the road, and it is not for the SPD to attempt to alter that consent.</p> <p>No change to the SPD.</p>
3	Mr George Hall	Resident	I consider that this paragraph (4.1) should be amended to reflect the "Housing Mix" criteria in the adopted Core Strategy. The preference will be afforded to applications which include the construction of 1 and 1-2 bedroom dwelling on this housing allocation. Reason: This would boost "affordable housing numbers and improve "density", so assisting the council to meet the housing targets in the adopted development plan. Page 18 and para 4.14 - I consider the illustrated "East Leeds-Transporter Strategy" is totally inadequate. Reason: because of the failure to provide a Park and Ride public transport facility to serve the North and Middle sections in the Masterplan. Collectively these areas of the proposed extension represent a substantial proportion of the Urban extension ie the site allocated at "Grimes Ditch on the A64. The failure	<p>Housing Mix is referenced in para 4.1 and again in para 4.4, drawing specific reference to CS Policy H4.</p> <p>No change.</p> <p>Plan 4 is a strategic diagram setting out key transport/movement principles that are then drawn through in the text of the SPD. Connectivity to existing communities is upfront in the SPD Vision and is drawn out in the design section (paras 4.49 and 4.50). However additional text has been added to the connectivity section to make this explicit.</p>

			<p>to provide connectivity with neighbouring communities is inconsistent with the "vision" set out in the draft SPD. Section 3 S106 and cil planning gain - This section evidences how s106 money may be used without cross reference of the funding of the ELOR through the roof tax. There is also a failure to evidence the agreement to proportionately share the 15% Community Infrastructure levy with communities situated in the Harewood Ward, 675 dwellings lie within the outer North East HMCA.</p> <p>Please advise of any modifications which are made to the draft SPD prior to its adoption.</p>	<p>In regard to recognition of Park & Ride facilities it is noted that the strategic diagram doesn't show the existing allocated P&R site at Grimes Dyke (shown on the UDP extract (Plan 2 ,page 11) (Saved Policy T17.3) however there is reference to a transport interchange hub at this location. As the SPD must be read as a whole and conjunction with other strategic policies and guidance no change is considered necessary.</p> <p>The CIL section of the SPD is a pointer to separate guidance provided elsewhere by LCC, which sets out that where development crosses boundaries, each community area will receive a share proportionate to the amount of the development within their administrative area and based on whether that community area has an adopted Neighbourhood Plan (CIL income rising from 15% to 25% where an adopted NP is in place). No change to the SPD is considered necessary.</p>
4	Mr R Fordham	Sport England	<p>Red Hall Playing Fields appear to be included in the East Leeds Extension area. Sport England would be a statutory consultee on developments that would prejudice the use of playing fields as defined by Article 16(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 in that it is on land that has been used as a playing field within the last five years, and the field encompasses at least one playing pitch of 0.2 ha or more, or that it is on land that allocated for the use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement. Sport England would wish to avoid a situation where an adopted SPD encourages certain types of planning applications which Sport England later has to object to as they are not consistent with our playing Fields Policy. Sport England's Playing Fields Policy contains five exceptions where we will not object to a planning application which prejudices the use of playing fields. These exceptions are:</p> <ul style="list-style-type: none"> • E1 A carefully quantified and documented 	<p>Noted and LCC welcome the invitation to continue discussions with Sport England at the appropriate planning application stage where required.</p>

		<p>assessment of current and future needs has demonstrated to the satisfaction of Sport England that there is an excess of playing field provision in the catchment, and the site has no special significance to the interests of sport. • E2 The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use. • E3 The proposed development affects only land incapable of forming, or forming part of, a playing pitch and does not result in the loss of or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facilities on the site. • E4 The playing field or playing fields that would be lost as a result of the proposed development would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development. • E5 The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.'</p> <p>Sport England's Playing Fields Exceptions reflect paragraph 74 of the NPPF which states: "74. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</p> <ul style="list-style-type: none"> • an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or • the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or • the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss." <p>Therefore, any playing fields and sport facilities that are affected by proposals within the SPD should be consistent with paragraph 74 of the NPPF. In developing the SPD, the Council might find it helpful by entering into pre-application discussions with Sport England on proposal that may affect individual sites. If the Council would like to pursue this</p> 	
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			offer, plans and background documents should be sent to: Planning.North@sportengland.org .	
5	Mrs Jill Field	Resident	We live on Leeds Road by the Coronation tree and on the bend by Bog Lane (a bridleway). The traffic is already bad particularly early morning and evening. It is difficult to get out of our drive already as cars coming from Barwick cannot be seen by us until they are actually coming round the corner. Also there is a wedding company using the woodland on Bog Lane from April to September. They can take up to 80-100 people when an event is on. Last year they held at least 15-20 weddings and each one takes a week of preparation. Cars, coaches, portable toilets, marquees etc etc all have to be brought in each time. The only access is on the bend by us. ELOR will put us all at risk from air, noise and visual pollution. I understand the new road near us will not be in a cut, which is also very worrying. We have lived here nearly 40 years, another worry is how will this affect the value of our house?	Comments Noted. The use of/access to Bog Lane woodland is not the subject matter of the SPD.
6	Melanie Lindsley	The Coal Authority	The Coal Authority records indicate that within the extent of the proposed East Leeds Extension there are four recorded mine entries and their zones of influence, recorded and likely unrecorded coal workings at shallow depth and areas where coal has been removed by surface mining methods. The site is also in an area of surface coal resource. The Coal Authority assumes that the site has been assessed against the downloadable data we provide to the LPA in respect of Development Risk and Surface Coal Resource, although this is not explicit in the SPG. As you will be aware the recorded mine entries and their zones of influence pose a risk to any potential development proposals and will need to be taken into account when designing layouts for the parts of the sites where these features are located. The presence of these features can therefore have an impact on the quantum of the development which can be construction on a site. Layouts will need to	Noted and amendment made to Section 4: Additional section headed 'Surface Coal Resource' has been added to add text referencing the points raised about coal recovery, and cross reference to the Natural Resources and Waste DPD. In addition a plan has been added to illustrate the four recorded mine entries.

			ensure that adequate separation is provided between the mine entries and their zones of influence and any building proposed. In the opinion of the Coal Authority it would be prudent to identify these issues in the SPG in order that any constraints to development, such as the presence of recorded mine entries, are identified at an early stage in the process.	
7	Mrs Danielle Bates	Resident	It states that a planning brief has been prepared with the stakeholders for the Red Hall site. I have not been sent a planning brief nor have any of my neighbours. We attended the consultant that was held in July and the council members there were unclear as to what was proposed for the site except 350 houses. We require more detail as it is unfair that this site does not have any clarity surrounding what will happen. There is also a large wooded area in the horticultural site and I have been informed that this is to be removed. This woodland is home to a large number of wildlife and therefore what consideration has been taken into account for this, if any? Throughout the entire document there is little or no reference to the Red Hall site and the proposed development. The house on Brandon Close that will be impacted by the building on the old horticultural site range in price between £430,000 & £580,000. What consideration is being taken into account for the impact this will have on house prices on the street, as neighbours have already found it impossible to sell their houses because of the uncertainty of the proposed development. I feel more information and clarity is required for all the impacted as we have been informed of nothing so far and it seems all the consultants focus on the northern/middle and southern quadrants.	Noted. As stated in the SPD Redhall is subject to separate development guidance and therefore the SPD does not seek to duplicate this. for clarity a webpage hyperlink to the Red Hall Brief has been added to the ELE SPD

8	Dr Roger Hackney	Resident	<p>My concern is that I live on Whinmoor Lane, which is currently used as a 'rat run' to avoid the traffic on the Leeds ring road. Whinmoor Lane is not much more than a single track road, which has a number of bends, two of which are blind. The lane is used by residents for walking, jogging and is a favourite route for cyclists. Cars travel far too fast along this road which should be a quiet country lane, but is the site of speeding traffic which should not be using the road. The nature of the lane is that traffic 'accidents' are common. We have written to the council prior to this scheme being proposed but are told nothing can be done about the traffic. The section of the ring road where the new route returns to the ring road passed the current council nurseries will remain single file. The volume of traffic passing along that road will increase dramatically leading to more cars searching for rat runs to avoid the congestion, and hence increased flow of traffic along Whinmoor Lane and into Shadwell. In the last month there have been 4 episodes of cars coming off the road. Every winter we are asked to help someone out of a hedge or ditch. I will try and attach four photographs as evidence of the 'accidents'. There is no proposal to limit traffic using Whinmoor Lane and a bland statement in 4.10 offers no reassurance whatsoever. Sooner or later someone is going to be killed on this road, I hope it is not one of my family.</p>	Comment noted and passed to ELOR team.
9	Mrs Susan Groves	Resident	<p>I am disappointed that no mention is made of the Outer Ring Road west of the proposed Red Hall junction where there is already gridlock at many of the junctions much of the day and the additional traffic generated by the East Leeds Extension can only make this worse. This road and its junctions must be improved. It is said that each area will have a 2 form entry Primary School but where will those pupils go at Secondary School stage? Primary schools in NE Leeds already have extra classes and there is still a shortage of places so what will happen at the Secondary School stage? Will Leeds City Council be building any homes for "affordable rents"? Will houses be only sold as "Freehold"? There has been a lot in the media recently about problems with homes being sold "Leasehold" with ground rents doubling every 10 years and the cost of buying the "Freehold" escalating beyond reason because the original</p>	<p>Comments noted, no change to SPD considered necessary.</p> <p>Secondary education - The development of the East Leeds Extension must be seen in the wider context of school provision throughout Leeds. It is expected that over its build out period that existing and new schools will provide adequate capacity to meet the educational needs for children living on the East Leeds Extension, without the need for Secondary Schools to be delivered on site. This will, of course, be kept under review as demographic projections are updated.</p>

			builder has sold the "Freehold" to another company. There homes are impossible to sell. Leeds City Council could avoid this problem by insisting that houses are sold "Freehold".	Affordable Housing – LCC does have ownership in part of the ELE and has the opportunity to investigate provision of affordable housing (which includes affordable rent). The recent media issues surrounding "leasehold" to "freehold" relate to market purchase and is not part of the planning process.
10	Ms Gaynor Connor	NHS Leeds West CCG	Reviewing the health section: There is a rogue word - 'integral' - beginning of second sentence. I would shy away from stating land for a medical premises in each quadrant - could raise expectations...maybe keep it more open. proactively marked for local health services provision based on the needs of the new populations/residents..?	Noted. Remove word "integral" from second sentence of Para 4.22. Also changed third sentence to read "Land should be made available and working with relevant public health and commissioning bodies proactively marked for <u>local health services</u> in each quadrant". The aspiration is to provide flexibility and market opportunity.
11	Mrs Victoria Goodall-Fawcus	Resident	While I agree that the provision of health facilities will be essential within the development, I have concern over where these facilities will be sited. Residents of Thorner are currently able to collect their prescriptions from Thorner surgery as there is no pharmacy within 1 mile of their homes. However, the introduction of a pharmacy in the Northern Quadrant could mean that residents of Sandhills would no longer be able to benefit from this facility as they will be located too close to the new pharmacy. Therefore, it is requested that careful consideration be given to the siting of such facilities in order that they do not affect existing residents in nearby areas.	Noted. A footnote has been added to Para 4.22: <i>"Careful consideration should be given to the siting of pharmacy facilities in order that existing services provided to existing communities are not adversely effected. For example, prescription services from Thorner Surgery currently operates as there is no other pharmacy within 1 mile."</i>
12	Clare Dickinson	Selby District Council	Thank you for providing us with the opportunity to comment on the above Draft SPD for the East Leeds Extension. Please note that the comments below represent informal officer comments. Officers are broadly supportive of the approach taken in the draft SPD. East Leeds is Selby@s gateway to the City of Leeds and there is support for the potential economic benefits that this large extension to the east of	Noted. No change to the SPD

			<p>Leeds may bring to the wider City Region, including Selby. We support the proposals for an East Leeds Orbital Road which will provide new strategic transport connectivity for east and north Leeds, connecting the A6120 at Red Hall to Thorpe Park and Junction 46 of the M1. We support the approach taken by Leeds City Council which will enable the earliest possible delivery of c 5,000 new homes in the East Leeds Extension. Proposals for public transport improvements are also welcomed, including the introduction and extension of quality bus corridors from the city centre along main transport corridors, and particularly proposals for a new park and ride railway station at Thorpe Park. I trust that the above is useful, however should you require any clarification please do not hesitate to contact Clare Dickinson on 01757 292101/cdickinson@selby.gov.uk</p>	
13	Martin Hamilton	Leeds Civic Trust	<p>P5 para 1.12 SPD Scope - Given the ribbon nature of the ELE, we feel that the quadrant plans should include consideration of how the ELE developments relate to the existing settlements e.g. Whinmoor, Swarcliffe and Stanks. This would enable the regeneration benefit of the ELE to be maximised. To achieve this, we suggest that there would be merit in extending the boundary of the area covered by the SPD to include all areas east of the A6120. People living in the ELE are likely to find it useful to access community facilities such as schools, health centres, shops, places of worship, youth clubs, mums and toddler groups, older people's support groups etc, in the existing area of east Leeds. Also current residents of east Leeds may wish to access any new facilities in the ELE and in particular the new recreational routes and open spaces. This synergy would make for a more vibrant community with such facilities being planned for the area as a whole. Also consideration should be given to how people will be able to move between the existing settlements and those in the ELE to access them.</p> <p>P20 para 4.11 Bus Services As well as extending existing services and providing new services, consideration should be given to redesigning existing bus routes. This should include a potential role for express bus services to the city centre and how the Thorpe Park employment/retail hub and proposed station can be served. We think it essential that bus</p>	<p>Comments noted.</p> <p>The scope and remit of the SPD is focused on the delivery of the ELE housing allocation. The wider context and connections to existing communities is noted in the document throughout, but the boundary cannot be extended to areas outside of ultimate redline planning application boundaries.</p> <p>Additional bullet point to para 4.28 added in regard to lighting of the greenways: <i>“Consideration of lighting along section length (to be of a similar nature to the ELOR lighting scheme for the adjacent pedestrian and cycle route). Sections close to schools may specifically require street lighting”.</i></p>

			<p>services are in place as soon as the first houses are occupied to ensure that sustainable travel choices are embedded. It will be more difficult to persuade people to utilise public transport at a later date if they have had to rely on private cars when they first move in. This may raise a funding issue if initial revenues are sufficient to cover service costs. p23 last bullet point and including top of p24 para 4.27 East-West Greenways linking the Cock Beck to ELOR It should be an explicit requirement that these also link the existing suburbs of East Leeds (eg Whinmoor, Swarcliffe and Stanks) to ELOR. There should be a requirement that they are lit. The ELOR planning submission indicated the intention to provide lighting on the pedestrian and cycle routes to the east of ELOR - perhaps the lighting on these greenways should be of a similar nature. p26 top para 4.30 Greenspace Maintenance It is essential that the arrangements for maintenance of pedestrian and cycle routes are robust and so we suggest that this section be strengthened. Off road cycle routes can quickly become unusable if not kept clear of gravel, broken glass, slippery leaves and similar hazards. We support both the intention to issue a development framework for the East Leeds Extension as a supplementary planning document and the overall content of the draft, subject to the above comments on how it can be improved.</p>	
14	Marianne McCallum	Turley	<p>p5 para 1.11 summarises the main purposes of the SPD. Importantly the subsequent bullet points recognise amongst others, that the SPD will "set key aims and objectives including connecting residents with job opportunities in areas of major employment growth" It is noted that there are no new employment allocations included within the SPD or even the UDP. Having regard to the objectives of sustainable development, it is even more important that due consideration is given to the connectivity between the new resident population, and the existing/growing employment areas on this side of the city. There is very little information in the document as to how the Council will ensure that the new residents are connected into the existing employment areas. p5 para 1.11 reference is made of the draft SPD to employment areas at Thorpe Park, the Aire Valley and the City Centre. No reference is made</p>	<p>Comment noted. No change. The scope and remit of the SPD is focused on the delivery of the ELE housing allocation. The role of Mortec Park is not recognised in the SPD as it falls within the adjoining GB and is not an allocated area for employment use in the Local Plan (such as CC/AVL and TP). Whilst the employment use operating in the building and the onsite nursery may bring benefits it is the not the role of the SPD to promote it.</p>

			to Mortec Park/Morwick Hall, which lies immediately adjacent to the allocated housing sites in the middle quadrant and will provide some of the land required to bring forward ELOR. This business park not only provides access to employment opportunities, it also has other services (ie childrens day nursery) which should be easily accessible to the neighbouring community. para 4.13 There is no reference in this paragraph to improving connectivity by foot or cycle to established employment sites, such as Mortect Park - this should be a key sustainable travel requirement for new development. p27 para 4.38 fails to recognise the importance and proximity of Mortec Park/Morwicj Hall to the existng and expanding resident population. Representations have also been made against the Leeds SAP to have this existing employment site recognised for its current constribution towards employment land and access to jobs and services, as well as its future expansion. It is important that the SPD also reflects the benefits this employment site brings in terms of job opportunities for local people, as well as diversity in the terms of employment land location and format.	
15	Mark Rushworth	North Yorks Council	We do not consider that the draft SPD raises any strategic cross boundary issues with North Yorkshire. However we welcome the use of a SPD to achieve effective place making including an integrated approach to securing and delivering the necessary supporting infrastructure needed to enable the sustainable development of this strategic growth area and connectivity into and around the city.	Noted.
16	Rob Ellis	Wakefield Council	The East Leeds Extension development would potentially have a significant impact within the Leeds district and the wider City Region in traffic impact terms. It is therefore critical that the impacts of the ELE are fully considered at the planning application stage. Reference to this should be made within the SPD. It is noted that the consultation draft of the SPD recommends that development proposals for each quadrant in the ELE will come forward in their entirety. This is welcomed, as it will allow the traffic impacts of the quadrants to also be assessed in their entirety. However the Transport Assessments submitted as part of the development proposals should also consider the cumulative impact of all the ELE development quadrants. In particular consideration should be	Comments noted. The SPD references transport assessments in paras 5.5 and 5.12 - additional text has been added for clarity that the cumulative impact of ELE development applies to all quadrants. A footnote has been added to para 5.12: <i>"It is recommended that consideration is had to traffic impact of ELE outside of the Leeds District as part of any submitted planning application".</i>

			given to the cumulative development traffic impact within the Wakefield District. This Should include detailed junction assessment and mitigation where appropriate. It is recommended that consideration of the traffic impact of the ELE outside of the Leeds district is discussed within the SPD and should be a requirement as part of any submitted planning application.	
17	Steven Wood	Resident	Para 1.3 and 4.28 The new development is to create a formal edge to urban development. In practice this "edge" will be provided by ELOR. Therefore it is important no development should be allowed outside ELOR that is not wholly consistent with the Green Belt. There is reference to off site Green Space at 4.28 this will include the green park proposed near Thorner Lane. It is important there be no buildings allowed or other artificial structure that detract from the Green Belt, and which could amount to initial encroachment into the Green Belt. 4.22 There will be provision for new Health Centre, including pharmacies. There is a doctors surgery and pharmacy in the centre of Thorner. Residents are able to collect prescriptions from the surgery because there is no pharmacy within one mile. This is an important service for residents and for the practice. Without this facility it might not be practical/feasible to retain the village surgery, which is a branch of the Collingham Church View Surgery. Any new pharmacies should therefore be sited within the quadrants so that they are at least one mile from the Thorner boundary, or at least one mile from any properties within the Thorner boundary.	Comments noted. Core Strategy Policy and National Policy establish the purposes and function of Green Belt and these strategic policies apply. It is not the function of the SPD to replicate these policies. The intentions for greenspace to be provided on-site but should off-site provision be sought Green Belt policy will apply. In regard to the particular issue of thornier pharmacy see response set out in [11] above.
18	William Scott Marshall	Resident	p 30 para 5.4 a) The demand and policy for school places, both early and later in the first development phase of each quadrant must not be to the detriment of local schools and their current and ongoing areas.	Noted
19	Hannah Lorna Bevins	Amec Foster Wheeler on behalf of National Grid	National Grid has appointed Amec Foster Wheeler to review and respond to development plan consultations on its behalf. Amecfw can confirm that National Grid has no comments to make in response to this consultation.	Noted

