

Leeds LDF Core Strategy

'Preferred Approach'

APPENDICES

Development Plan Panel Version

APPENDICES

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APPENDIX 1

NATIONAL REGIONAL AND LOCAL POLICY CONTEXT

In dealing with current and future planning issues in Leeds, the Core Strategy is informed by an evidence base together with a wide range of strategies, policies and programmes at an international, national, regional and local level. Central to these are the Community Strategy for Leeds (Vision for Leeds) and the Regional Spatial Strategy but also includes a wide range of current and emerging guidance. A key opportunity and challenge for the Core Strategy is to set an overall direction, prioritise and to coordinate the future spatial planning of Leeds Metropolitan District – against wider sustainable development principles.

National

The national policy context for the Leeds LDF is provided by Government planning policy statements (PPS), guidance and Circulars. There are also many strategies and policy statements at a regional, district and local level that the LDF takes into account and which in turn influences.

Regional

Sub National Review of Economic Development and Regeneration

The review of economic development and regeneration aimed to:

- Strengthen economic growth so that government achieves its ambitions set out in the regional economic performance PSA target (improve sustainable growth in all English regions and reduce the gap in growth rates)
- Deliver regeneration and neighbourhood renewal to meet the government's objective of tackling disadvantage as set out in the Neighbourhood Renewal PSA target (narrow the gap in health, education, crime, worklessness, housing and liveability outcomes)

The review identifies reform in four key areas: Empower all Local Authorities to promote economic development and neighbourhood renewal; Work with LAs to improve their capacity to deliver on their new enhanced role for economic development and neighbourhood renewal; Strengthen the regional level; Reform government's relations with regions and localities.

Implications for Local Authorities;

1. A new statutory duty for Local Authorities reinforces the need to produce a new economic development strategy, which is fit for purpose.
2. The possibility of devolution of economic development funding from RDAs to sub regions/city regions if we can demonstrate the capacity and capability.
3. Reinforcement of the strategic and operational role of RDAs with the abolition of Regional Assemblies and the creation of a single regional strategy combining the RES and RSS. The joining up of funding streams such as the single pot and European funding at the regional level also reinforce the future importance of RDAs.
4. Reinforces the importance of the government's business support simplification programme to rationalise/control all business support at the regional level (conflicting objectives with local programmes such as Leeds LEGI).
5. Signals the downsizing of the LSC and the return of FE funding (14 to 19 education/ skills) to LAs (presumably responsibility resting with Education authorities).

Regional and Sub Regional Levels

Yorkshire and Humber Plan

The LDF Core Strategy, will need to be in general conformity with the Regional Spatial Strategy (the Yorkshire and Humber Plan). The Plan was formally adopted in May 2008 and has a number of implications for Leeds.

The core policies of YH1 and YH4 seek to transform the older industrial areas and to focus new development on the main urban areas. As regards location of new development, core policy YH7 gives 1st preference to development of brownfield sites within urban areas, 2nd preference to other sites within urban areas and 3rd preference to urban extensions. In addition, development is expected to accord with public transport accessibility criteria. Regarding green belt, core policy YH9 accepts the need for localised reviews of boundaries and that a strategic review of the West Yorkshire green belt may be required to deliver housing growth in the longer term.

Policy on the Leeds City Region (Policy LCR1) encourages growth to the south of Leeds and Bradford city centres and the management of growth to the north. Aire Valley is highlighted as an area for housing growth and regeneration. The Leeds Bradford corridor is highlighted as an area for restructure and regeneration, not necessarily for housing.

The Housing Chapter sets the requirement for Leeds to deliver 4300 dwellings per annum from 2008-26, but allowing for a gradual step-up through under-average-provision in the early years (Policy H1). Priority should be given to brownfield land (Policy H2). Housing land release should support the core approach of urban transformation and avoid undermining fragile housing markets (Policy H3). Targets should be set to provide 30-40% affordable housing in Leeds (Policy H4). The region should make additional provision for 86 Gypsy and Traveller pitches in West Yorkshire and local authorities should carry out an assessment of the housing needs of Gypsies and Travellers by July 2008 (Policy H6).