20	Spencer Jefferies	National Grid	<p>Further Advice - National Grid is happy to provide advice and guidance to the Council concerning our networks. If we can be of any assistance to you in providing informal comments in confidence during your policy development, please do not hesitate to contact us. To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect our assets. Please remember to consult National Grid on any Development Plan Document (DPD) or site specific proposals that could affect our infrastructure. We would be grateful if you could add our details shown below to your consultation database.</p>	Noted
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21	Tony Plume	West & North Yorkshire Group of Campaign for Better Transport	<p>Explicitly the SPD needs to say the East Leeds Orbital Road and the proposed spine road in the Middle Quadrant of the ELE will be built on bridges over the Leeds-Wetherby railway alignment. Part of the safeguarding of this railway alignment needs to recognise that designation of parts of it for any aspired Elmete Greenway cycle route will be on a temporary basis and alternative cycleway provision will be required when the railway reinstatement advances. It needs to be recognised within this SPD that the railway alignment between Leeds and Wetherby is not just significant in enabling Wetherby to be served in the future by rail but has a much greater strategic role in enabling railway connectivity between Leeds, Wetherby, Harrogate, Ripon, Northallerton, the North-East, and York. This needs to be understood by Leeds CC politicians, planners and highways engineers, and reflected in this SPD by the adoption of a range of travel demand measures in this SPD which include greater use of smart electronic communications, greater space allocation to communal vehicle use including car clubs and bicycle share schemes, provision of neighbourhood small parcel collection centres, greater use of walking and cycling including the provision of segregated infrastructure and prioritisation transport management measures both locally and in the case of cycling for city centre commuting, provision of shared space, low traffic speeds and traffic calming measures, filtered permeability, consideration of how the physical infrastructure could adapt to autonomous and flexible 'hail and ride' communal vehicles, and much greater use of the bus and forms of train transit. We do not see any real recognition in this SPD of the Supreme Court's ruling on the attainment of air quality targets. The SPD seems to think greenspace and landscaping will offer sufficient redress yet neither are effective in lessening background PM2.5 levels. This is wishful thinking that is seriously misguided, and needs rapid revision in this SPD.</p>	<p>Comments noted Scope of SPD limited to the ELE Housing allocation</p> <p>4.15 has been amended: <i>"Leeds City Council recognises and supports the ambition of the Elmete Greenway to create a segregated countryside green route connecting the village of Thorner with Cross Gates Rail. Opportunities to improve this link (despite the severance of ELOR) should be considered."</i></p> <p>The framework for air quality is set out through the Core Strategy and the SPD is in line with these strategic requirements. It is not for this SPD to set out targets on a site by site basis as this is covered District-wide through the Core Strategy. When read as a whole, the principles outlined within the SPD, with regard to sustainable travel, greenspace, landscaping etc. help to assist in addressing the wider air quality issues.</p>
22	Sally Parker	Sustainable Places - Yorkshire, Env Agency	<p>As cock beck is a main river any activities affecting the beck would require a flood risk activity permit from us under the Environmental permitting regulations. If there is any desire to change the flood zones</p>	noted

			as shown on the flood map for planning, an evidence review request would need to be submitted.	
23	ID Planning	on behalf of Redrow Homes	<p>Para 1.12 and 5.7 - Quadrant Development Proposals para 1.12 states that "to ensure comprehensive and complementary development it is expected that as a minimum, development proposals come forward for each quadrant of the ELE in their entirety and demonstrate how they would not compromise the delivery of other quadrants" We object to this requirement for development to come forward for each quadrant. The Framework provides concept plans for each quadrant which provide the basis for ensuring a holistic and comprehensive approach. To place such a restriction reduces flexibility for bringing parcels of land forward, particularly those which can be delivered as a single parcel without prejudicing the delivery of the remainder of the associated quadrant, thereby placing an unnecessary constraint to development. This goes beyond the remit of the development framework as envisaged under UDP Policy H3-3A.33. The most appropriate approach would be to support the delivery of land parcels within each quadrant on the basis that it can be demonstrated the delivery of that parcel would not compromise the delivery of the remainder of the quadrant or other quadrants. This supports development without unnecessary holding sites back but still ensures that the delivery of the wider area is not prejudiced. The amended para should read: "to ensure comprehensive and complementary development it is expected that as a minimum, development proposals that come forward within a quadrant demonstrate they would not compromise the delivery of that quadrant or other quadrants"</p>	<p>Comments noted No change to 1.12, as aspiration for comprehensive development needs to be upfront in the document. However para 5.13 has been amended.</p>
			<p>Section 3 - ELOR DELIVERY MECHANISM para 3.6 states that the ELOR contribution will compromise all costs arising from project feasibility, design, planning applications, land assembly (including compensation), procurement, construction, construction management and all related fees, disbursements and statutory procedures and costs. We consider the list of costs included items which should not form part of the</p>	<p>Para 3.6 amended and footnote added</p>

		<p>contribution. The contribution should only relate to actual costs and should not include a contingency. In addition, compensation should be limited to costs incurred along the route of the ELOR only and relate to Part 1 claims made against ELOR. In particular, the contribution should not include fees or costs associated with compensation payments or resolving potential ransom situations. In relation to the proposal to divide the cost between the number of dwellings with planning approval in the relevant quadrant, it is considered this is not the most appropriate approach. The cost should be based on the net developable area. For example, a land parcel which it is proposed could deliver 1,000 dwellings might only be able to deliver 850 dwellings after detailed design, plot numbers would then have to be increased by delivering a larger number of townhouses and apartments to meet the expected delivery, which do not carry the same cost as a 4 bed house. In calculating the cost of each site, the net area is easy to assess and it is then up to each developer to get the best value from their development area. Para 3.6 states the contribution will cover interest incurred by the Council through indexation, interest payments or other appropriate uplift required to comply with State Aid requirements. Para 3.8 suggests the Roof Tax will have an appropriate annual indexation to ensure the repayments over time reflect the actual costs incurred. However, as para 3.8 confirms, the ELOR contribution included interest payments and indexation and therefore this should not also be built into the individual payments. Para 3.11 Securing Land for ELOR it states that where land required for the ELOR is within the allocation and the land owners will benefit from the subsequent delivery of the road, the Council expects the required land to be transferred for free or at a nominal cost. It is stated that land transfer is a separate agreement with relevant landowners and is not subject to the SPD. The document should make it explicit that the contribution should not include compensation or other settlement payments for landowners that will not directly benefit from the subsequent delivery of the road as part of the ELE allocation.</p>	
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		<p>Para 4.5 - Affordable Housing Provision para states that a minimum of 15% affordable housing will be required in line with Core Strategy Policy H5. However the wording of Core Strategy H5 is that the affordable housing figures are a "target" not minimum figure. Para 4.5 should therefore be amended to read "on site affordable housing will normally be expected with a target of 15%" This replicates the wording in Core Strategy Policy H5. The text should also include reference to viability appraisals being submitted which will have regard to CIL and the Roof Tax.</p>	<p>Amendment made to reference target as per wording of CS Policy H5. It is not the remit of the SPD to replicate CS policy therefore it is not considered necessary to include reference to viability as this is set out in CS Policy H5 – the invitation to submit viability in the policy and any agreement to lower provision as part of overall material considerations to any planning applications is not automatic and is not the policy starting point.</p>
		<p>The wording of para 4.6 should be amended to reflect para 42 of the NPPF and state that superfast broadband should be provided when available within the area. The provision of the associated infrastructure is a third party matter and therefore the SPD should not require developers to provide this if it is not possible at the time of construction.</p>	<p>Noted – footnote to para 4.6 added too.</p>
		<p>It is considered unnecessary for verges and tree planting to be along the entire length of the spine road. The requirement for the road to be within a landscaped setting would result in homes having to be set back from the spine road. The requirement for the road to be within a landscaped setting would result in homes having to be set back from the spine road and homes not being fronted onto it. The consequences of this would be a significant reduction in the developable area and therefore fewer homes delivered. The spine road should be designed such that houses can front onto the road with landscaped areas with some tree planting and verges which will still achieve the integration required.</p>	<p>Noted – the aspiration is to create a boulevard and sense of place. Some flexibility has been introduced into para 4.28.</p>

		<p>Para 4.16, 4.17, 4.22, 4.25 Provision of Community Facilities (Health/Retail) The SPD requires that developers assess the need for new facilities for health, retail and other services and establish a programme for their delivery. Whilst an assessment can be undertaken and land identified and marked for occupation, the land should not be set aside for an indefinite period of time as these are commercial opportunities and it is out of developers control if there is a lack of interest in taking up the land/buildings. It is suggested at para 4.22 that if opportunities for new medical facilities are not taken up for a period of 5 years once all homes are occupied in each quadrant, alternative uses can be promoted. It is considered this time frame is unjustified and could mean that land is left empty for in excess of 15 years in the hope of securing an operator. Depending on the location of the facilities it may mean a developer has to move back into an area that has otherwise long been completed which also increase delivery costs as the economies of scale are lost. The proposal is unduly onerous on the landowners and would also cause issues with regard to equalisation agreements and defining net areas for Roof Tax. It also raises issues with regard to valuing these parcels of land when acquiring from the land owners.</p>	<p>It is essential that the ELE delivers the requisite facilities to enable the site to develop as a true community. In order to do this restrictions must be placed on land in the medium to long term to give the delivery of these facilities the best possible chance. Whilst it is recognised that some of these uses are less profitable, when compared to housing, for social sustainability to be enshrined within the development such facilities are vital.</p> <p>We note the developer's objection to the timing of the restriction but in all likelihood such facilities will become increasingly viable as the development moves toward completion. Likewise, to avoid having to 'move back' it may be more prudent for developers to deliver such community facilities in the early phases of the scheme.</p> <p>A comprehensive masterplanning and infrastructure exercise will be crucial for the effective delivery of community facilities.</p>
		<p>Given the Council knows the broad extent of the housing expected to be delivered, the SPD should provide clear guidance as to the quantum of community facilities required and what is required in each quadrant to provide certainty and assist in preparing equalisation agreements, with greater flexibility to support alternative uses prior to the occupation of all dwellings. Non-residential land should be marketed for a 2 year period once infrastructure is installed to serve a particular non-residential parcel and should be no take-ip during this period, the site can then be developed for housing.</p>	<p>The definition of a local centre is set out in the Core Strategy and should be used as a guide. There are a range of community facilities that can be supported by a local centre and economics and market help drive non-residential uses.</p>
		<p>Para 4.18 - School Provision - It is stated that a minimum of 1.7ha of land should be set aside for each primary school. It is maintained this requirement is too prescriptive and doesn't allow developers to take a flexible approach and make the most efficient use of land. For example it</p>	<p>Noted and recognised. Para 4.18 amended to reflect "approximate area of 1.7Ha" and footnote added to reflect flexibility of making efficient use of land.</p>

		<p>could be possible to locate a school alongside a play space where facilities could be jointly used.</p>	
		<p>Para 4.26 and 4.28 - On-site/Off-site Green Infrastructure - Para 4.26 states that delivery of greenspace in each quadrant will be expected to be consistent with Core Strategy Greenspace Policy G4 which requires on site greenspace. Reference should be made within para 4.26 that if the required greenspace cannot be provided in its entirety on-site the Council will be willing to consider off-site greenspace which is connected in some way to ELE. Whilst this is referred to in para 4.28 it is considered for clarity, this should be made clear as part of para 4.26 that off-site provision will be supported.</p> <p>Para 4.27 - East/West Green Links - As part of the on-site green infrastructure east-west green links are required independent of the road network. These areas will reduce the net developable area and given they form part of the on-site greenspace, it should be made clear that these form part of the required open space. The SPD does not set out how these area will be maintained and what the commuted sum would be if the Council were to maintain them. Such costs should be made clear within the document.</p>	<p>The SPD is a strategic document that establishes strategic requirements. To set out costs for individual pieces of greenspace, some of which may not be delivered for 10-15 years would be inappropriate and is better dealt with through the planning application process.</p> <p>The intention in the SPD is that all greenspace is provided on site, however if this cannot be provided the Council are willing to consider off-site greenspace. No change is considered necessary.</p> <p>The east-west greenways are essential to connect existing and new communities across the site to the orbital cycle and pedestrian routes alongside ELOR and to access the countryside beyond. As such the section on the east-west greenways has been relocated into the movement and connectivity section of the SPD and are not expected to contribute towards the on-site greenspace calculation. The maintenance of the greenways has been added to para 4.31 and to the list of infrastructures requirements in Appendix 1</p>
		<p>Policy EN1 requires that developments of 10 or more should reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate until 2016 when all development should be zero carbon and provide a minimum of 10% of the predicted energy needs of the development from low carbon energy. The policy also states that if it can be demonstrated that decentralised renewable or low carbon energy regeneration is not practical on or near the proposed development, it may be acceptable to</p>	<p>Noted. Change made to reference Energy Assessment in the SPD at para 5.12.</p>

		<p>provide a contribution equivalent to the cost of providing the 10% which the Council will use towards an off-site low carbon scheme. Applicants will be required to submit an Energy Assessment with their application. The detailed requirements of the policy should be made clear within the SPD.</p>	
		<p>Para 5.4C - Phasing of Internal Spine Road Para 5.4C relates to the phasing of the internal spine road. It states that no more than 30% of new development within each quadrant can be occupied before the internal spine road has been completed to adoptable standard. There is no justification for why a figure of 30% has been identified. The need and timing for the completion of the spine road would more appropriately be based upon traffic analysis of the local network to establish what each end of the quadrant can deliver before the spine road is completed. This approach is evidence based and would ensure the safe operation of the local highway network whilst supporting delivery of land.</p>	<p>In light of the comments raised we have reviewed this figure. In order to deliver a high standard of sustainability and place-marking, it is absolutely essential that the spine road is completed as early as possible. The Streets Design Guide SPD sets out that the number of dwellings that are acceptable from a single access are capped at 300 dwellings (with it being desirable for developments of over 200 units to have 2 points of access). The ELE SPD has been revised to better reflect the guidance set out in the Streets Design Guide SPD.</p>
		<p>Para 5.4d - Phasing of Structural Landscaping para 5.4d states that no more than 50% of new development within each quadrant can be occupied before the structural landscaping, tree and shrub planting is delivered to enable the establishment of green infrastructure and linkages to Leeds Habitat network. There is no justification with regard to why 50% occupation should be the trigger point. It is maintained that structural landscaping should be completed in each parcel when needed and when development adjoins it.</p>	<p>It is recognised that landscaping tends to be delivered as phases are built out. The aspiration of the SPD is that the structural landscaping is provided integrally to the development in order to focus on place-making, however to introduce flexibility Para 5.4d has been amended to read <i>"Ideally no more than 50%... ..subject to detailed landscape masterplan and phasing"</i>.</p>
		<p>Para 5.8 and 5.12 Planning Performance Agreements The SPD states that the Council intends to enter in PPA's as applications come forward. This is considered unnecessary given there is a willingness by both the developers and the Council to deliver the sites as quickly as possible and the time frame for determination can be extended through agreement with the developer where necessary.</p>	<p>Comment noted. Para 5.8 deleted. Renumbered para 5.11 (previously 5.12) amended to read <i>"Pre-application discussions (and if necessary, planning performance agreements)..."</i></p>

24	ID Planning	on behalf of Persimmon Homes	<p>Para 1.12 and 5.7 - Quadrant Development Proposals para 1.12 states that "to ensure comprehensive and complementary development it is expected that as a minimum, development proposals come forward for each quadrant of the ELE in their entirety and demonstrate how they would not compromise the delivery of other quadrants" We object to this requirement for development to come forward for each quadrant. The Framework provides concept plans for each quadrant which provide the basis for ensuring a holistic and comprehensive approach. To place such a restriction reduces flexibility for bringing parcels of land forward, particularly those which can be delivered as a single parcel without prejudicing the delivery of the remainder of the associated quadrant, thereby placing an unnecessary constraint to development. This goes beyond the remit of the development framework as envisaged under UDP Policy H3-3A.33. The most appropriate approach would be to support the delivery of land parcels within each quadrant on the basis that it can be demonstrated the delivery of that parcel would not compromise the delivery of the remainder of the quadrant or other quadrants. This supports development without unnecessary holding sites back but still ensures that the delivery of the wider area is not prejudiced. The amended para should read: "to ensure comprehensive and complementary development it is expected that as a minimum, development proposals that come forward within a quadrant demonstrate they would not compromise the delivery of that quadrant or other quadrants"</p>	<p>Comments noted No change to 1.12, as aspiration for comprehensive development needs to be upfront in the document. However para 5.13 has been amended.</p>
			<p>Section 3 - ELOR DELIVERY MECHANISM para 3.6 states that the ELOR contribution will compromise all costs arising from project feasibility, design, planning applications, land assembly (including compensation), procurement, construction, construction management and all related fees, disbursements and statutory procedures and costs. We consider the list of costs included items which should not form part of the contribution. The contribution should only relate to actual costs and should not include a contingency. In addition, compensation should be limited to costs incurred along the route of the ELOR only and relate to Part 1 claims made against ELOR. In particular, the contribution should</p>	<p>Para 3.6 amended and footnote added to provide clarity</p>

		<p>not include fees or costs associated with compensation payments or resolving potential ransom situations. In relation to the proposal to divide the cost between the number of dwellings with planning approval in the relevant quadrant, it is considered this is not the most appropriate approach. The cost should be based on the net developable area. For example, a land parcel which it is proposed could deliver 1,000 dwellings might only be able to deliver 850 dwellings after detailed design, plot numbers would then have to be increased by delivering a larger number of townhouses and apartments to meet the expected delivery, which do not carry the same cost as a 4 bed house. In calculating the cost of each site, the net area is easy to assess and it is then up to each developer to get the best value from their development area. Para 3.6 states the contribution will cover interest incurred by the Council through indexation, interest payments or other appropriate uplift required to comply with State Aid requirements. Para 3.8 suggests the Roof Tax will have an appropriate annual indexation to ensure the repayments over time reflect the actual costs incurred. However, as para 3.8 confirms, the ELOR contribution included interest payments and indexation and therefore this should not also be built into the individual payments. Para 3.11 Securing Land for ELOR it states that where land required for the ELOR is within the allocation and the land owners will benefit from the subsequent delivery of the road, the Council expects the required land to be transferred for free or at a nominal cost. It is stated that land transfer is a separate agreement with relevant landowners and is not subject to the SPD. The document should make it explicit that the contribution should not include compensation or other settlement payments for landowners that will not directly benefit from the subsequent delivery of the road as part of the ELE allocation.</p>	
		<p>Para 4.5 - Affordable Housing Provision para states that a minimum of 15% affordable housing will be required in line with Core Strategy Policy H5. However the wording of Core Strategy H5 is that the affordable housing figures are a "target" not minimum figure. Para 4.5 should therefore be amended to read "on site affordable housing will normally be expected with a target of 15%" This replicates the wording in Core</p>	<p>Amendment made to reference target as per wording of CS Policy H5. It is not the remit of the SPD to replicate CS policy therefore it is not considered necessary to include reference to viability as this is set out in CS Policy H5 – the invitation to submit viability in the policy and any agreement to lower provision as part of overall material</p>

		Strategy Policy H5. The text should also include reference to viability appraisals being submitted which will have regard to CIL and the Roof Tax.	considerations to any planning applications is not automatic and is not the policy starting point.
		The wording of para 4.6 should be amended to reflect para 42 of the NPPF and state that superfast broadband should be provided when available within the area. The provision of the associated infrastructure is a third party matter and therefore the SPD should not require developers to provide this if it is not possible at the time of construction.	Noted – footnote to para 4.6 added.
		It is considered unnecessary for verges and tree planting to be along the entire length of the spine road. The requirement for the road to be within a landscaped setting would result in homes having to be set back from the spine road. The requirement for the road to be within a landscaped setting would result in homes having to be set back from the spine road and homes not being fronted onto it. The consequences of this would be a significant reduction in the developable area and therefore fewer homes delivered. The spine road should be designed such that houses can front onto the road with landscaped areas with some tree planting and verges which will still achieve the integration required.	Noted – the aspiration is to create a boulevard and sense of place. Some flexibility has been introduced into para 4.28.
		Para 4.16, 4.17, 4.22, 4.25 Provision of Community Facilities (Health/Retail) The SPD requires that developers assess the need for new facilities for health, retail and other services and establish a programme for their delivery. Whilst an assessment can be undertaken and land identified and marked for occupation, the land should not be set aside for an indefinite period of time as these are commercial opportunities and it is out of developers control if there is a lack of interest in taking up the land/buildings. It is suggested at para 4.22 that if opportunities for new medical facilities are not taken up for a period of 5 years once all homes are occupied in each quadrant, alternative uses can be promoted. It is considered this time frame is unjustified and could mean that land is left empty for in excess of 15 years in the hope of securing an operator. Depending on the location of the facilities it	<p>It is essential that the ELE delivers the requisite facilities to enable the site to develop as a true community. In order to do this restrictions must be placed on land in the medium to long term to give the delivery of these facilities the best possible chance. Whilst it is recognised that some of these uses are less profitable, when compared to housing, for social sustainability to be enshrined within the development such facilities are vital.</p> <p>We note the developer's objection to the timing of the restriction but in all likelihood such facilities will become increasingly viable as the development moves toward</p>

		<p>may mean a developer has to move back into an area that has otherwise long been completed which also increase delivery costs as the economies of scale are lost. The proposal is unduly onerous on the landowners and would also cause issues with regard to equalisation agreements and defining net areas for Roof Tax. It also raises issues with regard to valuing these parcels of land when acquiring from the land owners.</p>	<p>completion. Likewise, to avoid having to 'move back' it may be more prudent for developers to deliver such community facilities in the early phases of the scheme.</p> <p>A comprehensive masterplanning and infrastructure exercise will be crucial for the effective delivery of community facilities.</p>
		<p>Given the Council knows the broad extent of the housing expected to be delivered, the SPD should provide clear guidance as to the quantum of community facilities required and what is required in each quadrant to provide certainty and assist in preparing equalisation agreements, with greater flexibility to support alternative uses prior to the occupation of all dwellings. Non-residential land should be marketed for a 2 year period once infrastructure is installed to serve a particular non-residential parcel and should be no take-ip during this period, the site can then be developed for housing.</p>	<p>The definition of a local centre is set out in the Core Strategy and should be used as a guide. There are a range of community facilities that can be supported by a local centre and economics and market help drive non-residential uses.</p>
		<p>Para 4.18 - School Provision - It is stated that a minimum of 1.7ha of land should be set aside for each primary school. It is maintained this requirement is too prescriptive and doesn't allow developers to take a flexible approach and make the most efficient use of land. For example it could be possible to locate a school alogside a play space where facilities could be jointly used.</p>	<p>Noted and recognised. Para 4.18 amended to reflect "approximate area of 1.7Ha" and footnote added to reflect flexibility of making efficient use of land.</p>
		<p>Para 4.26 and 4.28 - On-site/Off-site Green Infrastructure - Para 4.26 states that delivery of greenspace in each quadrant will be expected to be consistent with Core Strategy Greenspace Policy G4 which requires on site greenspace. Reference should be made within para 4.26 that if the required greenspace cannot be provided in its entirety on-site the Council will be willing to consider off-site greenspace which is connected in spme way to ELE. Whilst this is referred to in para 4.28 it is considered for clarity, this should be made clear as part of para 4.26 that off-site provision will be supported. Para 4.27 - East/West Green Links - As part of the on-site green infrastructure east-west green links are required independant of the road network. These areas will reduce the net</p>	<p>The SPD is a strategic document that establishes strategic requirements. To set out costs for individual pieces of greenspace, some of which may not be delivered for 10-15 years would be inappropriate and is better dealt with through the planning application process.</p> <p>The intention in the SPD is that all greenspace is provided on site, however if this cannot be provided the Council are willing to consider off-site greenspace. No change is considered necessary.</p>

			<p>developable area and given they form part of the on-site greenspace, it should be made clear that these form part of the required open space. The SPD does not set out how these area will be maintained and why the commuted sum would be if the Council were to maintain them. Such costs should be made clear within the document.</p>	<p>The east-west greenways are essential to connect existing and new communities across the site to the orbital cycle and pedestrian routes alongside ELOR and to access the countryside beyond. As such the section on the east-west greenways has been relocated into the movement and connectivity section of the SPD and are not expected to contribute towards the on-site greenspace calculation. The maintenance of the greenways has been added to para 4.31 and to the list of infrastructures requirements in Appendix 1</p>
			<p>Policy EN1 requires that developments of 10 or more should reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate until 2016 when all development should be zero carbon and provide a minimum of 10% of the predicted energy needs of the development from low carbon energy. The policy also states that if it can be demonstrated that decentralised renewable or low carbon energy regeneration is not practical on or near the proposed development, it may be acceptable to provide a contribution equivalent to the cost of providing the 10% which the Council will use towards an off-site low carbon scheme. Applicants will be required to submit an Energy Assessment with their application. The detailed requirements of the policy should be made clear within the SPD.</p>	<p>Noted. Change made to reference Energy Assessment in the SPD at para 5.12.</p>
			<p>Para 5.4C - Phasing of Internal Spine Road Para 5.4C relates to the phasing of the internal spine road. It states that no more than 30% of new development within each quadrant can be occupied before the internal spine road has been completed to adoptable standard. There is no justification for why a figure of 30% has been identified. The need and timing for the completion of the spine road would more appropriately be based upon traffic analysis of the local network to establish what each end of the quadrant can deliver before the spine road is completed. This approach is evidence based and would ensure</p>	<p>In light of the comments raised we have reviewed this figure. In order to deliver a high standard of sustainability and place-marking, it is absolutely essential that the spine road is completed as early as possible. The Streets Design Guide SPD sets out that the number of dwellings that are acceptable from a single access are capped at 300 dwellings (with it being desirable for developments of over 200 units to have 2 points of access). The ELE SPD has been revised to better</p>

		the safe operation of the local highway network whilst supporting delivery of land.	reflect the guidance set out in the Streets Design Guide SPD.
		Para 5.4d - Phasing of Structural Landscaping para 5.4d states that no more than 50% of new development within each quadrant can be occupied before the structural landscaping, tree and shrub planting is delivered to enable the establishment of green infrastructure and linkages to Leeds Habitat network. There is no justification with regard to why 50% occupation should be the trigger point. It is maintained that structural landscaping should be completed in each parcel when needed and when development adjoins it.	
		Para 5.8 and 5.12 Planning Performance Agreements The SPD states that the Council intends to enter in PPA's as applications come forward. This is considered unnecessary given there is a willingness by both the developers and the Council to deliver the sites as quickly as possible and the time frame for determination can be extended through agreement with the developer where necessary.	Comment noted. Para 5.8 deleted. Renumbered para 5.11 (previously 5.12) amended to read <i>"Pre-application discussions (and if necessary, planning performance agreements)..."</i>

25	Ian Smith	English Heritage	<p>It is not considered that the SPD currently provides a sufficiently robust framework to endure that the development of this area will be achieved in a manner consistent with the appropriate conservation of the heritage assets in its vicinity in line with national policy guidance. The approach to the Scheduled Monument at Barnbow (2 lines within a Section dealing with off-site greenspace), is wholly inadequate. The development of the Southern Quadrant and the East Leeds Orbital Route will have a direct physical impact upon this Scheduled Monument and its setting. It is important, therefore, that the SPD makes it clear that any development proposals must be informed by an understanding of the significance of this monument including the contribution made by its setting. Applications should be required to be accompanied by an evaluation of the potential impact which the proposed scheme might have upon its significance and to set out how they have sought to mitigate any harm. Where appropriate, development proposals should also be required to consider how they might enhance or better reveal the significance of this monument and its understanding and appreciation. It would also be worth advising potential developers of the Southern Quadrant to liaise with Historic England at the earliest opportunity regarding how the conservation of the Scheduled Monument might be addressed within any schemes. It is considered that the SPD needs a Section which deals specifically with the historic environment. This Section should identify the various heritage assets in the vicinity of the East Leeds Extension, a requirement for proposals for the development of those areas to assess what impact they might have upon their significance, and to demonstrate how the appropriate conservation or enhancement of those assets has been addressed in the design process. It would also be worth speaking to WYAS in order to identify how undesignated archaeology might need to be addressed as part of the development of these areas.</p>	<p>Comments noted. New section headed 'Heritage' added to Section 4 and provides additional text on need to consider the heritage assets (now listed in para 4.35) The map of Barnbow designated Scheduled Monument has been moved to this section.</p>
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26	Mark Johnson Johnson Mowat Planning Partnership	on behalf of Taylor Wimpey	<p>TW do not accept the need for an overarching application in each quadrant as this PSD serves that purpose. Adding a further layer of planning merely delays the project further. We request para 1.12 be amended as follows: "to ensure comprehensive and complementary development it is expected that as a minimum, development proposals that come forward within a quadrant demonstrate they would not compromise the delivery of that quadrant or other quadrants."</p>	<p>The aspiration is to seek comprehensive development and therefore the SPD opens with the statement in 1.12 as to what is expected of the development of each of the remaining quadrants. The text has been amended to remove "as a minimum". The plan provides a statement in section 5 that recognised that should separate applications come forward these will need to submit details of infrastructure etc and demonstrate that it would not prejudice wider development. Para (renumbered) 5.13 has been amended to read: <i>"Should separate planning applications come forward, applicants will need to submit details of their infrastructure, facilities and services proposals, and demonstrate that they will not prejudice, <u>nor compromise the delivery of that quadrant or other quadrants</u> as guided by this SPD"</i>.</p>
			<p>For the avoidance of doubt, TW object to any element of this SPD that seeks to hold back delivery in the Middle of Southern Quadrants until such time ELOR is completed. It is well known that major residential planning applications in Leeds take many months to be approved and are often followed by many more months addressing pre-commencement planning conditions. TW is in the process of preparing an application for residential development which would deliver a limited amount of housing from the Middle or Southern Quadrant before ELOR is complete. This early delivery should be embraced by the SPD as any early delivery will in turn deliver earlier Roof Tax payments and reduce the interest charges the road scheme construction will attract.</p>	<p>Comments noted. The SPD is not seeking to hold back development, however early delivery must demonstrate that it does not prejudice the comprehensive development. The number of units will ultimately be restricted on the capacity of local road network prior to ELOR being completed. However, that specific pre-ELOR capacity will be demonstrated through Transport Assessments as part of planning applications.</p>
			<p>Viability will be a key challenge for setting Roof Tax. This SPD needs to be more open on the issue of costs and how both market and affordable housing will assist the Council in delivering ELOR but without threatening the delivery of housing overall. It is known the Council had expected developer contribution to be circa £40m to be covered by way</p>	<p>Noted</p>

		of a Roof Tax. That being, circa 5,000 dwellings or circa £8,000 per dwelling.	
		To speed up the process from here, it is imperative the Council arranges for an independent examination on the Roof Tax with the aim of setting the Tax at a level that will not prevent the timely delivery of housing.	Noted
		Once the Roof Tax is fixed in each Quadrant, each developer should retain the right to consider viability of each phase of its own development in line with adopted Core Strategy Policy H5.	It is not the remit of the SPD to replicate CS policy therefore it is not considered necessary to include reference to viability as this is set out in CS Policy H5 – the invitation to submit viability in policy H5 and any agreement to lower provision as part of overall material considerations to any planning applications is not automatic and is not the policy starting point.
		This approach to establishing the Roof Tax at the Outline stage without knowing the number of dwellings lacks certainty. As stated above, it would be more transparent to fix the Roof Tax now using a series of simple viability inputs and to apply the Roof Tax as if it were a second CIL with payments being made in line with the CIL mechanism.	Noted
		This SPD should make it explicit that the Roof Tax should not include compensation or other settlement payments for land owners that will not directly benefit from the subsequent delivery of the road as part of the ELE allocation.	Comment noted. Text in para 3.6 amended and footnote added to add clarity.
		Design Code Para 4.2 While reference to a Design Code in each quadrant is noted (para 4.2) such a Design Code is regarded as unnecessary given each application is required to comply with the SPD and other design requirements of LCC (see para 4.41)	Comment noted. The SPD sets the design framework and principles, not the detail. For flexibility the words “as a minimum” have been deleted” and for clarity, in line with Government guidance on Design a footnote has been added to para 4.2 to read: <i>“Design Codes can be particularly useful for complex scenarios involving multiple parties in long-term development. A code can be a way of simplifying the processes associated with new development to give more certainty to all those involved and help to make</i>

				<i>high quality places." Design Guidance, DCLG, 6th March 2014 Para 36 Ref ID 26-036-20140306.</i>
			On the topic of distributing affordable housing, we request the text to be amended to require "clusters" of affordable housing to be pepper potted throughout each phase of the development.	As CS Policy H5 states ... <i>"The affordable units should be a pro-rata mix in terms of sizes and types of the total housing provision, unless there are specific needs which indicate otherwise, and they should be suitably integrated throughout a development site."</i> It is not considered necessary to add the word "clusters" into the SPD.
			Para 4.6 - Superfast Broadband - states that all properties should benefit from Fibre-optic superfast broadband which is stated to be consistent with NPPF para 42. Para 42 of the NPPF states that advanced, high quality communications infrastructure is essential for sustainable economic growth and the development of high speed broadband technology and other communication networks also plays a vital role in enhancing the provision of local community facilities and services. It does NOT state that all properties should benefit from superfast broadband. The wording of para 4.6 should therefore be amended to reflect para 4.2 of the NPPF and state that superfast broadband should be provided when available within the area. The provision of the associated infrastructure is a third party matter and therefore the SPD should not require developers to provide this if it is not possible at the time of construction.	Comment noted. The SPD is setting out the aspiration that all properties in ELE benefit from superfast broadband. For clarity, additional text has been added to read: <i>"As a minimum, there is a need to plan ahead for superfast broadband installation and this needs to be considered early on in the process."</i>
			We object to the "Phasing" of the Spine Road referenced in in para 4.9 and in more detail at para 5.4c which limits occupations to 30% in each Quadrant before the Spine Road is connected. This overarching delivery fails to recognise the nature of ownerships and how each quadrant might start and develop. The cost of delivering the Spine Road will be high. We request this occupation restriction is revised from 30% to 60%.	In light of the comments raised we have reviewed this figure. In order to deliver a high standard of sustainability and place-marking, it is absolutely essential that the spine road is completed as early as possible. The Streets Design Guide SPD sets out that the number of dwellings that are acceptable from a single access are capped at 300 dwellings (with it being desirable for developments of over 200 units to have 2 points of access). The ELE SPD has been revised to better

				reflect the guidance set out in the Streets Design Guide SPD.
			On the basis that each dwelling is to provide electric car charging points, we assume there will be no requirement for travel cards. This needs to be confirmed in the SPD.	The SPD does not state that each dwelling is to provide a charging point, however this is implicit in the guidance set out in the adopted LCC Parking SPD. In addition the Publication Draft Core Strategy selective Review Policy EN8 illustrates a clear policy direction for the provision of electric car charging points. Parking and sustainable travel need to be considered together. The use of travel plans as a way of promoting sustainable travel will be continued in line with the Travel Plan SPD. The provision of electrical charging points and green travel plans (i.e. metro cards) should be seen as complimentary.
			Health Facilities Para 4.16 The SPD must recognise that uncertainty should be avoided; especially when making land available for this type of use. Any areas set aside for health provision will be for a fixed period of time.	Comment noted
			Education Facilities Para 4.18 & 4.19 On the topic of School Provision (para 4.18 and 4.19) reference to ELE not requiring a Secondary School is welcomed. The costs of providing both Primary and Secondary provision being contained within the CIL is equally welcomed. The requirement to supply land for a Primary School "free of charge" may need further discussion on how the land value loss is equalised given current landowner option agreements may not facilitate free transfers.	Comment noted
			Off Site Green Space: Para 4.28 With reference to off-site Greenspace (para 4.28) it should be noted that several house builders have options containing land east of ELOR including land within the area between ELOR and Scholes. That said, we are not aware this land is designated as a "Strategic Gap" (see Para 4.28) and it is not for this SPD to designate that land as such over and above the Green Belt status currently	The role of the SPD is to promote a policy compliant scheme and as such the intention is that all greenspace is provided on site, however there is flexibility to consider any off site provision – the SPD in the text focuses on the gap between ELE and Scholes.

		afforded to it. The SPD needs to be clearer on areas "off-site" that might be suitable for greenspace consideration.	The word "strategic" has been deleted from para 4.28 (renumbered 4.29) .
		The Drainage Strategy: Para 4.31 to 4.37 The SPD should not direct the developer to any single form of long term management and maintenance and each developer should be allowed to arrange their own scheme relevant at the time each section is delivered.	The drainage scheme shown is the Council's preferred Drainage Strategy. However, the developer can set out their own management and maintenance scheme as part of the planning application process provided it delivers the requirements and outputs of the preferred scheme.
		Phasing: Section 5 The text in Para 5.2 needs to be modified to reflect that some residential development (up to 200 dwellings) in both the middle and Southern quadrants can be delivered ahead of the ELOR completion date of late 2021 without impacting severely on the existing network. This limited "early delivery" will help support the funding of ELOR and bring forward the enhanced Bus and Education facilities being sought.	Noted. Changes to para 5.2. and 5.3 have clarified this point.
		While the desire to bring Primary School provision early in each quadrant is resented, we note the Indicative Layout (Plan 3b) shows the schools central to each quadrant making early delivery difficult to achieve. The SPD needs to be clearer on who will be delivering these schools.	Comments noted. However, the indicative layout is not determinative. The requirement is that a primary school should be delivered with further detail on location being explored through Masterplanning work and subsequent planning applications, as is set out in 5.4 (a).
		Para 5.5b suggests an ELE completion date of 2028. Given the same SPD seeks to prevent a start of housing delivery until ELOR is completed, this 7 year window for delivering the Middle and Southern quadrants in full is unrealistic. We suggest the timeframe is extended to 2038.	The timeframe for the SPD reflects that of the adopted Local Plan to 2028 (Core Strategy and Saved Policies). It is not the role of an SPD to introduce an extension to this. No change.
		On the topic of forming "quadrant consortiums" we support the aims of cost sharing in para 5.7 and also the need to ensure no single party seeks to ransom another in para 5.10. Reference to avoiding "ransom strips" needs to be inserted at para 5.10	Comment noted and para 5.7 amended to include reference to "ransom strips".
		We respectfully seek the Roof Tax consideration to be an independent examination that allows input from all parties in an open and transparent manner.	Noted

		<p>Taylor Wimpey is a national housebuilder with control over large parcels of the ELE Allocation. These interests centre upon land either side of Leeds Road to Scholes. The Taylor Wimpey land lies in both Middle and Southern quadrants. Taylor Wimpey has liaised with LCC for several years on the delivery of the ELE and ELOR. The summary points below are provided in good faith and in the interests of bringing forward housing in the ELE at the earliest opportunity while managing all impacts to an acceptable level. The key points are:</p>	
		<p>- The Middle and Southern Quadrants do not need an over-arching Outline approval for each quadrant to establish a protocol for the Roof Tax or delivery of social infrastructure, these are matters that can be addressed via the ELE SPD.</p>	<p>To achieve the vision of the ELE SPD and owing to the requirement for shared infrastructure the Council's preferred approach is for an outline planning application to be submitted for each quadrant. The SPD does not provide the necessary level of detail which is expected to follow at outline application stage, supported by a strategic masterplan and infrastructure delivery plan etc</p>
		<p>There is no need for a further Design Code. LCC has sufficient adopted Design Guidance policies to determine an ELE application without adding delays to the delivery process with further design rules.</p>	<p>Noted – text amended to reflect the benefit of design codes. The ELE SPD provides the frameworks and principles of design, but not details. Design Codes can be particularly useful for complex scenarios involving multiple parties in long-term development. A code can be a way of simplifying the processes associated with new development to give more certainty to all those involved and help to make high quality places. Design Guidance, DCLG, 6th March 2014 Para 36 Ref ID 26-036-20140306.</p>
		<p>The SPD as currently drafted is lacking on ELE Costs and Roof Tax expectations.</p>	<p>The SPD sets out the methodology for Roof tax and it is not considered to be effective or appropriate to be overly prescriptive at this early stage on the specific costs.</p>
		<p>The Roof Tax can be established early through an independent examination.</p>	<p>noted</p>

			The Roof Tax should be applied on a floorspace basis in the same manner of the CIL. The payment methodology could therefore mirror the CIL payments.	noted
			The Roof Tax should recognise sales values will vary over the ELE area and lower sales value area will not be able to pay a Roof Tax if set at a rate determined by higher sales values areas.	Noted – the Roof tax approach has been agreed for the Northern Quadrant on the equation of the costs of the road (appropriate section) divided by the number of residential units. This is seen to be a simple and transparent equalisation of the costs.
			It is essential the developer retains the right to undertake viability appraisal under CS Policy H5.	Noted. CS policy H5 invites viability but is not the starting point for a policy compliant scheme.
			It is essential all areas of ELE are advanced at the earliest opportunity now the ELOR has a planning approval and a 3 year build period. LCC should actively encourage each delivery and Roof Tax payments to reduce interest charges via the ELOR construction funding. Any Roof Tax payments should be linked to BCIS residential Build Cost and House Price Index rates to ensure the Roof Tax is linked to residential sales values.	Noted
27	Liz Hunter/Michael Long	WYCA	We note the drainage section at 4.31 of the document offers advice to developers in relation to SuDS. We would recommend that the ELE SPD refer developers to the WYCA SuDS guidance if appropriate . The purpose of this document is to provide developers with a consistent brief introduction to SuDS and techniques across Wesy Yorkshire.	Add reference to SPD
			West Yorkshire Transport Strategy 2040 Alignment A draft version of the West Yorkshire Transport Strategy 2040 3 was adopted by the West Yorkshire Combined Authority on 3 August 2017. This Transport Strategy is now being finalised for publication and launch in late 2017. The policies contained in the draft Transport Strategy are however agreed and will not be changed in finalising the document for publication.	Add reference to SPD
			2.1 Transport Strategy Theme - A series of five 'Core Themes' have been developed, which reflect important issues and concerns raised during the development of the Strategy. These Core Themes are:	Noted
			1. Road Network – Our ambition is for an efficient, safe and reliable road network for all users, that creates new opportunities for jobs and housing;	Noted

			2. Places to live and work – Our ambition is for West Yorkshire to be known for the quality and liveability of its places;	Noted
			3. One System Public Transport – Our ambition is for a world class public transport system that connects different modes of transport seamlessly into one comprehensive easy to use network;	Noted
			4. Smart Futures – Our ambition is to make best use of advancements in technology across all of our transport network	Noted
			5. Asset Management and Resilience –Our ambition is to ensure that we make best use of our existing and future transport assets	Noted
			In addition there is a 'cross cutting' theme which applies to all the elements of the Transport Strategy:	Noted
			6. Environment, Health and Well Being, Inclusion – Our ambition is to connect people to better living standards and higher earning jobs, and to significantly improve the health, overall wellbeing and environment of the people living and working here.	Noted
			Our policies also seek to improve our neighbourhoods particularly by encouraging and embedding good design principals into new development that enable local trips to be easily made on foot or by bike, enable more social interaction between neighbours and are well connected to public transport. The ELE SPD should reference the Transport Strategy we are keen to work with the council to ensure that our policies are embedded in the development proposals.	Noted
			It is recommended that the ELE SPD clarifies the role of the Integrated Transport Hub (included in the SPD), ensuring that a designated alignment is protected to access the transport hub through the ELE for any future transport scheme which comes forward.	The detailed location and design and associated infrastructure of integrated transport hubs will be subject to feasibility and discussion with stakeholders. The SPD cannot set these details out at this stage. Definition of an Integrated Transport Hub will be added to the glossary.
			The transport strategy section within the ELE SPD could be more ambitious given the size of the ELE. The ELE SPD appears largely focused on the enhancement and diversion of existing bus services. These enhancements are relatively easy to deliver and will provide an	Noted, however these issues are beyond the scope of this SPD.

			immediate solution to improve accessibility of the ELE. However, consideration needs be given to the capacity constraints of the corridor, as well as wider infrastructure requirements to deliver the City's ambition for the transport system.	
			Further engagement with WYCA and public transport operators is needed in due course to understand if the development of ELOR, the Manston Lane Link Road and the Thorpe Park expansion will facilitate changes to the bus network in this area, particularly for orbital links.	Noted
28	Simon Jones	Highways England	Cumulative impact assessment - Highways England welcomes the commitment for planning applications to respond to the cumulative impact of the ELE.	Noted
			However, the SPD does not explicitly state what is needed in order to meet this requirement. Understanding the cumulative impact is key to identifying the required mitigation to facilitate the whole of the ELE. Therefore, we would request that the SPD should include details of the specific requirements for cumulative impact assessment at planning application stage.	Add to footnote 10, add ref to cumulative impact assessment and need to liaise with Highways England on the nature of such an assessment.
			Development of quadrants on their entirety - Highways England welcomes the intention for proposals for each quadrant of the ELE to be brought forward in their entirety. This process should allow a more coordinated assessment of significant proportions of the ELE.	Noted.
			However, the SPD does not make provision if proposals for each quadrant do not come forward in their entirety. We would request that the SPD should make provision for this scenario to ensure that the cumulative impact of the ELE is adequately identified and mitigated.	Include line in section 5.12-5.13 that "the cumulative impact of the ELE must be adequately identified and mitigated should the development not be delivered comprehensively"
			Development phasing - In terms of a Phasing and Infrastructure Delivery Plan, we would comment that the SPD does not make provision if this is not produced. This would result in the necessary infrastructure to facilitate development not being identified prior to development.	Noted. But the Council's view, as expressed through the SPD is that a Phasing and Infrastructure Delivery Plan is essential.
			Given the lack of a formal phasing policy, we request greater clarity on the issue of development phasing and the dependence of this development on the delivery of any infrastructure that has been identified by an Infrastructure Delivery Plan.	To be determined through the relevant planning applications.