Regional Transport Strategy (RTS)

The Regional Transport Strategy (RTS) seeks to integrate transport with land-use planning and other policy areas and provides the context for the policies identified in the 'A Well Connected City' chapter. The RTS includes a range of policies together with priorities for transport investment, which contribute to achieving the wider objectives of the RSS. A key aim of the RTS is to reduce the need to travel and to encourage mode shift from the private car to more sustainable modes of travel

The Regional Economic Strategy (RES)

The Government requires Yorkshire Forward to carry out three yearly reviews approved a 10-year RES for Yorkshire and the Humber. The latest review, for the period 2006-15, took place during 2005 and early 2006 and was issued in May 2006 (Revised Government Draft, May 2006).

The current RES provides a framework of priorities around which businesses; public agencies, voluntary groups and communities can focus their investment and effort. The strategy is owned, and can only be delivered, by the whole region working together.

The Strategy has 3 strategic aims: realising the potential of the entire region's people; growing existing and new businesses; and protecting, enhancing and utilising the environment. Below these aims are 6 objectives: more businesses that last; competitive

businesses; skilled people benefiting business; connecting people to good jobs; transport, infrastructure and the environment; stronger cities, towns and rural areas.

The RES also identified 9 priorities: transport improvements; skills; physical development; education for enterprise; full employment; innovate; business support; climate change; diversity and renewal. It is increasingly felt, although hasn't been implicitly stated by Yorkshire Forward, that the RES objectives will be replaced in terms of importance by the policy products contained within the 2008 Corporate Plan (see below).

Yorkshire Forward – Corporate Plan

During the 2008/11 Corporate Planning period Yorkshire Forward have set out an integrated approach to their key policy areas. For each of the 11 key policy areas, the economic rationale for the policy priorities is to be more fully developed. Once completed these policy product ranges will cover a three-year period (to be reviewed annually). They provide the basis for all of the policy priorities:

Corporate Objective	Policy Product Range
Helping people to access good jobs, skills and transport	Skills Transport Economic Inclusion
Helping businesses to start-up, grow and compete through innovation	Competitiveness Enterprise/Access to Finance International Business
Regenerating cities, towns and rural communities	Urban Renaissance Rural Renaissance Lower Carbon Economy Property Visitor economy and Major events

Each policy product range will:

- Set out the rationale and key policy priorities that Yorkshire Forward will commission through the Policy Product Range, as well as match-funders and key delivery agencies
- Set out the geographic rationale and priorities for the Policy Product Range.
- Identify the strategic added value the policy product range Yorkshire Forward will deliver to address wider RES targets by influencing the investment and policy decisions of what others will do to deliver the RES through Key Account Management of major businesses, partners and public agencies.

Following the development of the policy priorities, geographically focused programmes will be developed. Yorkshire Forward propose to work principally with Local Authorities to develop Geographic Programmes, as well as with other key partners such as Local Strategic Partnerships, the Universities, the LSC, Job Centre Plus and the Government Office to ensure that the Geographic Programmes are fully integrated with other investments.

The Leeds City Region

Incorporates 10 districts from West Yorkshire, parts of North Yorkshire and Barnsley. It has been designed to more accurately replicate the economic footprint of the local areas and ensure closer linkages between districts whose economies are already closely linked. In 2006 the Leeds City Region Development Plan was launched, which is a strategic

document, which highlighted both the drivers and inhibitors to further growth across the area.

The CRDP puts forward a growth scenario to achieve 4% per annum growth in GVA per capita across the city region over the coming ten years. This growth rate would be sufficient to close the productivity gap with the England average over the same time period and contribute to the Northern Way's aim to close the £30 billion gap in the North. This would create around 150,000 net new jobs and result in a £21.5 billion increase in GVA across the city region over the ten year period.

The financial and business services sector is identified as the key industry that will drive the city region's economic growth and competitiveness over the next 10 years. Future economic growth will not be driven solely by the City of Leeds and therefore a key element of the CRDP is to ensure that the city region has a 21st Century transport infrastructure that supports stronger links around the city region, particularly between growth locations and to rural hinterlands.

Leeds City Region Transport Vision

The Leeds City Region Transport Vision presents a long term strategy to meet the needs of economic growth and promote sustainable development and social inclusion; the Vision identifies the improvements to connectivity required to continue to deliver economic growth in the City Region.

Local Transport Plan

The Local Transport Plan provides the policy context for the delivery of local transport schemes.

Leeds Bradford International Airport Masterplan 2005-2016

Local

Community Strategy

The overall preparation of the Core Strategy, has been influenced by a range of planning guidance, related strategies, policies and evidence. Central to these also is the strategic direction set and priorities established as part of the Community Strategy for Leeds (the "Vision for Leeds"). It is an important aspect of the Core Strategy therefore to take into account the Vision for Leeds as well as giving further clarity to identified key priorities arising from further evidence.