			It is also not clear in the SPD which areas of the ELE are dependent on the delivery of the ELOR, which the SPD states would influence phasing.	At present the phasing of the delivery of ELOR has not been determined, and as such it is not possible to provide this level of detail on phasing.
			Furthermore, while it is stated that no more than 30% of new development within each quadrant can be occupied before the internal spine road has been completed to adoptable standard, there is no detail given in terms of development thresholds that are dependent on the delivery of sufficient public transport provision, community facilities and schools in each quadrant. We would suggest that this is specified to ensure that sufficient local facilities and public transport services are in place prior to occupation to ensure that the impact of private vehicle trips on the strategic road network is minimised.	Noted. However this is considered to be overly prescriptive and would be established through a detailed planning application. The SPD establishes clear aspirations that public transport, primary schools and community facilities are delivered as early as practically possible. It is considered that the early delivery of the spine road is essential to and inextricably linked with the delivery of public transport.
			Infrastructure delivery - Highways England requests that an Infrastructure Delivery Plan should consider the impact of the ELE on the strategic road network, particularly junction 46 of the M1 and junction 44 of the A1(M).	Noted.
			As stated above, the phasing of sites should be clarified. We request that the construction of sites with the greatest individual impact should be phased to take place following completion of any committed improvements.	The SPD does this in relation to phasing of housing delivery following completion of ELOR.
			Where sites will have a severe impact on the strategic road network, the applicants will need to demonstrate that the existing network or any committed schemes are sufficient to deal with the additional demand generated by that site. Where the existing network or committed schemes will not provide sufficient capacity, sites will need to deliver or contribute to schemes identified in the Infrastructure Delivery Plan, or other appropriate schemes.	Noted. (This has specific regard to a situation where separate planning applications for early delivery are submitted, which as stated in the SPD is not the preferred approach).
29	Mike Willison	Local access Forum	East Leeds Extension Development Framework - SPD Consultation Draft	Noted
			This letter constitutes formal advice from the Leeds Local Access Forum. Leeds City Council is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000 to have regard to relevant advice from this Forum in carrying out its functions.	Noted

			The LLAF is a statutory advisory body established under s94 of the Countryside and Rights of Way Act 2000 to advise Leeds City Council on the improvement of public access to land in its area for the purposes of open-air recreation and enjoyment of the area or for any other lawful purpose.	Noted
			The LLAF makes the following comments:	Noted
			Page 9: The LLAF endorses paragraph (ix) of the UDP saved policy H3.3A.33.	Noted
			Page 17: At paragraph 4.7 – Connectivity, the Forum welcomes the acknowledgement of the existence of Public Rights of Way running through the ELE and the need for them to be retained and/or diverted as necessary as part of the development.	Noted
			The LLAF notes the statement, in paragraph 4.7 and also in paragraph 4.15 (page 21), There are also local aspirations for the Elmete Greenway following the line of the Leeds-Wetherby rail track. The Elmete Greenway is a project to open up the old track bed of the disused Crossgates to Wetherby railway as a footpath / cycleway / bridleway. The Council's Rights of Way Improvement Plan for Leeds lists the route as a Path Improvement Project to create a mostly traffic-free route for walkers cyclists and horseriders. The Forum is aware of the 2008 feasibility study prepared by Sustrans – and paid for by Leeds City Council – setting out the engineering works and land ownership agreements required to complete a traffic-free walking and cycling route from Thorner and Scholes through to Cross Gates shopping centre and the railway station and with a parallel horse riding track between Thorner and Scholes Park. Furthermore, the track bed between Crossgates and Station Road, Scholes is safeguarded for walking and cycling by saved UDP Policy T10A, and the track bed north of Station Road is within the Green Belt, both indicated on Plan 2 – Extract of UDP Proposals Map (2006) on page 10. Consequently, there is now a presumption against development on the former railway and recognition of its potential amenity value for walking, cycling and horse riding. The Elmete Greenway is also supported in the recently-made	Comment noted and para 4.7 amended to read <i>“There are a number of existing Public Rights of Ways throughout the area which facilitate key connections between the existing residential areas and the countryside beyond. These must be considered and incorporated within developments, and diversions may be necessary to provide appropriate links to crossing points across the ELOR. Leeds City Council recognises and supports the ambition of the Elmet Greenway to create a segregated countryside green route connecting the village of Thorner with Cross Gates Rail. This would extend connectivity from ELE, although in some places the rail track has been severed due to encroachment and land ownerships, and specific solutions will be required in order to deliver a continuous route”.</i>

			Barwick & Scholes Neighbourhood Plan. The Forum is therefore concerned that the wording also local aspirations for..... suggests the Council is distant from the project. Whilst the Forum would not expect the Council to directly fund the project, nevertheless it would see the Council embracing the scheme, working with others (developers, Sustrans, WYCA and the Elmete Greenway Group) to secure funding. The Forum suggests replacing the last sentence of paragraph 4.7 with There is also the Elmete Greenway, a segregated footpath / cycleway / bridleway route following the line of the Leeds – Wetherby railtrack, with its potential amenity value for walking, cycling and horse riding.	
			Page 20: Pedestrian and Cycle Connectivity – The LLAF endorses paragraphs 4.13, 4.14 and 4.15 but in respect of the latter paragraph please note the comments above.	Noted
			Page 22: The Forum supports paragraph 4.26.	Noted
			Pages 23/24: The Forum supports the 8th, 9th, 10th, and 11th bullet points of paragraph 4.27	Noted
			Pages 28/29: The Forum supports the 5th and 6th bullet points of paragraph 4.45 but would suggest adding another bullet point “All such connections must feel safe for users, have a positive interface with the development providing surveillance/overlooking, and must not be boxed in by rear gardens or fencing or create “secure by design” problems.	Noted and amendment made
30	Howard Bedford	Resident	2.1 I believe that ELOR is not needed to deliver ELE. In particular the Middle and Southern quadrants are furnished with Spine roads, and these will provide all of the enabling required for the housing in these quadrants.	Comment noted

			2.2 I Section 2 challenge Leeds City Council's (LCC) belief that this quadrant will allow housebuilders to build attractive houses. Houses will be built within 50m of the ELOR dual carriageway on their eastern side, and bordered by Whinmoor. Both factors will determine a price ceiling that house builders may not find attractive. Adding on the roof tax will put the value of new houses built in this quadrant in jeopardy.	Comment noted
			This makes the likelihood of repaying this section of ELOR riskier. Notwithstanding this risk, I expect ELOR in this quadrant to be built to a consistent standard and level of quality across its length.	Comment noted
			2.2 Section 3 I challenge LCC's belief that this quadrant will allow housebuilders to build attractive houses. Houses will be built within 50m of the ELOR dual carriageway on their eastern side, and bordered by the Penda's Fields estate to the west. Both factors will determine a price ceiling that house builders may not find attractive. Adding on the roof tax will put the value of new houses built in this quadrant in jeopardy.	Comment noted
			This makes the likelihood of repaying this section of ELOR riskier. Notwithstanding this risk, I expect ELOR in this quadrant to be built to a consistent standard and level of quality across its length.	Comment noted
			2.5 I question the sustainability of ELE as each of the quadrants shows no sign of being sustainable, thereby making the entire extension unsustainable. From the picture painted in this document all households will be car dependent. Houses in the Northern quadrant will be built in excess of 1 mile from the Seacroft Centre shopping facility. For elderly and low paid residents this quadrant will be subject to hardship as local shopping facilities are not specified.	Comment noted
			2.6 I understand that ELE should have been commenced many years earlier but the house builders have not progressed at all. This section clearly states that ELE counts towards the Core Strategy housing target.	Comment noted
			Please advise whether this counts towards the Site Allocations Plan also.	Yes the housing numbers count towards SAP as an identified UDP housing allocation site carried forward
			3.1 I disagree with the statement "but will also provide vehicular access through new entry points to the ELE and unlock development" as the Middle and Southern Quadrants will have spine roads that will unlock	Comment noted

			the land on their own. Each of the spine roads cuts into the A64, Leeds Road and Manston Lane arterial roads. From our observations, it appears that ELOR is not a gating factor for the house building to occur.	
			3.2 to 3.10 The property tax (or roof tax) appears to me to be a limiting factor on the design and implementation of a greener ELOR. ELOR now looks like it will be a conventional road with few noise attenuation features on the east side.	Comment noted
			This roof tax is a jeopardising factor for LCC to provide the most environmentally friendly solution to its problem of relief and access for ORR and ELE. I make the point herein that the road must be built in a cut, with noise attenuation systems and solutions for the east and north side as well as the south and west sides. Furthermore Scholes will be affected by noise from many points on the road, including from the Cock Beck bridge - there appears to be no sound attenuation on or around this structure. I stress to LCC that cost should not be a limiting factor on the design and implementation of a best ELOR solution. Whilst the price is not the only factor, as this road will be in place for decades it is imperative that the concerns of existing residents is listened to and acted upon.	Comment noted
			4.2 I acknowledge the guideline for a high quality development, and question its attainability in the Middle and Southern Quadrants when the houses will be: 1. In the Middle Quadrant locked inside the A64, ELOR, Leeds Road and Whinmoor. The houses may be as close as 50m from a dual carriageway high capacity road – this area would appear to be more suitable for affordable housing; 2. In the Southern Quadrant locked inside Leeds Road, ELOR, Penda’s Fields and Manston Lane. The houses may be as close as 50m from a dual carriageway high capacity road – this area would appear to be more suitable for affordable housing;	Comment noted

		<p>4.8 I welcome the implementation of the spine roads in the Middle and Southern Quadrants as they offer an alternative route for residents, in both Quadrants, to shopping facilities at Thorpe Park and Seacroft shopping centre without the need for them to access ELOR. I believe that given a choice whether to stay on a quieter, albeit slower, road the majority of residents will elect to stay off ELOR. Should the residents of the Northern and Middle quadrants wish to use ELOR, their spine roads directly access the A64 gyratory and Manston Lane respectively. However at Leeds Road there is no direct link to ELOR and this supports my request that the Leeds Road junction is removed from ELOR, and instead a bridge is built over ELOR. I believe that this will make a positive contribution to traffic flows – the basis of my belief is that this removes another junction along this road making it less difficult to travel to and from Scholes and Barwick.</p>	Comment noted
		4.9 Agreed	Comment noted
		<p>4.10 I do not, at this time, agree that the spine roads in the Middle and Southern Quadrants will make a significant change to the local highway network usage at peak times. I believe that the spine roads will not be used by existing residents but only by new residents, e.g. residents of the Quadrants. I intend to assess this point further by undertaking a fact-finding survey with the Parish Council.</p>	Comment noted
		<p>Notwithstanding the above, I am concerned about the statement in 4.10 that “developers will be expected to work closely with the Council and local stakeholders on the design of the spine road and to identify appropriate mitigation to ensure changes in travel behaviour are positively managed to reduce the impact on both new and existing communities.” Clearly the ELE team has concerns about the above and I request clarity about what this means.</p>	Comment noted - like all development the Council expects developers to enter into dialogue about technical issues which in this reference refers specifically to the spine road. LCC would anticipate conversations with the developer around travel plans. as an example, an obligation on developers to provide metro cards to new residents can alter travel behaviour by taking people out of the private car.
		<p>4.11 The statement “the extension and introduction of quality bus corridors from the city centre along the main transport corridors and into neighbourhoods in each of the quadrants of the ELE will help to connect residents to employment and leisure opportunities in the city</p>	Comment noted - Quality bus initiatives can include better vehicles, better information, and better junction priority and in certain instances segregation i.e. bus lanes. The statement is made to ensure that such

			centre" is tautology and difficult to understand. Does this mean that the arterial routes will have improved public transport (improved as in better quality vehicles, improved comfort, better bus lanes)?	improvements are provided as part of extension, re-routed or new bus services into ELE.
			4.11 appears to be tautology. Or does it mean that arterial routes will need improvement? Whilst 4.11 is an obvious statement, it contains no useful information.	Comment noted – it is essential that the delivery of the spine road is integral to the ELE development. Para 4.11 provides the necessary context and emphasis in this regard.
			I understand that buses will not use ELOR, but will have to use the bridge over the railway line at Thorpe Park. Please provide an explanation about the buses' safety on this part of the Orbital Route. How is it differentiated from ELOR to make it suitable for buses when ELOR is not designed for the passage of buses?	Noted. Outside scope of the ELE SPD.
			4.12 I seek confirmation that the Thorpe Park, Park-and-Ride facility will be provided, and that this will include a railway station. My concern is that this railway station will be very close to Crossgates Railway station making the proposition unattractive to Network Rail who may deny permission for the railway station at Thorpe Park.	Comment noted - As stated in para 4.12 the new Park and ride rail station has funding identified and is in the Leeds Public Transport Investment programme, however the details will be subject to feasibility and its own public consultation, which is not at a stage to report on in the ELE SPD.
			4.19 I advise LCC that ELE housing will affect the secondary school place availability for residents around the ELE. Whilst John Smeaton school is located in the Southern Quadrant it has no capacity to accept more pupils. The statement above ... "as a consequence it is anticipated that no land will be required for secondary schools within ELE, however, CIL payments will contribute towards the secondary school place needs generated by the development" is tautology and meaningless. I request a detailed explanation of the expected problem and how LCC intends to mitigate it.	Comment noted – please see comment in [9] above.
			4.21 I advise Leeds City Council that ELE housing will require Early Years facilities. The statement above ... "Early Years facilities within primary schools will also be encouraged" is more tautology and meaningless. I request a detailed explanation of the expected problem and how LCC intends to mitigate it.	Comment noted

		4.22 I advise Leeds City Council that ELE housing will require its own Health facilities. The statement above is more tautology and meaningless. I request a detailed explanation of the expected problem and how LCC intends to mitigate it.	Comment noted
		4.23 I advise Leeds City Council that these housing estates need to be sustainable and without retail facilities close by they will be unsustainable.	Comment noted
		4.24 I advise Leeds City Council that this stipulation would restrict competition. On the one hand the ELE team wants to encourage place making, and on the other hand doesn't want the places in the Middle and Southern Quadrant to be sustainable. I request clarification on the above point.	The ELE SPD support local retail and community facilities. Para 4.24 refers to retail impact assessments in line with national guidance which aims to protect and promote the role and function of existing town and local centres. Applications for retail of a certain scale can have a negative impact on the vitality and viability of existing centres and therefore this aspect will be tested through planning applications.
		4.25 I advise Leeds City Council that these housing estates need to be sustainable and without the above facilities close by they will be unsustainable.	Comment noted
		4.26 I agree with Leeds City Council on the importance of usable green spaces.	Comment noted
		4.27 I agree with Leeds City Council on the above importance of usable green spaces for public and open use. An example of this is Jack Heap's Field in Barwick In Elmet.	Comment noted
		4.28 I request clarification of the intent behind this point. At face value this has no meaning.	Comment noted – this applies the intent of Core Strategy Policy to provide greenspace on site.
		4.29 I request clarification of the intent behind this point. At face value this has no meaning.	Comment noted – this applies the intent of Core Strategy Policy to provide greenspace on site.
		4.30 Agreed.	Comment noted
		4.38 I find it astonishing that 4 housing estates, comprising ~5,000 dwellings – 4 times the size of Barwick In Elmet – will not support on site employment. The sites are therefore unsustainable and this is not in line with the Leeds City Core Strategy – see 4.40. I request an explanation how this is acceptable to LCC.	The Housing allocation is an extension to the main urban area with access to Thorpe Park, the Aire valley and the City centre , there is necessity to allocate employment use within ELE but ensure that it has good connections to other employment areas.

			5.21 I request that Leeds City Council applies the roof tax to any new housing proposition within a certain distance from ELOR. Has Leeds City Council considered applying this to speculative housing planning applications on PAS land within, say, 3 miles of ELOR? This idea has many merits and I would be pleased to discuss this further with the ELE and ELOR teams.	Comment noted
			LCC's funding of schemes has demonstrated profligacy on an enormous scale. Notable failures include:	Comment noted
			1. £4M 'gift' to YCCC. This has now been aborted In favour of underwriting the loan to an organisation, which is verging on insolvency;	Comment noted
			2. £4.8M (via the LEP) for the aborted Hilton Arena Hotel;	Comment noted
			3. NGT (trolleybus) which was dismissed by Dept of Transport as unworkable;	Comment noted
			4. The failed promise of Burberry manufacturing base being brought to Temple Mills;	Comment noted
			5. LCC's wasted expenditure in the City of Culture debacle.	Comment noted
			I request assurances that the budget exists for this scheme, and for the mitigation of the expected knock-on effects the ELE and ELOR will have on existing local communities.	Comment noted
31	Howard Bedford	Save Parlington Action Group	2.1 SAVE PARLINGTON ACTION GROUP ("SPAG") believes that ELOR is not needed to deliver ELE. In particular the Middle and Southern quadrants are furnished with Spine roads, and these will provide all of the enabling required for the housing in these quadrants.	Comment noted
			2.2 Section 2 SPAG challenges Leeds City Council's ("LCC") belief that this quadrant will allow housebuilders to build attractive houses. Houses will be built within 50m of the ELOR dual carriageway on their eastern side, and bordered by Whinmoor. Both factors will determine a price ceiling that house builders may not find attractive. Adding on the roof tax will put the value of new houses built in this quadrant in jeopardy. This makes the likelihood of repaying this section of ELOR riskier. Notwithstanding this risk, SPAG expects ELOR in this quadrant to be built to a consistent standard and level of quality across its length.	Comment noted

			<p>SPAG response to 2.2 Section 3 SPAG challenges LCC's belief that this quadrant will allow housebuilders to build attractive houses. Houses will be built within 50m of the ELOR dual carriageway on their eastern side, and bordered by the Penda's Fields estate to the west. Both factors will determine a price ceiling that house builders may not find attractive. Adding on the roof tax will put the value of new houses built in this quadrant in jeopardy. This makes the likelihood of repaying this section of ELOR riskier. Notwithstanding this risk, SPAG expects ELOR in this quadrant to be built to a consistent standard and level of quality across its length.</p>	Comment noted
			<p>SPAG response to 2.5 SPAG questions the sustainability of ELE as each of the quadrants shows no sign of being sustainable, thereby making the entire extension unsustainable. From the picture painted in this document all households will be car dependent. Houses in the Northern quadrant will be built in excess of 1 mile from the Seacroft Centre shopping facility. For elderly and low paid residents this quadrant will be subject to hardship as local shopping facilities are not specified;</p>	<p>The planning application for the Northern Quadrant that has been agreed in principle provides for a small local centre. In addition, the Retail section of the SPD sets out that retail facilities will be supported in all quadrants provided that they do not divert trade from nearby town centres such as Seacroft.</p>
			<p>SPAG response to 2.6 SPAG understands that ELE should have been commenced many years earlier but the house builders have not progressed at all. This section clearly states that ELE counts towards the Core Strategy housing target. Please advise whether this counts towards the Site Allocations Plan also.</p>	<p>Yes the housing numbers count towards SAP as an identified UDP housing allocation site carried forward.</p>
			<p>SPAG response to 3.1 SPAG disagrees with the statement "but will also provide vehicular access through new entry points to the ELE and unlock development" as the Middle and Southern Quadrants will have spine roads that will unlock the land on their own. Each of the spine roads cuts into the A64, Leeds Road and Manston Lane arterial roads. From our observations, it appears that ELOR is not a gating factor for the house building to occur.</p>	Comment noted

		<p>SPAG response for 3.2 to 3.10 The property tax (or roof tax) appears to SPAG to be a limiting factor on the design and implementation of a greener ELOR. ELOR now looks like it will be a conventional road with few noise attenuation features on the east side. This roof tax is a jeopardising factor for LCC to provide the most environmentally friendly solution to its problem of relief and access for ORR and ELE. This Parish Council makes its point herein that the road must be built in a cut, with noise attenuation systems and solutions for the east and north side as well as the south and west sides. Furthermore Scholes will be affected by noise from many points on the road, including from the Cock Beck bridge – there appears to be no sound attenuation on or around this structure. SPAG has stressed to LCC that cost should not be a limiting factor on the design and implementation of a best ELOR solution. Whilst the price is not the only factor ,as this road will be in place for decades it is imperative that the concerns of existing residents is listened to and acted upon.</p>	Comment noted
		<p>SPAG response to 4.2 SPAG acknowledges the guideline for a high quality development, and questions its attainability in the Middle and Southern Quadrants when the houses will be:</p>	Comment noted
		<p>1. In the Middle Quadrant locked inside the A64, ELOR, Leeds Road and Whinmoor. The houses may be as close as 50m from a dual carriageway high capacity road – this area would appear to be more suitable for affordable housing; 2. In the Southern Quadrant locked inside Leeds Road, ELOR, Penda’s Fields and Manston Lane. The houses may be as close as 50m from a dual carriageway high capacity road – this area would appear to be more suitable for affordable housing;</p>	Comment noted

		<p>SPAG response to 4.8 SPAG welcomes the implementation of the spine roads in the Middle and Southern Quadrants as they offer an alternative route for residents, in both Quadrants, to shopping facilities at Thorpe Park and Seacroft shopping centre without the need for them to access ELOR. We believe that given a choice whether to stay on a quieter, albeit slower, road the majority of residents will elect to stay off ELOR. Should the residents of the Northern and Middle quadrants wish to use ELOR, their spine roads directly access the A64 gyratory and Manston Lane respectively. However at Leeds Road there is no direct link to ELOR and this supports our request that the Leeds Road junction is removed from ELOR, and instead a bridge is built over ELOR. We believe that this will make a positive contribution to traffic flows – the basis of our belief is that this removes another junction along this road making it less difficult to travel to and from Scholes and Barwick.</p>	<p>Comment noted</p>
		<p>SPAG response to 4.9 Agreed</p>	<p>Comment noted</p>
		<p>SPAG response to 4.10 SPAG does not, at this time, agree that the spine roads in the Middle and</p>	<p>Comment noted</p>
		<p>Southern Quadrants will make a significant change to the local highway network usage at peak times. We believe that the spine roads will not be used by existing residents but only by new residents, e.g. residents of the Quadrants. We intend to assess this point further by undertaking a fact-finding survey in the Parish. Notwithstanding the above, we are concerned about the statement in 4.10 that “developers will be expected to work closely with the Council and local stakeholders on the design of the spine road and to identify appropriate mitigation to ensure changes in travel behaviour are positively managed to reduce the impact on both new and existing communities.” Clearly the ELE team has concerns about the above and SPAG requests clarity about what this means.</p>	<p>Comment noted - like all development the Council expects developers to enter into dialogue about technical issues which in this reference refers specifically to the spine road. LCC would anticipate conversations with the developer around travel plans. As an example, an obligation on developers to provide metro cards to new residents can alter travel behaviour by taking people out of the private car.</p>

		<p>SPAG response to 4.11 The statement “the extension and introduction of quality bus corridors from the city centre along the main transport corridors and into neighbourhoods in each of the quadrants of the ELE will help to connect residents to employment and leisure opportunities in the city centre” is tautology and difficult to understand. Does this mean that the arterial routes will have improved public transport (improved as in better quality vehicles, improved comfort, better bus lanes)? 4.11 appears to be tautology. Or does it mean that arterial routes will need improvement? Whilst 4.11 is an obvious statement, it contains no useful information. We understand that buses will not use ELOR, but will have to use the bridge over the railway line at Thorpe Park. Please provide an explanation about the buses’ safety on this part of the Orbital Route. How is it differentiated from ELOR to make it suitable for buses when ELOR is not designed for the passage of buses?</p>	<p>Comment noted - Quality bus initiatives can include better vehicles, better information, and better junction priority and in certain instances segregation i.e. bus lanes. The statement is made to ensure that such improvements are provided as part of extension, re-routed or new bus services into ELE.</p> <p>This consultation does not cover ELOR or the Manston Land Link Road.</p>
		<p>SPAG response to 4.12 SPAG seeks confirmation that the Thorpe Park, Park-and-Ride facility will be provided, and that this will include a railway station. Our concern is that this railway station will be very close to Crossgates Railway station making the proposition unattractive to Network Rail who may deny permission for the railway station at Thorpe Park.</p>	<p>Comment noted - As stated in para 4.12 the new Park and ride rail station has funding identified and is in the Leeds Public Transport Investment programme, however the details will be subject to feasibility and its own public consultation, which is not at a stage to report on in the ELE SPD.</p>
		<p>SPAG response to 4.19 SPAG advises LCC that ELE housing will affect the secondary school place availability for our residents. Whilst John Smeaton school is located in the Southern Quadrant it has no capacity to accept more pupils. The statement above ... “as a consequence it is anticipated that no land will be required for secondary schools within ELE, however, CIL payments will contribute towards the secondary school place needs generated by the development” is tautology and meaningless. SPAG requests a detailed explanation of the expected problem and how LCC intends to mitigate it.</p>	<p>Comment noted – please see comment in [9] above.</p>
		<p>SPAG response to 4.21 SPAG advises Leeds City Council that ELE housing will require Early Years facilities. The statement above ... “Early Years facilities within primary schools will also be encouraged” is more tautology and meaningless. SPAG requests a detailed explanation of the expected problem and how LCC intends to mitigate it.</p>	<p>Comment noted</p>

			SPAG response to 4.22 SPAG advises Leeds City Council that ELE housing will require its own Health facilities. The statement above is more tautology and meaningless. SPAG requests a detailed explanation of the expected problem and how LCC intends to mitigate it.	Comment noted
			SPAG response to 4.23 SPAG advises Leeds City Council that these housing estates need to be sustainable and without retail facilities close by they will be unsustainable.	Comment noted
			SPAG response to 4.24 SPAG advises Leeds City Council that this stipulation would restrict competition. On the one hand the ELE team wants to encourage place making, and on the other hand doesn't want the places in the Middle and Southern Quadrant to be sustainable. SPAG requests clarification on the above point.	The ELE SPD support local retail and community facilities. Para 4.24 refers to retail impact assessments in line with national guidance which aims to protect and promote the role and function of existing town and local centres. Applications for retail of a certain scale can have a negative impact on the vitality and viability of existing centres and therefore this aspect will be tested through planning applications.
			SPAG response to 4.25 SPAG advises Leeds City Council that these housing estates need to be sustainable and without the above facilities close by they will be unsustainable.	Comment noted
			SPAG response to 4.26 SPAG agrees with Leeds City Council on the importance of usable green spaces.	Comment noted
			SPAG response to 4.27 SPAG agrees with Leeds City Council on the above importance of usable green spaces for public and open use. An example of this is Jack Heap's Field in Barwick In Elmet.	Comment noted
			SPAG response to 4.28 SPAG requests clarification of the intent behind this point. At face value this has no meaning.	Comment noted – this applies the intent of Core Strategy Policy to provide greenspace on site.
			SPAG response to 4.29 SPAG requests clarification of the intent behind this point. At face value this has no meaning.	Comment noted – this applies the intent of Core Strategy Policy to provide greenspace on site.
			SPAG response to 4.30 Agreed.	Comment noted
			SPAG response to 4.38 SPAG finds it astonishing that 4 housing estates, comprising ~5,000 dwellings – 4 times the size of Barwick In Elmet – will not support on site employment. The sites are therefore unsustainable and this is not in line with the Leeds City Core Strategy – see 4.40. BIESP requests an explanation how this is acceptable to LCC.	The Housing allocation is an extension to the main urban area with access to Thorpe Park, the Aire valley and the City centre, there is necessity to allocate employment use within ELE but ensure that it has good connections to other employment areas.

			SPAG response to 5.21 SPAG requests that Leeds City Council applies the roof tax to any new housing proposition within a certain distance from ELOR. Has Leeds City Council considered applying this to speculative housing planning applications on PAS land within, say, 3 miles of ELOR? This idea has many merits and SPAG would be pleased to discuss this further with the ELE and ELOR teams.	Comment noted
			LCC's funding of schemes has demonstrated profligacy on an enormous scale. Notable failures include:	Comment noted
			1. £4M 'gift' to YCCC. This has now been aborted In favour of underwriting the loan to an organisation, which is verging on insolvency;	Comment noted
			2. £4.8M (via the LEP) for the aborted Hilton Arena Hotel;	Comment noted
			3. NGT (trolleybus) which was dismissed by Dept of Transport as unworkable;	Comment noted
			4. The failed promise of Burberry manufacturing base being brought to Temple Mills;	Comment noted
			5. LCC's wasted expenditure in the City of Culture debacle.	Comment noted
			SPAG requests assurances that the budget exists for this scheme, and for the mitigation of the expected knock-on effects the ELE and ELOR will have on existing local communities.	Comment noted
32	Howard Bedford	Barwick In Elmet and Scholes Parish Council	BIESPC response to 2.1 Barwick In Elmet and Scholes Parish Council ("BIESPC") believes that ELOR is not needed to deliver ELE. In particular the Middle and Southern quadrants are furnished with Spine roads, and these will provide all of the enabling required for the housing in these quadrants.	Comment noted
			BIESPC response to 2.2 Section 2 BIESPC challenges Leeds City Council's (LCC) belief that this quadrant will allow housebuilders to build attractive houses. Houses will be built within 50m of the ELOR dual carriageway on their eastern side, and bordered by Whinmoor. Both factors will determine a price ceiling that house builders may not find attractive Adding on the roof tax will put the value of new houses built in this quadrant in jeopardy. This makes the likelihood of repaying this section of ELOR riskier. Notwithstanding this risk, BIESPC expects ELOR in	Comment noted

			<p>this quadrant to be built to a consistent standard and level of quality across its length.</p>	
			<p>BIESPC response to 2.2 Section 3 BIESPC challenges LCC's belief that this quadrant will allow housebuilders to build attractive houses. Houses will be built within 50m of the ELOR dual carriageway on their eastern side, and bordered by the Penda's Fields estate to the west. Both factors will determine a price ceiling that house builders may not find attractive. Adding on the roof tax will put the value of new houses built in this quadrant in jeopardy. This makes the likelihood of repaying this section of ELOR riskier. Notwithstanding this risk, BIESPC expects ELOR in this quadrant to be built to a consistent standard and level of quality across its length.</p>	<p>Comment noted</p>
			<p>BIESPC response to 2.5 BIESPC questions the sustainability of ELE as each of the quadrants shows no</p>	<p>Comment noted</p>
			<p>sign of being sustainable, thereby making the entire extension unsustainable. From the picture painted in this document all households will be car dependent. Houses in the Northern quadrant will be built in excess of 1 mile from the Seacroft Centre shopping facility. For elderly and low paid residents this quadrant will be subject to hardship as local shopping facilities are not specified;</p>	<p>Comment noted</p>
			<p>BIESPC response to 2.6 BIESPC understands that ELE should have been commenced many years earlier but the house builders have not progressed at all. This section clearly states that ELE counts towards the Core Strategy housing target. Please advise whether this counts towards the Site Allocations Plan</p>	<p>Yes the housing numbers count towards SAP as an identified UDP housing allocation site carried forward</p>
			<p>BIESPC response to 3.1 BIESPC disagrees with the statement "but will also provide vehicular access</p>	<p>Comment noted</p>

			through new entry points to the ELE and unlock development" as the Middle and Southern Quadrants will have spine roads that will unlock the land on their own. Each of the spine roads cuts into the A64, Leeds Road and Manston Lane arterial roads. From our observations, it appears that ELOR is not a gating factor for the house building to occur.	
			BIESPC response for 3.2 to 3.10 The property tax (or roof tax) appears to BIESPC to be a limiting factor on the design and implementation of a greener ELOR. ELOR now looks like it will be a conventional road with few noise attenuation features on the east side. This roof tax is a jeopardising factor for LCC to provide the most environmentally friendly solution to its problem of relief and access for ORR and ELE. This Parish Council makes its point herein that the road must be built in a cut, with noise attenuation systems and solutions for the east and north side as well as the south and west sides. Furthermore Scholes will be affected by noise from many points on the road, including from the cock Beck bridge – there appears to be no sound attenuation on or around this structure. BIESPC has stressed to LCC that cost should not be a limiting factor on the design and implementation of a best ELOR solution. Whilst the price is not the only factor, as this road will be in place for decades it is imperative that the concerns of existing residents is listened to and acted upon.	Comment noted
			BIESPC response to 4.2 BIESPC acknowledges the guideline for a high quality development, and	Comment noted
			questions its attainability in the Middle and Southern Quadrants when the houses will be: In the Middle Quadrant locked inside the 464, ELOR, Leeds Road and Whinmoor. The houses may be as close as 50m from a dual carriageway high capacity road - this area would appear to be more suitable for affordable housing; In the Southern Quadrant locked inside Leeds Road, ELOR, Penda's Fields and Manston Lane. The houses may be as close as 50m from a dual carriageway high capacity road - this area would appear to be more suitable for affordable housing;	Comment noted

			BIESPC response to 4.8 BIESPC welcomes the implementation of the spine roads in the Middle and	Comment noted
			Southern Quadrants as they offer an alternative route for residents, in both Quadrants, to shopping facilities at Thorpe Park and Seacroft shopping centre without the need for them to access ELOR. We believe that given a choice whether to stay on a quieter, albeit slower, road the majority of residents will elect to stay off ELOR. Should the residents of the Northern and Middle quadrants wish to use ELOR, their spine roads directly access the 464 gyratory and Manston Lane respectively. However at Leeds Road there is no direct link to ELOR and this supports our request that the Leeds Road junction is removed from ELOR, and instead a bridge is built over ELOR. We believe that this will make a positive contribution to traffic flows - the basis of our belief is that this removes another junction along this road making it less difficult to travel to and from Scholes and Barwick.	Comment noted
			BIESPC response to 4.9 Agreed	Comment noted
			BIESPC response to 4.10 BIESPC does not, at this time, agree that the spine roads in the Middle and Southern Quadrants will make a significant change to the local highway network usage at peak times. We believe that the spine roads will not be used by existing residents but only by new residents, e.g. residents of the Quadrants.	Comment noted
			We intend to assess this point further by undertaking a fact-finding survey in the Parish. Notwithstanding the above, we are concerned about the statement in 4.10 that "developers will be expected to work closely with the Council and local stakeholders on the design of the spine road and to identify appropriate mitigation to ensure changes in travel behaviour are positively managed to reduce the impact on both new and existing communities." Clearly the ELE team has concerns about the above and BIESPC requests clarity about what this means.	Comment noted - like all development the Council expects developers to enter into dialogue about technical issues which in this reference refers specifically to the spine road. LCC would anticipate conversations with the developer around travel plans. as an example, an obligation on developers to provide metro cards to new residents can alter travel behaviour by taking people out of the private car.

		<p>BIESPC response to 4.11 The statement "the extension and introduction of quality bus corridors from the city centre along the main transport corridors and into neighbourhoods in each of the quadrants of the ELE will help to connect residents to employment and leisure opportunities in the city centre" is tautology and difficult to understand. Does this mean that the arterial routes will have improved public transport (improved as in better quality vehicles, improved comfort, better bus lanes)? 4.11" appears to be tautology. Or does it mean that arterial routes will need improvement? Whilst 4.11 is an obvious statement, it contains no useful information. We understand that buses will not use ELOR, but will have to use the bridge over the railway line at Thorpe Park. Please provide an explanation about the buses' safety on this part of the Orbital Route. How is it differentiated from ELOR to make it suitable for buses when ELOR is not designed for the passage of buses?</p>	<p>Comment noted - Quality bus initiatives can include better vehicles, better information, and better junction priority and in certain instances segregation i.e. bus lanes. The statement is made to ensure that such improvements are provided as part of extension, re-routed or new bus services into ELE.</p> <p>Comment noted – it is essential that the delivery of the spine road is integral to the ELE development. Para 4.11 provides the necessary context and emphasis in this regard.</p> <p>This consultation does not cover bus routes on ELOR or the Manston Lane Link Road</p>
		<p>BIESPC response to 4.12 BIESPC seeks confirmation that the Thorpe Park, Park-and-Ride facility will be provided, and that this will include a railway station. Our concern is that this railway station will be very close to Crossgates Railway station making the proposition unattractive to Network Rail who may deny permission for the railway station at Thorpe Park.</p>	<p>Comment noted - As stated in para 4.12 the new Park and ride rail station has funding identified and is in the Leeds Public Transport Investment programme, however the details will be subject to feasibility and its own public consultation, which is not at a stage to report on in the ELE SPD.</p>
		<p>BIESPC response to 4.19 BIESPC advises LCC that ELE housing will affect the secondary school place availability for our residents. Whilst John Smeaton school is located in the Southern Quadrant it has no capacity to accept more pupils. The statement above ... "as a consequence it is anticipated that no land will be required for secondary schools within ELE, however, CIL payments will contribute towards the secondary school place needs generated by the development" is tautology and meaningless. BIESPC requests a detailed explanation of the expected problem and how LCC intends to mitigate it.</p>	<p>Comment noted – please see comment in [9] above.</p>
		<p>BIESPC response to 4.21 BIESPC advises Leeds City Council that ELE housing will require Early Years facilities. The statement above ... "Early Years facilities within primary schools will also be encouraged" is more tautology and meaningless. BIESPC requests a detailed explanation of the expected problem and how LCC intends to mitigate it.</p>	<p>Comment noted</p>

			BIESPC response to 4.22 BIESPC advises Leeds City Council that ELE housing will require its own Health facilities. The statement above is more tautology and meaningless. BIESPC requests a detailed explanation of the expected problem and how LCC intends to mitigate it.	Comment noted
			BIESPC response to 4.23 BIESPC advises Leeds City Council that these housing estates need to be sustainable and without retail facilities close by they will be unsustainable	Comment noted
			BIESPC response to 4.24 BIESPC advises Leeds City Council that this stipulation would restrict competition. On the one hand the ELE team wants to encourage place making and on the other hand doesn't want the places in the Middle and Southern Quadrant to be sustainable. BIESPC requests clarification on the above point.	The ELE SPD support local retail and community facilities. Para 4.24 refers to retail impact assessments in line with national guidance which aims to protect and promote the role and function of existing town and local centres. Applications for retail of a certain scale can have a negative impact on the vitality and viability of existing centres and therefore this aspect will be tested through planning applications.
			BIESPC response to 4.25 BIESPC advises Leeds City Council that these housing estates need to be sustainable and without the above facilities close by they will be unsustainable.	Comment noted
			BIESPC response to 4.26 BIESPC agrees with Leeds City Council on the importance of usable green spaces.	Comment noted
			BIESPC response to 4.27 BIESPC agrees with Leeds City Council on the above importance of usable green spaces for public and open use. An example of this is Jack Heap's Field in Barwick In Elmet.	Comment noted
			BIESPC response to 4.28 BIESPC requests clarification of the intent behind this point. At face value this has no meaning.	Comment noted – this applies the intent of Core Strategy Policy to provide greenspace on site.
			BIESPC response to 4.29 BIESPC requests clarification of the intent behind this point. At face value this has no meaning.	Comment noted – this applies the intent of Core Strategy Policy to provide greenspace on site.
			BIESPC response to 4.30 Agreed	Comment noted
			BIESPC response to 4.38 BIESPC finds it astonishing that 4 housing estates, comprising -5,000 dwellings - 4 times the size of Barwick In Elmet - will not support on site employment. The sites are therefore unsustainable and this is not in line with the Leeds City Core Strategy - see 4.40. BIESP requests an explanation how this is acceptable to LCC.	The Housing allocation is an extension to the main urban area with access to Thorpe Park, the Aire valley and the City centre, there is a necessity to allocate employment use within ELE but ensure that it has good connections to other employment areas.

			<p>BIESPC response to 5.21 BIESPC requests that Leeds City Council applies the roof tax to any new housing proposition within a certain distance from ELOR. Has Leeds City Council considered applying this to speculative housing planning applications on PAS land within, say, 3 miles of ELOR? This idea has many merits and BIESPC would be pleased to discuss this further with the ELE and ELOR teams. Any other comments LCC's funding of schemes has demonstrated profligacy on an enormous scale. Notable failures include:</p>	Comment noted
			<p>1 £4M 'gift' to YCCC. This has now been aborted In favour of underwriting the loan to an organisation, which is verging on insolvency;</p>	Comment noted
			<p>2. £4.8M (via the LEP) for the aborted Hilton Arena Hotel;</p>	Comment noted
			<p>3. NGT (trolleybus) which was dismissed by Dept of Transport as unworkable;</p>	Comment noted
			<p>4. The failed promise of Burberry manufacturing base being brought to Temple Mills;</p>	Comment noted
			<p>5. LCC's wasted expenditure in the City of Culture debacle.</p>	Comment noted
			<p>BIESPC requests assurances that the budget exists for this scheme, and for the mitigation of the expected knock-on effects the ELE and ELOR will have on existing local communities.</p>	Comment noted

APPENDIX 2 - EAST LEEDS EXTENSION POST-CONSULTATION REPORT (2016)

2016

East Leeds Extension: Post Consultation Report



**East
Leeds
Extension**

**The
Future**

Executive Summary:

In November 2015, Leeds City Council launched a public consultation on the East Leeds Extension. The consultation ran from the 20th November 2015 to the 29th January 2016 seeking the views of local people, businesses and other key stakeholders, on the following three key areas of development:

- The emerging designs for ELOR and proposed improvements to the existing outer ring road.
- Identifying the main issues which need to be addressed in the Middle and Southern Quadrant Development Framework.
- Identifying main issues that will help shape the Red Hall planning brief.

Throughout the consultation period, seven local-drop in events were held across six venues in the area which were attended by over 300 people. Consultation materials and an online survey were available on the internet and the ELE website received over 2,500 unique visits. Approximately 20,000 leaflets were distributed to homes and businesses in the areas local to the events. Over 250 written responses were received in total. They reflect a wide spectrum of views from a range of stakeholders including local residents, people who work in the area, businesses, community based groups and non-regulatory organisations

This round of consultation is part of an ongoing process of engagement with the public and stakeholders, which has included previous public consultation specifically for the Northern Quadrant planning application and its major development proposals. As plans and proposals for the East Leeds Extension project progress, further consultation will be undertaken, including in relation to the appropriate regulatory and planning approvals, which will have associated requirements for consultation, through which there will be further opportunity for local communities to comment.

This report documents the consultation process and provides a summary of the responses received and the Council's response to these in taking forward the project.

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3.0	Consultation Methodology	p.7
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1.0 Project Background

- 1.1 The East Leeds Extension (ELE) is a large area of undeveloped land, around 250 hectares, extending around the edge of Swarcliffe, Whinmoor and Crossgates, which has been identified for the development of around 5,000 homes. As the single largest opportunity in the city to deliver new high quality residential neighbourhoods on allocated green field housing land, it will play a major role in delivering the housing required to meet the Local Development Framework Core Strategy (LDF requirements for 70,000 new homes across the city by 2028).
- 1.2 The East Leeds Extension is described as four separate, but related areas of allocated development land, for the purposes of helping the planning and co-ordination of development. These quadrants are known as:
 - i) Red Hall – the land between the Outer Ring Road and A58 Wetherby Road
 - ii) Northern Quadrant – the land between the A58 Wetherby Road and A64 York Road
 - iii) Middle Quadrant – the land between the A64 York Road and Barwick Road
 - iv) Southern Quadrant – the land between Barwick Road and the Leeds-York-Selby rail line
- 1.3 The **Red Hall** site is located between the Outer North Ring Road and A58 Wetherby Road. The majority of the land is in council ownership and includes the Council's horticultural nursery and depot facilities (17ha) and playing fields and open space (11ha). The original Red Hall House and stables (1ha) are owned and occupied by the Rugby Football League as their headquarters. The 2006 Unitary Development Plan Review allocated the land for both housing and a key business park, within the ELE. The principle of wholly residential use across the whole of the Red Hall site was put forward in the Site Allocations (Issues & Options) consultation undertaken in June/July 2013 and subsequently proposed as the allocated land use through the Site Allocations Plan Publication Draft. The site will facilitate the connection of the East Leeds Orbital Road between the existing Ring Road and the A58.
- 1.4 A consortium of developers and landowners submitted an outline planning application in July 2012 for the construction of 2,000 homes, community facilities, open space and a section of ELOR in the **Northern Quadrant**. Leeds City Council has been working with the applicant and with local community groups through a Consultative Forum to address issues such as the layout of highways, the impact on local traffic, and the location and provision of green space.
- 1.5 The Council are working with developers and land-owners to establish development principles for land to the south of York Road known as the **Middle and Southern Quadrant**. To help ensure that development comes forward in a co-ordinated way for the section of the East Leeds Extension between the A64 and the Leeds-York-Selby railway line, the council is in the process of preparing a Supplementary Planning Document. This document will primarily focus on the way in which the council expects planning applications to come forward, mechanisms to pay for the East Leeds Orbital Route and the way community facilities and infrastructure such as schools, should be brought forward.
- 1.6 Central to the ELE programme is the co-ordination of planning and investment activities to ensure the delivery of major new transport infrastructure, particularly the provision of a new **East Leeds Orbital Road (ELOR)**, a new 7.5km dual carriageway, which will connect the existing Outer Ring Road at Red Hall to J46 of the M1 through Thorpe Park. The ELOR is a requirement established through the Local Development Framework and will provide the capacity to support increased traffic from allocated development in the ELE as set out above, as well as relieving congestion on the existing network.

- 1.7 In October 2015, Leeds City Council Executive Board approved proposals for a programme of co-ordinated consultation, information provision and publicity for the East Leeds Extension to take place from November 2015. Its purpose was to bring together the various elements of the programme to ensure residents, businesses and other stakeholders have a clear view on all the proposals for the area; how they link together; and where they are able to comment and influence the future of the area.
- 1.8 The next section of the report details the scope of this consultation, methodology and approach and provides a summary of the results.

2.0 Scope of consultation:

2.1 The aim of the public consultation in November and December 2015 was to broaden public understanding of the East Leeds Extension, obtain the views of residents, landowners, businesses and other agencies and organisations and to involve them in the planning, design and delivery process on the following:

2.2 **(1) The emerging designs for ELOR and proposed improvements to the outer-east ring road:** Early public engagement and information provision is both good practice and essential for the submission and determination of the planning application for ELOR. There is generally a good level of knowledge locally that the ELE has been allocated for housing development and that ELOR will need to come forward to support this, following dialogue with residents on Red Hall and the Northern Quadrant. There has however been limited specific engagement on ELOR itself and the outer ring road improvements so this consultation was required to generate more detailed and wider spread understanding of the project, as well as highlight matters where there may be genuine scope for change arising from views received.

2.3 **(2) Identifying the main issues which need to be addressed in the Middle and Southern Quadrant Development Framework:** Whilst this will be a technical document and primarily of interest to landowners and developers given its focus on delivery, this consultation was to seek wider public views on the content of the document and emerging principles whilst also helping to understand any areas of sensitivity.

2.4 **(3) Identifying main issues that will help shape the Red Hall planning brief:** There is strong local interest in the site, a wish to see retention of as much green space as possible and support for the provision of two playing pitches as part of any development. Therefore there is a need to ensure a range of residents and local stakeholders are properly engaged in discussions to agree the final form of the development brief. It was important to emphasise throughout the consultation that this document will not revisit the principle of residential development, which is a matter to be clarified and formally established through the Site Allocation Plan Publication Draft, but would focus on matters relating to the scope, scale, design and delivery of development.

2.5 Additional information outside of scope:

Throughout the consultation period, information was also provided on two other key areas of development which, whilst not forming part of the consultation exercise, helped to provide important context and updates to assist with the story for the ELE. These areas are:

a) Northern Quadrant

b) Thorpe Park: While not forming part of the East Leeds Extension, Thorpe Park is a key part of the overall growth potential of this area.

3.0 Consultation Methodology:

3.1 Notification and Publicity:

In order to ensure the events and the consultation period were well publicised, a number of communication methods were used including;

Date	Notification / publicity / method
18 th Nov	<p>An LCC press release publicised the start of the consultation: http://news.leeds.gov.uk/public-urged-to-have-their-say-over-major-housing-and-transport-plans-for-east-leeds</p> <p>The release was sent to around 230 subscribers to the newsroom and tweeted via the council press office's @LCCnews twitter account which has in the region of 46,000 followers.</p>
14 th Oct	<p>Business Desk article (potential reach 16,000) http://www.thebusinessdesk.com/yorkshire/news/727059-east-leeds-plans-for-5-000-homes-go-under-the-microscope.html</p>
9 th Nov	<p>A GPS tracked leaflet drop to approximately 20,000 residential properties across a wide area including; Crossgates, Whinmoor, Scholes, Thorner, Shadwell and some areas of Seacroft, outlining the proposals for the area as well as advising on when and where consultation sessions were being held. These areas were chosen due to their proximity to the ELE and ELOR route. In addition, approximately 1,000 leaflets were posted to businesses, commercial premises and harder to reach properties such as flats, rural addresses, farm buildings etc. Images 1 and 2 show the leaflet and distribution area.</p>
10 th Nov	<p>Direct emails were sent to ward members, local community stakeholders and groups providing information about the consultation and a pdf copy of the leaflet. (Subsequently Barwick In Elmet Parish Council included the consultation in their November newsletter and The Friends of Red Hall group uploaded the webpage link to their website).</p>
From 9 th Nov	<p>Leaflets and posters (Image 3) were displayed at the venues, the Development Enquiry Centre, Leonardo Building, and on lamp posts particularly around the Red Hall area given that the nearest consultation venue was a short walk away to the south of the A58.</p>
19 th Nov	<p>Yorkshire Evening Post article (potential reach 257,000) http://www.yorkshireeveningpost.co.uk/news/politics/have-your-say-on-east-leeds-vision-1-7578486</p>
23 rd Nov	<p>ITV Calendar article (potential reach 5m). http://www.itv.com/news/calendar/update/2015-11-23/consultation-on-proposals-to-build-5000-homes-in-east-leeds/</p>
Dec 15 –Jan 16	<p>Presentation panels were displayed in the Development Enquiry Centre, Leonardo Building from mid-December until the consultation closed on the 29th January.</p>

<p>Mid Nov-end of Jan 16</p>	<p>A social media campaign between mid-November until the end of January was used to publicise event and provided regular reminders of the events and the online questionnaire. The accounts used were:</p> <ul style="list-style-type: none"> • LCC Facebook: www.facebook.com/Leedscouncil • LCC Outer NE Community Committee: http://www.facebook.com/LCCoutereast • LCC East Community Committee: https://www.facebook.com/LCCOuterNE • LCC Your Community: https://twitter.com/@_YourCommunity • The LCC news: www.twitter.com/LeedsCC_News • LCC Business: https://twitter.com/LCC_business • LCC Highways: @leeds_highways <p>Regular updates were also provided via Twitter accounts of executive and local councillors and senior officers throughout the consultation period.</p>
<p>Nov-Dec 15</p>	<p>A carousel advertisement was placed on www.Leeds.gov.uk</p>
<p>Jan 16</p>	<p>An email footer with a link to the www.leeds.gov.uk/ele was included in outgoing emails from all LCC employees during January 2016.</p>

Image 1: Consultation leaflet

Your city. Your say.

The East Leeds Extension is made up of several related projects which Leeds City Council wants to hear local people's views on:

East Leeds Orbital Road (ELOR):
This major new road infrastructure will be extremely important to ensure new housing areas are accessible, minimise the impact of traffic growth on existing neighbourhoods and improve the movement of traffic through and around East Leeds. Leeds City Council is leading the project to plan for and construct this road and wants your views on the proposals.

Red Hall:
Red Hall currently houses the council's horticultural nursery and depot facilities. Proposals are in place to relocate Red Hall to a more accessible and efficient site at Whinmoor Grange. Leeds City Council is currently developing proposals to sell land at Red Hall for housing and retention of open space and wants to know your views.

Southern and Middle Quadrants:
To help ensure that development comes forward in a coordinated way on the land between the A64 and Manston Lane, the council is preparing planning guidance. This will set out the overall vision for development here and how planning applications should come forward. We want to hear your views on the initial proposals.

Northern Quadrant:
A consortium of developers and landowners submitted an outline planning application in July 2012 for the construction of 2,000 homes, community facilities, open space and a section of the ELOR on land between the A55 and A64. The council has been working with the applicants and with local community groups to address issues such as the layout of highways, the impact of traffic, and the location and provision of green space.

Manston Lane Development Sites:
Very close to the E.L.E. SellaWay Homes is currently building 121 homes at Barnbow and Ben Bailey Homes is building 138 homes on the adjoining former Optare factory site. There is also potential for development of around 620 further homes on the remainder of the two sites (879 in total), once the Manston Lane Link Road is complete.

Thorpe Park:
Thorpe Park is an important part of the overall growth potential of this area. The site already accommodates 36,000 square metres of office space and has outline planning approvals for the delivery of the next phase of growth to include offices, retail and leisure uses. Work will soon start on the Manston Lane Link Road to connect to the M1 over the Leeds-York rail line, forming the first phase of the ELOR.

The development

Will provide enough homes to help support the city's growing population, while also providing the local schools, facilities and roads for the area.

East Leeds Orbital Road (ELOR)

This 7.5km dual carriageway will connect the outer ring-road west of Red Hall to junction 46 of the M1 at Thorpe Park.

The East Leeds Extension (ELE)

The large area of undeveloped land, extending around the edge of Swarcliffe, Whinmoor and Crossgates and Whinmoor, which has been identified for the development of around 5,000 homes.

New jobs

New infrastructure and development across the area will bring investment and jobs to East Leeds and support the economic growth of the city as a whole.

Travel improvements

Changes will be made to the outer ring road through Swarcliffe and Crossgates, with improvements across the area to enable better travel around East Leeds by foot, cycle and public transport.

New housing

At around 250 houses per hectare the ELE is the largest single site identified for new homes in the Leeds City Region.

Drop-in sessions

For more information on the East Leeds Extension, please visit the Leeds City Council website at: www.leeds.gov.uk/ele

During November and December there are a number of drop-in events taking place at various venues in the local area. Please come along to one of our sessions to find out more:

Venue: Swarcliffe Community Centre	Date: Mon 23 & Tues 24 Nov	Time: 3.00 - 8.00pm
Venue: Scholes Village Hall	Date: Thur 26 Nov	Time: 2.00 - 6.30pm
Venue: Fieldhead Carr Community Centre	Date: Mon 30 Nov	Time: 3.00 - 8.00pm
Venue: Crossgates Library	Date: Wed 2 Dec	Time: 3.00 - 6.45pm
Venue: Wellington Hill Residents Association	Date: Thur 3 Dec	Time: 2.30 - 6.45pm
Venue: Crossgates Methodist Church Hall	Date: Mon 7 Dec	Time: 2.30 - 7.00pm

You can also email us at: ele@leeds.gov.uk

Further information:

For more information and ways to have your say on the East Leeds Extension, please visit the Leeds City Council website at: www.leeds.gov.uk/ele

You can also email us at: ele@leeds.gov.uk

Contact your councillor:

You can also contact your local ward councillors directly if you have any queries about the East Leeds Extension.

Your local councillors for Crossgates & Whinmoor (Including Swarcliffe, Austhorpe, Pendas Fields):

- Cllr Peter Green Peter.green@leeds.gov.uk Tel: 0113 247 4472
- Cllr Paulsen Grahame Paulsen.grahame@leeds.gov.uk Tel: 0113 247 4472
- Cllr Debra Couper Debra.couper@leeds.gov.uk Tel: 0113 247 4472

Your local councillors for Harewood (Including Scholes, Shadwell, Thorne):

- Cllr Ann Castle Ann.castle@leeds.gov.uk Tel: 0113 395 1460
- Cllr Matthew Robinson Matthew.robinson@leeds.gov.uk Tel: 0113 395 1460
- Cllr Rachael Procter Rachael.procter@leeds.gov.uk Tel: 0113 395 1460

What is the East Leeds Extension and why is it important?

New homes and neighbourhoods

- The East Leeds Extension (ELE) is a large area of land, around 250 hectares, extending around the edge of Swarcliffe, Whinmoor and Crossgates which has been identified for the development of around 5,000 houses.
- The development will help meet one of the biggest challenges Leeds faces - to provide enough homes to support the existing and future needs of the city's growing population.
- New homes bring much needed investment to local areas by providing roads, green spaces and schools. They also create jobs in the construction and maintenance of homes, which makes stronger local economies and supports existing businesses and shops.
- The extension is the largest site in the Leeds City Region identified for housing. Given its scale, it's important to provide supporting infrastructure such as roads, jobs and schools.

New jobs

- The ELE is located adjacent to Thorpe Park, one of the region's premier business destinations. New infrastructure and development across the two areas will bring investment and jobs to East Leeds and support the economic growth of the city as a whole.

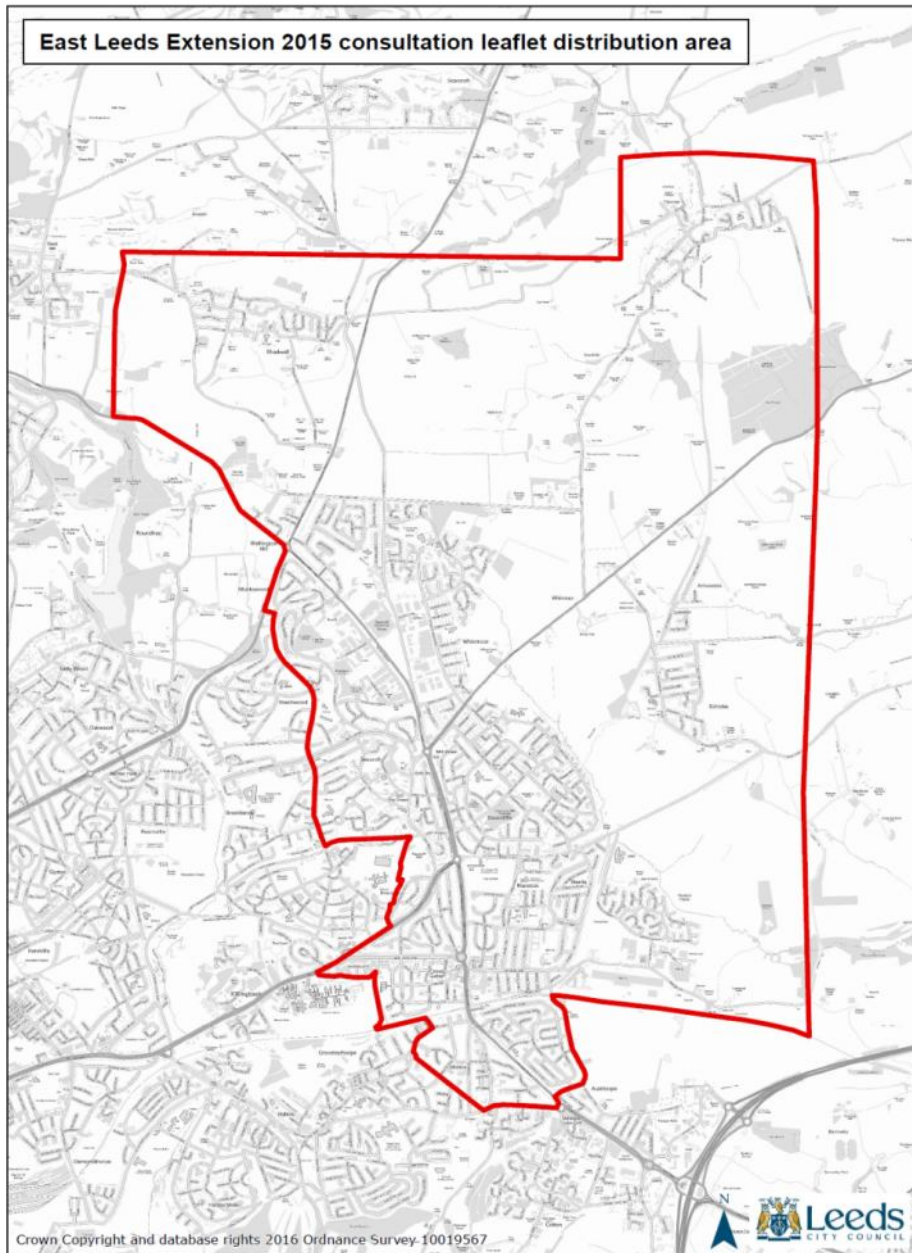
A new road and transport improvements

- To support the new housing development, a new road called the East Leeds Orbital Road (ELOR) will be built. This 7.5km dual carriageway will connect the outer ring-road west of Red Hall to junction 46 of the M1 at Thorpe Park.
- Changes will be made to the outer ring road through Swarcliffe and Crossgates, and improvements across the area to enable better travel around East Leeds by foot, cycle and public transport.

Working in partnership

- The delivery of the East Leeds Extension will require strong partnership working between Leeds City Council, landowners, developers, residents and other public organisations, including the West Yorkshire Combined Authority and government departments.
- It is important that development meets the needs of existing residents and businesses as well as the new communities that will grow in the area. Leeds City Council will work with local people to ensure that concerns are understood and that they have opportunities to influence development proposals as they come forward.

Image2: Leaflet distribution area



PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

Image 3: Events poster



East
Leeds
Extension



The
Future



Leeds
CITY COUNCIL



WEST YORKSHIRE
COMBINED AUTHORITY

East Leeds Extension

New homes, jobs and major transport improvements are coming to east Leeds.
Leeds City Council is working with residents, landowners, businesses, the Government and agencies to construct a new dual carriageway road in east Leeds and open up land for housing.

We want to hear your views.

During November and December there a number of drop-in information events taking place at various venues in the local area.

Please come along to one of our sessions to find out more:

Venue:	Swarcliffe Community Centre	
Date:	Mon 23 & Tues 24 Nov	Time 3pm - 8pm
Venue:	Scholes Village Hall	
Date:	Thurs 26 Nov	Time 2pm - 6.30pm
Venue:	Fieldhead Carr Community Centre	
Date:	Mon 30 Nov	Time 3pm - 8pm
Venue:	Crossgates Library	
Date:	Wed 2 Dec	Time 3pm - 6.45pm
Venue:	Wellington Hill Residents Association	
Date:	Thurs 3 Dec	Time 2.30pm - 6.45pm
Venue:	CrossGates Methodist Church Hall	
Date:	Mon 7 Dec	Time 2.30pm - 7pm

For more information visit: www.leeds.gov.uk/ele
or email us at: ele@leeds.gov.uk

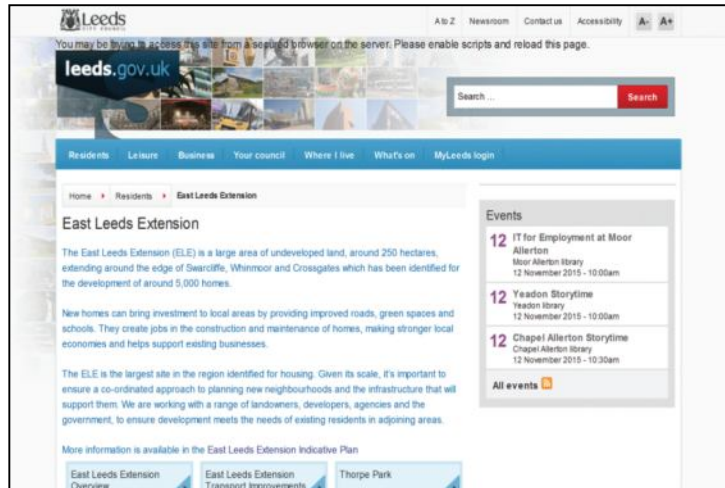


Your city. Your say.

3.2 Webpage:

3.2.1 A dedicated web page was established on the Leeds.gov website (www.leeds.gov.uk/ele). This page provided information on the key projects within the East Leeds Extension, maps, frequently asked questions, downloads and an interactive map of sites. It also provided a direct link to the online 'Talking Point' questionnaire (see 3.3 below). In order to ensure consistency of information, all of the documents/plans/maps displayed at the drop in events were also made available as downloads on the webpage.

3.2.1. There were 2,500 unique visits to the webpages between mid-November and early January. A high number of these page views came via Facebook and Twitter which indicates that social media was key communication tool throughout the consultation and was successful in promoting the webpage.

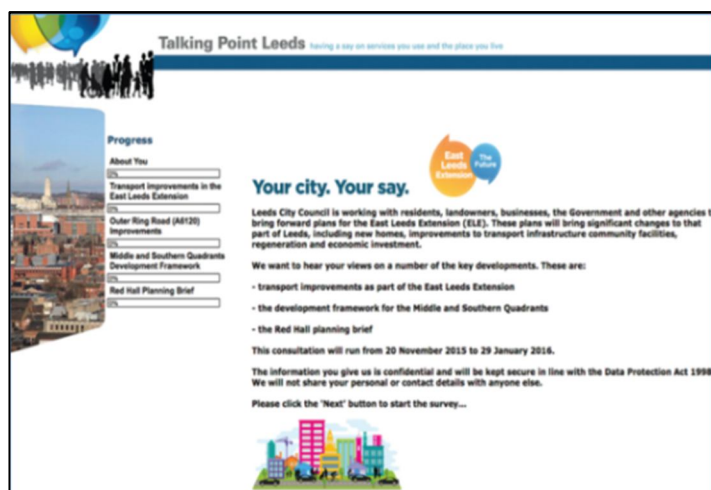


3.3 Talking Point Questionnaire

3.3.1 An online questionnaire was created via the Council's online engagement tool 'Talking Point'. This was the main response form for the consultation and was divided into the 3 scope areas (Red Hall, Middle and Southern Quadrant and Transport Improvements). The use of an online survey follows the recent trend of moving towards less paper based consultations and as such the survey and website were the main route for which people could engage, with the drop-in events being supplementary to this. The form was made available via the ELE webpage, the interactive map and on the Leeds.gov Consultation and Engagement pages. The form allowed respondents only to answer questions of interest to them, rather than forcing them to comment on issues around which they had no views or knowledge. A copy of the questionnaire can be found in **Appendix 1**.

3.3.2 Laptops were made available at each drop in event which allowed attendees to complete the questionnaires during their visit, with support from Council officers for those people who are not so familiar with the use of computers.

3.3.3 Printed copies of the questionnaire were also available for anyone who felt they were unable to complete the questionnaire online



3.4 Engagement events

3.4.1 Seven drop-in events were held between 23rd November and 7th December. These were all community venues chosen due to their accessibility and being centrally located within the communities, the map and table below show venue locations and dates/times.



Location	Date	Time
Swarcliffe Community Centre	Mon 23 & Tues 26 Nov	2.00-6.30pm
Scholes Village Hall	Thurs 26 November	2.00-6.30pm
Fieldhead Carr Community Centre	Mon 30 November	2.00-6.30pm
Crossgates Library	Wed 2 December	3.00-8.00pm
Wellington Hill Residents Association	Thurs 3 December	2.30-6.45pm
Crossgates Methodist Church Hall	Mon 7 December	2.30-7.00pm

3.4.2 In response to lessons learnt from previous consultations, it was agreed that two events would be held in each of the key areas Whinmoor, Cross Gates and Swarcliffe ensuring sufficient opportunity for residents to attend. Due to its proximity to ELOR it was decided that a dedicated event also be held in Scholes. The events were held in sessions of at least 4 hours with some early evening events to allow for those wishing to attend after work.

3.4.3 Each event was attended by a multi-disciplinary team of LCC Officers and colleagues from Mouchel, the Council’s highways and transport partners. This was to ensure that a wide range of issues or queries raised by visitors to the events could be addressed appropriately.

3.4.4 A number of display boards and pop-up banners were used at each session. Each provided an overview of the key elements on which we were seeking people views. (A

copy of these can be found in **appendix 2**). Attendees were also asked to leave comments regarding the schemes on post-it notes on a large aerial plan of the middle and southern quadrant, a copy of the comments received can be found in **appendix 3**. Over 300 people attended the events and there were a range of discussions that took place between attendees and Council officers about the various issues and opportunities within the area. These discussions helped officers to further understand local issues, concerns and areas for further consideration.

- 3.4.5 In addition to the seven events, officers attended a number of meetings with community groups. These meetings were arranged at the request of the groups in order to address a number of questions raised before formal responses were submitted. These were Barwick & Elmet Parish Council, a separate group of Parish Council representatives and residents of Scholes and The Friends of Red Hall Playing Fields.



(Image 4: Scholes Village hall, Thursday 26th November 2016)



(Image 5: Crossgates Library, Wednesday 2nd December 2016)

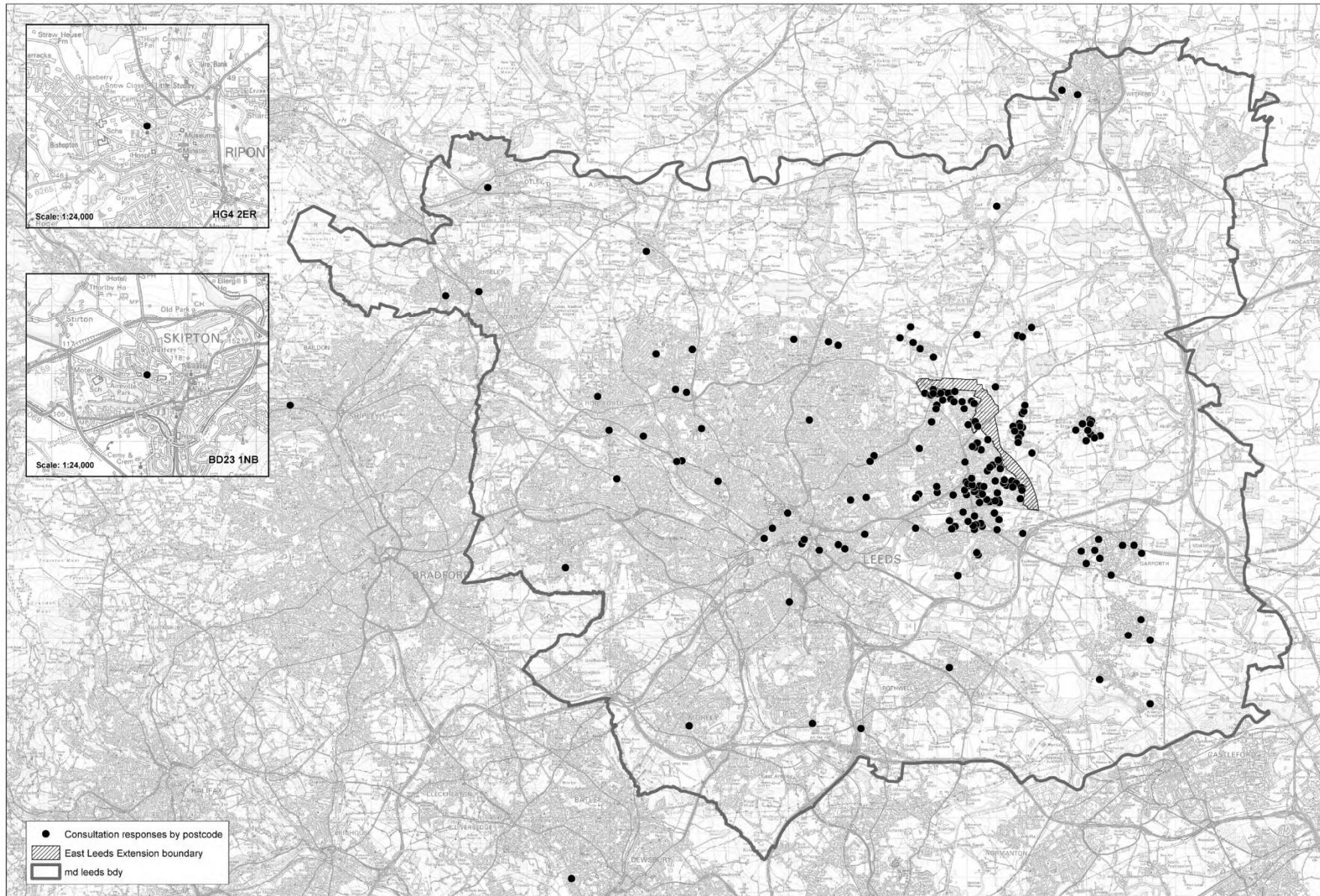


(Image 6: Swarcliffe Community Centre, Monday 23rd November 2016)

4.0 What People Told Us

- 4.1 The following section of the report provides a summary of the responses received to each of the the questions within the three topic areas. In total, 248 feedback forms were received through the Talking Point online survey. In addition, we received a further 18 responses received by letter or email. One response was received via email after the closing date which has also been included in the comments tables. A copy of all responses can be found in **Appendix 3**. Please note, not all questions were answered by every respondent.
- 4.2 A total of 18 questions were asked across the three topic areas;
- a) Transport Improvements
 - b) Middle and Southern Quadrant
 - c) Red Hall planning brief
- 4.3 **Question 1** asked respondents if they were completing the questionnaire as a resident, business owner or land owner. 89% of responses were from residents with the majority of the remaining respondents being people who worked in the area. Despite receiving postal copies of the leaflet, we received no responses from local businesses. There were a small number of those who completed the 'other' section who were employees in the local area however. This will need to be taken into consideration for future consultations whereby more targeted communications with business will be required.
- 4.4. **Question 2** asked respondents for their postcode. The majority of respondents were residents from the LS14 and LS15 postcode areas however the plan below shows that there was a fairly wide distribution from other areas of Leeds (see **Image 7** for a map of respondents by postcode). NB: please note there were five postcodes in the data that were not recognised and as such have not been included in the mapping).
- 4.4 Due to the number of responses received, the sample can not be considered representative of the general population of Leeds. However the responses received, has enabled Officers to gain a wider understanding of a range of issues across the three scope areas.
- 4.5 Responses were received from across the age range however those received in the 0-18 and 18-24 groups were low and is something that will need to be taken into consideration for future consultation, indicating the need for more targeted work with younger people.

Image 7: Respondents by postcode (1 dot = 1 post code area)



4.2 Questionnaire results - Transport Improvements:

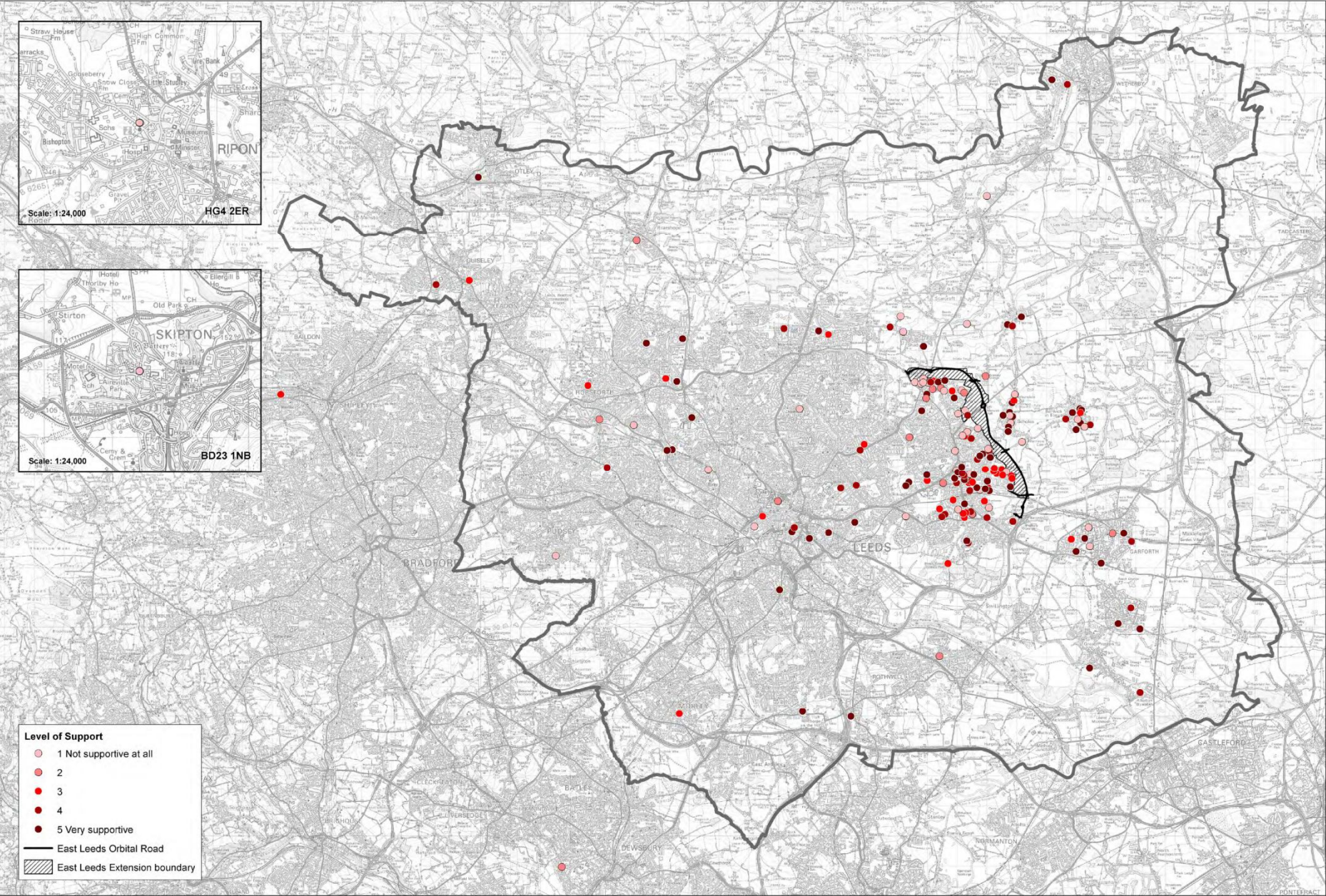
4.2.1 **Question 4** asked respondents to indicate their level of support for the proposed orbital road and transport improvements on a scale of 1-5 with 5 being most supportive and 1 being least supportive. There were 245 responses to this question which can be broken down as follows:

- 35% not supportive of ELOR
- 45% supportive of ELOR
- 19% neutral

4.2.2 Although 35% of respondents were not supportive, the later section of the report (Section 4.9) addresses the concerns raised and advises where they have been or will be addressed through further design work. In addition, a number of comments relate to details that were provided throughout the consultation which may demonstrate that some aspects of the proposals had not been fully understood.

4.2.3. **Image 8** below shows the location of respondents to this question and their level of support for the transport improvements.

Image 8: postcode of respondents and level of support for ELOR/Transport Improvements



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 PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL Date: 14/03/2016 Scale: 1:55,000 @ A1

4.2.3 **Question 5** asked respondents to list their key concerns about the proposals for ELOR and also provided space for further comment. There were 78 comments received. The percentages for these were similar across the board, indicating equal concern across the various aspects. This is reflected in the free text section of question 5 where we can see common themes / areas of concern emerging, which are summarised below;

Supportive:

- The new road will be good to help existing and future levels of congestion.
- It will reduce traffic flows through Cross Gates and rat running through Scholes and other villages.
- It will bring new employment opportunities.
- It will reduce traffic, noise and air pollution in Crossgates.

Not supportive:

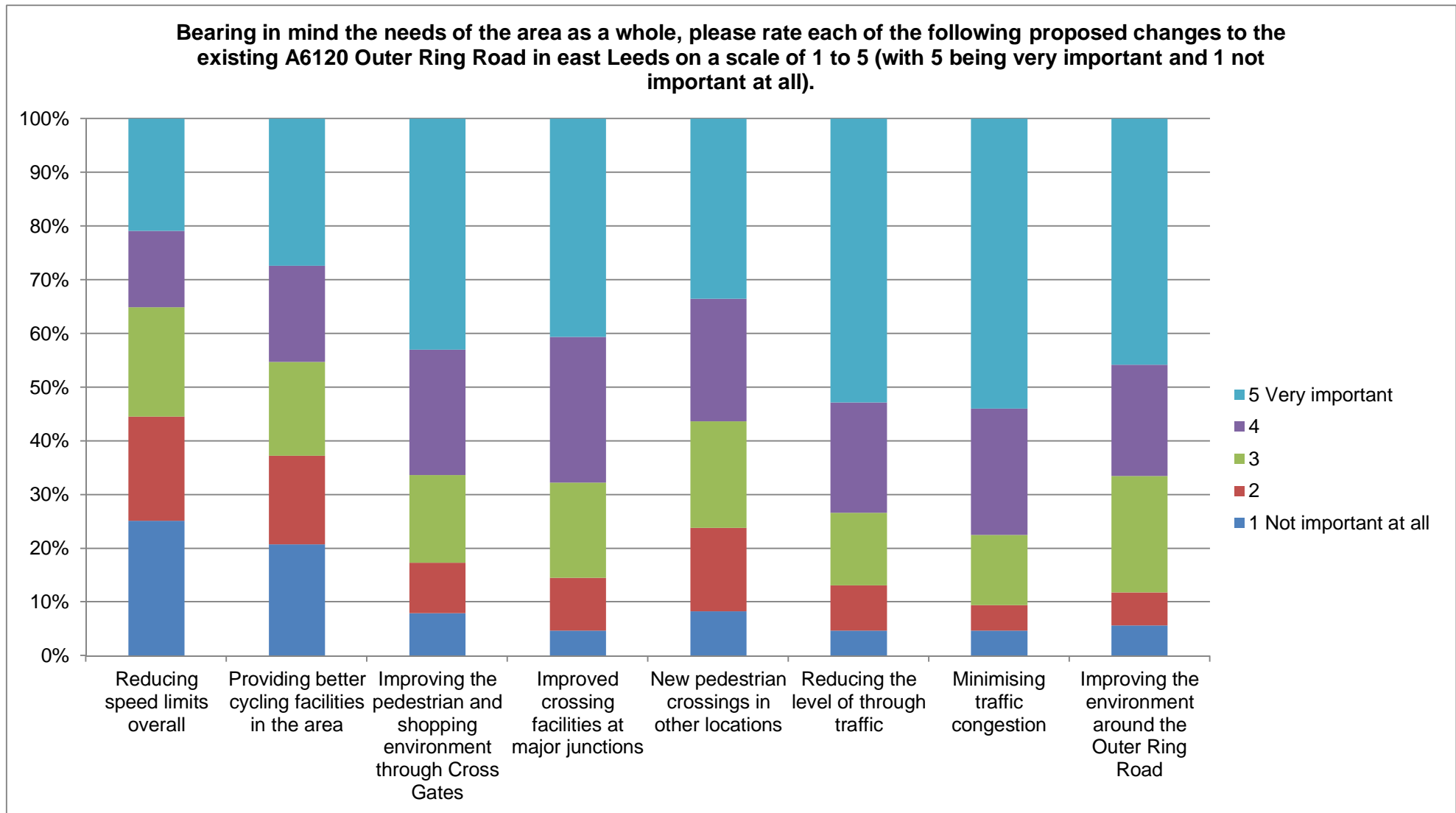
- Concerns it will increase noise / air pollution
- Potential impacts on drainage
- Concerns about the the impact on the environment
- Visual impact of the road

4.2.4 **Question 6** asked respondents to tell us why they thought the proposals for ELOR are a good idea and also provided space for comment. Reducing traffic levels on the outer ring road received the highest percentage with improving journey times, improvements for pedestrians and cyclists, improvements to the ring road and traffic flows on existing roads were regarded with almost equal importance. There were also 44 comments received.

4.3 Outer ring road (A6120) Improvements:

4.3.1 **Question 7** asked respondents to rate the proposed changes on a scale of 1-5 with 5 being most important and 1 being least important. The graph on page 19 below shows how the proposed changes were rated. From the graph we can see that with the exception of reducing overall speed limits, respondents rated all of the proposed changes as being very important. The proposed changes that received most support were; reducing level of through traffic, minimising traffic congestion and improving the environment. These and a number of other key features will be considered as part of the design proposals which will be consulted on separately later on this year.

Image 9: Graph showing how respondents rated the proposed changes



- 4.3.2 Of the 225 respondents to **question 8**, 53% used the A6120 as a pedestrian. Of the list of possible improvements that could be made to improve pedestrian experience of the road, better crossing facilities and improved greenspace were rated as the most important.
- 4.3.3 Of the 221 respondents to **questions 11**, 22% used the A6120 to cycle on. Of the possible improvements that could be made to improve cyclists experience of the road, a segregated cycleway and improving cycling facilities at major junctions were considered to be the most important to respondents of this question.

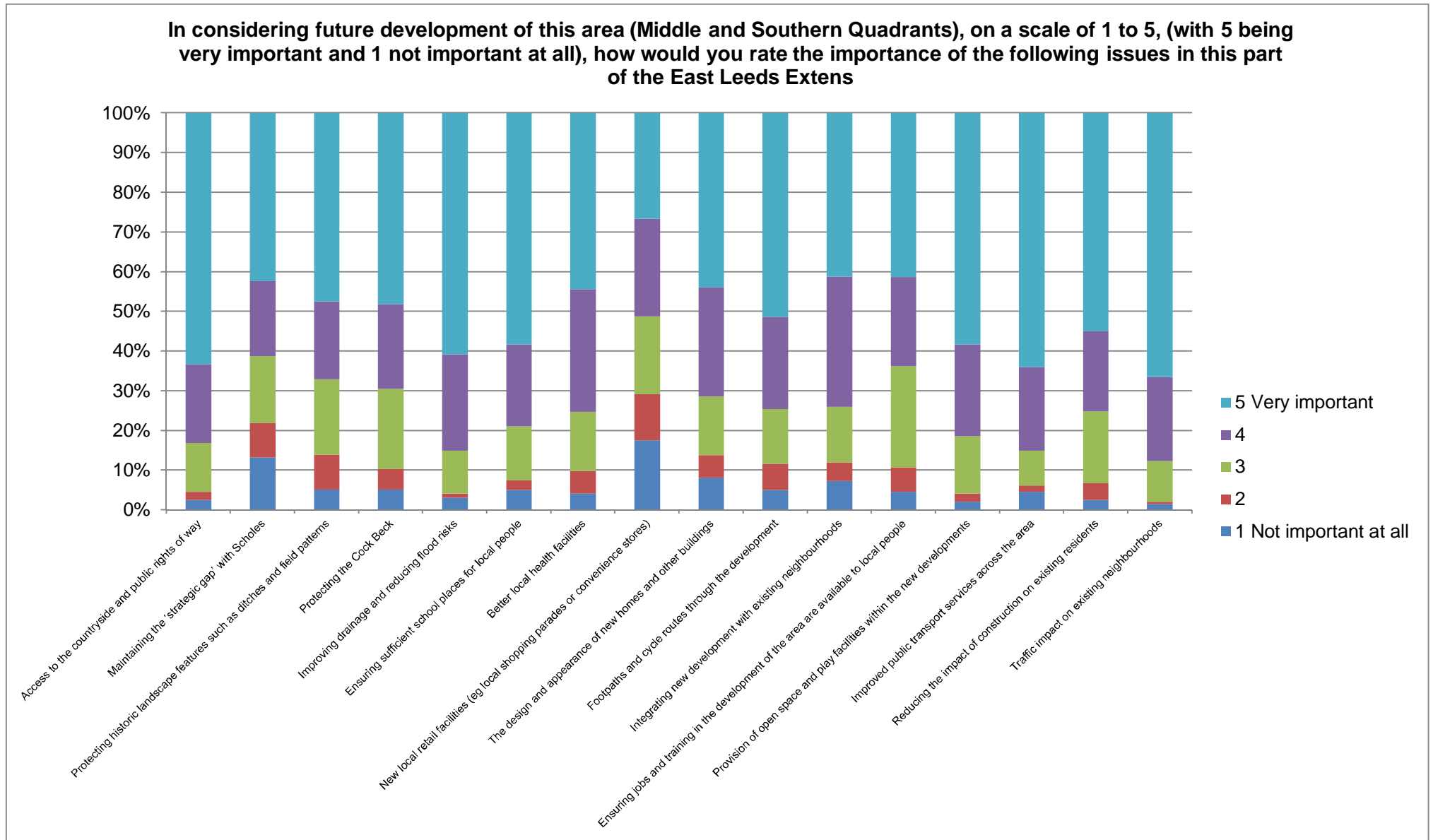
4.4 Comments on Out of Scope Issues:

- 4.4.1 A number of responses included comments which were technically outside the scope of the consultation. These comments, mostly related to rail-based public transport improvements including a requests for additional rail halts and reinstatement of old ones. This was a common theme across all parts of the questionnaire. As these were not specifically related to the East Leeds Extension the project team will therefore draw these comments to the attention of the appropriate project teams in LCC and the West Yorkshire Combined Authority.

4.6 Questionnaire Results - Middle and Southern Quadrants:

- 4.6.1 **Question 13** asked respondents to rate a list of considerations for future development on a scale of 1-5 with 5 being most important and 1 being least important. The chart on page 19 shows the responses to this question.
- 4.6.2 With the exception of the need for new retail facilities, the majority of respondents placed a high importance on most of the items listed. Retaining open access to the countryside, improvements to public transport and reducing the traffic impacts were all rated as most important as was improvements to drainage.

Image 10: Graph showing how respondents rated considerations for future development in the Middle and Southern Quadrants (question 13).



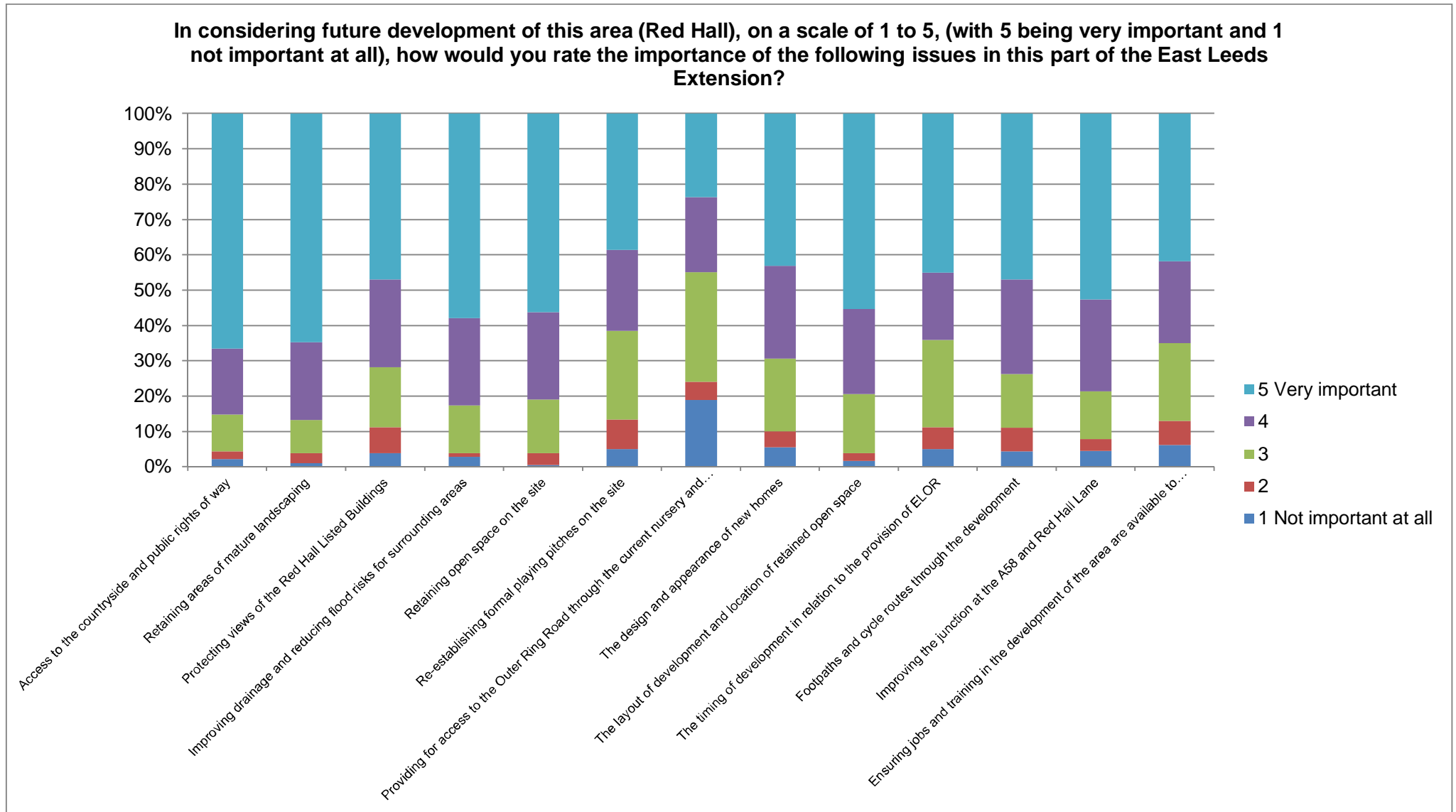
4.6.3 Whilst there were a number of supportive comments to question 13, specifically relating to junction improvement, employment benefits and the opportunity to improve public transport, there were a number of common areas of concern that officers will need to take into consideration when working up a further draft of the planning brief, these are:

- The need to consider impact on flooding and drainage.
- The need to ensure transport and infrastructure improvements are in place before new development.
- That any new development must integrate properly with existing homes.
- The potential impact on environment during and after construction of the new road and housing.

4.8 Questionnaire Results - Red Hall Planning Brief:

4.8.1 **Question 15** asked respondents to rate a list of issues when considering future development in the area. The graph below shows the responses received. With the exception of providing access through the current nurse site, the majority of respondents placed a high importance on all of the aspects of the planning brief. Retaining open space, mature landscaping and improving the A58/Red Hall lane junction were rated with the highest importance.

Image 11: Graph showing how respondents rated issues when considering future development of Red Hall (question 15).



4.8.2. **Question 16** provided free text for respondents to comment on areas of the brief that they did not support. There were 70 comments received. Whilst there were a number of supportive comments, specifically relating to the need for junction improvements and employment benefits, there were a number of common areas of concern that officers will need to take into consideration when working up a further draft of the planning brief, these are:

- Concerns that the new road will generate more local traffic.
- The loss of greenspace and inadequate re-provision of greenspace.
- Concerns over scale of development and how it will integrate with surrounding area.
- Not supportive of building on playing fields.
- Impact on views of Red Hall House.
- The brief should state what impact the new housing will have on existing school's, doctors etc in the area – what is the provision for new services?

4.8.2 Officers note that those respondents living near to Red Hall have raised a number of key issues for concern and are mostly unsupportive of both ELOR and new housing development in the area. Whilst a number of these issues are addressed in section 4.9, we will continue to work closely with residents, ward members and stakeholder groups in the area as the planning brief is worked up to a final document.

4.8.3 **Question 17** provided free text for respondents to provide further comments on what they felt the brief should include. There were 59 comments received. In summary, the main points for consideration were:

- ELOR and other infrastructure should be in place to cope with increased demand on the road network caused by new development.
- Maximisation of green space provision / reinstatement of playing pitches.
- Link to new development should not be via Red Hall lane, which would cause rat running.
- Scale of development should be reduced and more leisure facilities for local people be provided (playground, café etc).
- Provision of adequate local services to cope with increased local population (schools, doctors etc).

4.9 Response to comments received

The tables below summarise comments received broken down into common themes/areas of concern, our response to these and how they will help influence the next stages in the development of the East Leeds Extension.

ELOR and transport improvements:	Our response:
<p>Visual impacts of the new dual carriageway on Scholes village</p>	<p><i>The consultation confirmed that the section of the ELOR route that runs adjacent to Scholes is a particularly sensitive section of the scheme due to its proximity to the village.</i></p> <p><i>This also confirmed that the design team's approach to look at the provision of further visual screening in this area should be taken forward. As a result further work will be completed to assess the feasibility of providing additional visual screening mitigation adjacent to the Middle Quadrant section of ELOR.</i></p>
<p>Importance of protecting the Cock Beck.</p>	<p><i>The consultation confirmed that the provision of a bridge over Cock Beck instead of a culvert would be the preferred option. This would maintain the public right of way along the Beck and ensure that the area to the east of the scheme would remain accessible to pedestrians, cyclists and equestrians. The bridge over Cock Beck will look to be taken forward as part of the planning design.</i></p>
<p>Concerns over the impact on the environment during construction and when the road is operational.</p>	<p><i>The approach being adopted by Leeds City Council is to reduce as much as possible the negative environmental impacts often associated with delivering a scheme of this scale.</i></p> <p><i>As a result the aim is for the design to adopt and incorporate features which reduce the visual, ecological and landscape impacts, maintain accessibility for pedestrians and cyclists as well as ensure that the construction impacts are managed.</i></p> <p><i>The consultation confirmed that this was the right approach to take.</i></p>
<p>Designs for the road must take into consideration pedestrians and cyclists and not just place importance on the car.</p>	<p><i>The approach being adopted by LCC is to develop a scheme that maintains and where possible enhances connectivity for pedestrians and cyclists.</i></p>

	<p><i>The designs presented at the consultation included the provision of a segregated cycleway and footway on the western side of the scheme and an additional pedestrian and cycle route on the eastern side of the scheme. It is intended that these will be linked by a number of high quality pedestrian and cycle bridges which will provide the links across ELOR.</i></p> <p><i>The consultation confirmed that it will be important to maintain the connectivity from East Leeds into the open countryside and the importance of providing the infrastructure for pedestrians and cyclists. The aim will be to continue to develop the pedestrian and cycle facilities as the design progresses.</i></p>
<p>The road should be single carriageway not dual carriageway.</p>	<p><i>A dual carriageway is necessary to provide sufficient capacity in the road network to cope with the increased traffic created by the East Leeds Extension and to encourage its use by through traffic. This will help reduce congestion on the existing ring road which will enable public realm improvements through Whinmoor, Seacroft and Cross Gates to be taken forward.</i></p>
<p>Public rights of way must be protected.</p>	<p><i>Where possible, existing Public rights of Way will be maintained or relocated in consultation with landowners and interested groups. During construction, it will be necessary to divert some routes temporarily until we provide safe access to the public. In addition during construction it may be necessary to, temporarily, divert some of the existing footways and cycleways to ensure users safety. When it is necessary to temporarily close or divert footways and cycleways we will post details in advance and provide information about a suitable diversion routes. Closures will be kept to a minimum to avoid any unnecessary disruption.</i></p>
<p>Concerns that more roads create more traffic and therefore increase congestion.</p>	<p><i>The ELOR scheme is an important part of the wider East Leeds regeneration strategy and is necessary to provide sufficient capacity in the road network to cope with the increased traffic that will be generated by the East Leeds Extension and to encourage its use by through traffic.</i></p> <p><i>The scheme will also help to reduce congestion on the existing ring road through Whinmoor, Seacroft and Cross Gates. This in turn will enable changes to be made to the outer ring road to improve the public realm and the pedestrian and cycling infrastructure.</i></p>

There are too many roundabouts and crossings in the designs.	<i>The aim is to maintain accessibility across existing routes for vehicular traffic as well as for pedestrians and cyclists. In particular, LCC are not seeking to stop up any existing roads where this is not necessary. The junction strategy, number and type of junctions are appropriate for the ELOR scheme.</i>
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Middle and Southern Quadrants planning framework:	Our response:
Concerns over the impacts on flooding and drainage.	<i>New development proposals must include measures to ensure that flood risk is not increased as a result of development. This can be achieved in a number of ways including sustainable urban drainage systems which are ponds which hold rainwater or underground storage tanks. Water stored during periods of rainfall is then discharged in a controlled way into the wider drainage system at a low level run-off rate of less than 5 litres per second, which equates to that of a greenfield site.</i>
The need to ensure transport and infrastructure improvements are in place before new development.	<i>Leeds City Council's Unitary Development Plan Review (2006) sets out that it is required that the existing highways infrastructure throughout the area is improved to cope with the increase in traffic that will be created by the East Leeds Extension. It is expected that this will be achieved by the creation of the East Leeds Orbital Road.</i>
Any new development must integrate properly with existing homes.	<i>It is important that the new development has a positive relationship with the existing residential areas. Whilst this is not intended to be set out in detail within the planning framework, the document will signpost developers to other guidance prepared by the Council such as the Neighbourhoods for Living Supplementary Development Document which sets out key design principles which must be followed.</i>
The potential impact on environment during and after construction of the new road and housing.	<i>The ELOR development will be subject to a process known as Environmental Impact Assessment (EIA) which is a statutory requirement for schemes of this nature. The EIA will consider, amongst other topics, the impacts upon ecology and protected species, water quality and flooding, air quality, noise and historic resources such as buried archaeology. The environmental impacts both during and after construction will be presented within a document known as an Environmental Statement which will accompany the planning application and will be freely available to the public.</i>
There is not enough proposed green space.	<i>The Council's adopted Core Strategy sets out a range of greenspace policies. Policy G4 is particularly relevant and relates specifically to the amount of</i>

	<i>greenspace required to be developed as part of new housing schemes. Again, it is not intended that the planning framework will plan the location and extent of greenspace, but it will direct developers to the Core Strategy policies, for them to ensure that greenspace is a key design consideration, with provision being specifically considered through the formal planning process.</i>
New developments should be in other areas of the city and on brownfield land not greenfield.	<i>Land across all parts of Leeds has been considered and assessed for its potential to accommodate the new homes required as set out in the Local Development Framework Core Strategy. The Site Allocations Plan reflects the work undertaken to plan for the location of these new homes – it has divided the city in to 11 Housing Market Characteristic Areas, each of which is required to accommodate a proportion of the overall forecast. The East Leeds Extension is largely within the East Leeds HMCA and partly within the Outer North East HMCA, which between them account for 25% of the city-wide delivery required.</i>
Concerns over increased noise levels / air pollution.	<i>The impact of the network and traffic flow changes on air and noise quality is currently being assessed. However, the ELOR is expected to contribute to a reduction in noise in areas where traffic will be reduced, such as along the A6120 Outer Ring Road. It is likely that there will be some areas on the eastern edge of the present city boundary that will experience some increase in traffic noise, although mitigation measures such as earth mounds and acoustic fencing will seek to reduce this. <i>In relation to air quality, the scheme is expected to contribute to improved air quality along the A6120 Outer Ring Road where traffic is likely to reduce, although there is likely to be a deterioration in areas where traffic is due to increase. However, given the distance from the ELOR and existing eastern edge of Leeds, existing areas are unlikely to be subject to any significant effects.</i></i>

Red Hall Planning Brief:	Our response:
New development will create more local traffic and rat-running.	<i>The ELOR scheme is an important part of the wider East Leeds regeneration strategy and is necessary to provide sufficient capacity in the road network to cope with the increased traffic that will be generated by the East Leeds Extension and to encourage its use by through traffic. This will help to reduce</i>

	<p>congestion on the existing ring road through Whinmoor, Seacroft and Cross Gates.</p> <p><i>In addition the approach being adopted by LCC is to develop a scheme that maintains and where possible enhances connectivity for other modes of transport including pedestrians and cyclists. This will help to enhance the opportunities for travelling across East Leeds for modes other than the private car.</i></p>
The loss of greenspace and inadequate re-provision of greenspace.	<p><i>The land at Red Hall has been earmarked for development for some time with allocation of the playing fields for development in the 2001 Unitary Development Plan. The planning brief sets out the need to retain two playing pitches on the site. The Council's adopted Core Strategy sets out a number of greenspace policies with policy G4 and G6 being most relevant in relation to the creation and re-provision of greenspace as part of residential development schemes.</i></p>
Concerns over scale of development and how it will integrate with surrounding area.	<p><i>The draft planning brief includes a number of options for the development Red Hall. These are being reviewed in light of the comments received. However, the specific design considerations for the new development and how new dwellings relate to existing properties and the surrounding area is governed by the Council's Neighbourhood's for Living Supplementary Planning Documents, which provides requirements and considerations that developers should adhere to, and forms a basis against which planning applications can be considered.</i></p>
Not supportive of building on playing fields.	<p><i>The playing Fields at Red Hall were allocated for development in the city's 2001 Unitary Development Plan. The allocated use was as a business park, with recognition that any development would require relocation of the playing pitches. In the 2006 Unitary Development Plan Review the remainder of the Red Hall site was allocated for housing development, with the principle that any playing pitches lost should be replaced. The Site Allocation Plan proposes that the business park allocation is replaced with housing, as part of the city's need to accommodate 70,000 new homes by 2028. New pitches are to be created at Whinmoor Grange adjacent to the relocated nursery facility as replacements for those not retained at Red Hall.</i></p>
The brief should state what impact the new housing will have on existing school's, doctors etc in the area.	<p><i>As part of the wider East Leeds Extension, the requirement for new community facilities is being considered. As part of the Northern Quadrant planning application, land is being made available for a school as well as a potential site for a medical practice. These will not solely serve the Northern Quadrant but surrounding areas such as Red Hall.</i></p>

5.0 Lessons Learnt from consultation

5.1 A number of lessons have been learnt around the consultation process which will help to inform further consultations on the East Leeds Extension. These are summarised below:

5.2.1 Locations:

- Attendance at the seven locations varied with some being more successful than others in numbers terms. Each venue was chosen due to proximity to local communities and accessibility requirements. Some were open until 8pm to provide for people that can only come after work, however the numbers of attendees past 7pm were very low.
- Although there were no weekend events, we did not receive any negative feedback to suggest that this was seen as an issue.
- Having a large multi-disciplinary team of officers available at each event worked well and enabled a wide range of questions/issues to be addressed.
- It proved useful to provide material on matters on which we are not directly consulting on such as the Northern Quadrant and Thorpe Park/MLLR in order to provide important context and updates to assist with the story for the ELE.

5.3 Timing of Consultation:

- Close proximity to the Site Allocations consultation process caused some negative feedback and some attendees struggled to understand the difference between the two processes. Attendees seeking information about the site allocation process were directed to the appropriate webpages on the Council's website.
- Undertaking the consultation in spring/summer would help to maximise the number of people interested and would minimise the risk of adverse weather affecting attendance.
- Although the events were held over 2 week period, the online questionnaire was live for a 10 week period, providing a longer period than the 6 week statutory requirement.

5.4 Promoting and running the consultation exercise:

- The online statistics show that the social media outlets were a very useful tool in promoting the consultation and generated a high number of visits to the webpage as a result. During the consultation period, the ELE webpage received 1,122 views via Facebook and Twitter.
- Given that there were 2,500 individual visits to the website, it is clear that many people used the website as an information tool but were not motivated to complete questionnaires. In the future, ways of increasing this conversion rate need to be considered.
- Leaflet drops to residential properties was a successful exercise in terms of ensuring that the consultation was promoted across a wide but focused area of people that will be directly affected by the development. Businesses received postal copies, as it is harder to reach properties such as flats, rural properties and farms.
- Despite posting leaflets to local businesses we received no responses from this group. This indicates that more targeted events with the business community will be required for future consultations. Officers are now considering ways in which to do this.

- There should have been more rigorous recording of the number of attendees to the drop in events. Many people attended but were not asked to register on arrival. As a result, we do not have a definitive number of people who attended.

6.0 Next steps

We would like to take this opportunity to thank everyone who took part in the consultation. Your input at this stage is crucial to ensuring the key projects within the East Leeds Extension are brought forward in a considered manner and take into account the views and concerns of local people. There will be further opportunity to have your say as each of the projects progress. We will be updating our webpage periodically and will also continue to use the various Twitter and Facebook accounts to keep you updated with the latest information.

6.1 Transport Improvements: next steps

6.1.1 East Leeds Orbital Road (ELOR):

Work is currently ongoing to develop a detailed highway scheme design which will be sufficiently developed to support a planning application for the new road in Summer 2016.

The findings from the consultation will be used to influence this design work in order to try and address issues and concerns which have been raised.

There will be further opportunity to comment on the ELOR scheme during the consultation associated with the planning application. This further consultation will take place in advance of and during the application period. In addition to the planning documents and plans, a Statement of Community Involvement will also be submitted as part of the application.

6.1.2 A6120 Outer ring-road improvements:

Many of the comments we received throughout the consultation related to concerns about current congestion levels and the potential impacts that the new orbital road and housing may have on this. The A6120 Outer Ring Road in north east Leeds does suffer from congestion, especially in the morning and evening peak periods. The current traffic forecast in this area, which includes allowances for allocated development sites in the area, identifies a number of junctions, on or close to the A6120 Outer Ring Road that will become severely congested as a result of this traffic growth. One of the key contributors to development growth is the proposed East Leeds Extension and the main ELOR scheme.

In order to ease the current congestion, and accommodate the future growth in traffic, it is proposed to carry out improvements to some of the Outer Ring Road junctions in advance of the main ELOR scheme. These locations of the junctions are as follows;

- Junction of A6120 Ring Road / A61 Harrogate Road and the nearby junction of Scott Hall Road / Harrogate Road / Stonegate Road.
- Junction of A6120 Ring Road / King Lane and the nearby junction of King Lane / Stonegate Road.
- Junction of A6120 Ring Road / Roundhay Park Lane / Park Lane.

6.1.3 Design Considerations:

- The layouts of the junctions listed above will be designed to be able to accommodate estimated future increases in traffic flow along the A6120 as a result of future development. Bus priority measures shall be considered to protect buses from queueing during peak times.

- The proposed junctions will wherever possible work within the current highway boundary and introduce traffic signal control on roundabouts to give better control of traffic.
- The designs will make appropriate, safe improvements for pedestrians and cyclists and make appropriate provision for bus priority on the radial routes.
- The revised junctions will also facilitate the predicted change in traffic patterns arising from the construction of ELOR.

6.1.4 A consultation on the proposed designs for these junction improvements will be launched shortly. More details of this will be made available on the ELE webpage in due course (www.leeds.gov.uk/ele).

6.2 Middle & Southern Quadrant Planning Framework: next steps

6.2.1 A framework will now be drafted taking into consideration the issues of importance raised during this consultation and a further public consultation on the draft document will be held, details of which will be made available on the webpage in due course.

6.2.2 This document will form part of the more detailed and specific planning guidance for the whole of the ELE, along with two other elements with consistent principles across them – the planning brief for Red Hall and an outline planning approval at the Northern Quadrant (still to be determined).

6.3 Red Hall planning brief: next steps

6.3.1. Officers will revise the planning brief, taking into consideration comments received during this consultation, including where the retained greenspace will be located on the site. Further discussions will take place with the local residents group particularly focusing on the provision of playing pitches/ greenspace and the relationship between the new housing, Red Hall and playing pitches/ open space. Further details on this will be made available on the webpage. It is intended that the document is adopted as informal planning guidance, as a material consideration in determining future planning applications. This will not replace or duplicate existing policy provision in the Local Development Framework or detailed design and place-making guidance (including the Core Strategy, Site Allocations Plan and Neighbourhoods for Living SPD), but offer a clear expression of the local and site specific responses that will be considered appropriate here.

7.0 Supporting documents

7.1 Due to the file size of the documents referred to in this document, the following are available as separate downloads.

Appendix 1 Talking point questionnaire

Appendix 2 Event Display Panels

Appendix 3 Middle and Southern Quadrant post-it note comments

Appendix 4 Questionnaire results tables and data

Appendix 5 Questionnaire with results