Following a period of extensive public consultation, the Vision has been adopted by a range of partners, including Leeds City Council. The purpose of the Vision for Leeds is to guide the work of all Leeds Initiative partners to make sure that the longer term aims for the city can be achieved. These are:

- Going up a league as a city,
- Narrowing the gap between the most disadvantaged people and communities and the rest of the city,
- Developing Leeds' role as the regional capital.

Leeds City Council Business Plan 2008 – 2011

The Council Business Plan 2008-11 was approved by Full Council on 2nd July 2008. It is an important high level plan as it outlines the business development, organisational

change, process transformation and financial planning activities that the Council will be undertaking over the next three years. It is a sister document to the Leeds Strategic Plan 2008-11 which is all about making a difference to the lives of the people of Leeds. At the heart of the business plan are three key ambitions for the council which are:

- To be values-led with motivated and empowered people
- To act intelligently, using quality information to get better results; and
- To provide value for money and really focus on what is important to the people of Leeds.

These are translated into actions through more detailed set of improvement priorities. There are also three big ideas which bring together the key themes of the plan and provide focus for our efforts. These are:

- Reducing our carbon emissions,
- Developing a common understanding of our customers, and,
- Exploring opportunities for collaboration.

Leeds City Council Strategic Plan 2008-11

The Leeds Strategic Plan 2008 to 2011 sets out the strategic outcomes and areas where efforts will be focused for the coming years. The contents of the Plan are aligned with the eight themes in the Vision for Leeds 2004 to 2020, the sustainable community strategy for Leeds. The Leeds Strategic plan can be seen as the delivery plan for the Vision for Leeds.

Renaissance Leeds

The Renaissance Leeds Partnership is collaboration between Leeds City Council, Yorkshire Forward, English Partnerships and the Leeds Initiative. The Renaissance Leeds Project provides a framework for partner organisations and investors to work within, guiding major physical investments in the city. It helps to give clarity to where the city is going, and where the focus of partners efforts should lie. The key objective of the Partnership is to maximise public and private sector confidence and investment in the regeneration of Leeds. Its focus is on city shaping and the definition and deep understanding of potential connections within the physical environment which could contribute to the delivery of the Vision for Leeds 2020.

Unitary Development Plan

The Unitary Development Plan is the statutory development plan for the whole of the Leeds district. It was drawn up in the 1990s and approved in 2001. It provides a framework for all new developments and is used as a basis for making decisions regarding land use and planning applications. The plan takes regard for rural and urban development as part of integrated planning policy for the whole of the Metropolitan District.

Following public consultation and a Public Inquiry, a Review was adopted in 2006. The Review updates the 2001 plan in several respects but much of the original 2001 plan remains unchanged. The Review therefore forms an 'alteration' to the 2001 plan rather than a 'replacement'.

Supplementary Planning Guidance / Supplementary Planning Documents

Supplementary Planning Guidance provide further information and guidance on interpreting and implementing policy. While they do not have the status of a formally adopted plan they will nevertheless become material considerations in determining planning applications. A Supplementary Planning Document is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals found within the Development Plan.

Agenda for Improving Economic Performance

The Agenda for Improving Economic Performance contains three objectives, one of which “Making Leeds A Great Place” has a direct impact shaping the future of a physical Leeds.

Yorkshire Forward Geographic Programme

The Geographic Programmes replaces the Sub Regional Investment Planning process. It will come into effect in April 2009 and has been designed as a reaction to the government Sub National Review of Economic Development and Regeneration. A key principle of the SNR is to ensure that decisions are made at the right spatial level. Geographic Programmes will provide the mechanism for the delegation of funding to Local Authorities and will be the basis to integrate the spatial dimension into delivery of the Yorkshire Forward Corporate Plan Objectives.

Yorkshire Forward will work principally with Local Authorities to develop Geographic Programmes, as well as with other key partners such as Local Strategic Partnerships, the local business community, the LSC, Job Centre Plus and Universities to ensure that the Geographic Programmes are fully integrated with other investments. These Geographic Programmes set out Yorkshire Forward’s contribution to Local Area Agreements and will draw heavily from the experience and approach of the previous renaissance work and therefore have a significant spatial element.

Climate Change Strategy

The Leeds Climate Change Strategy was developed as a means to develop plans with partners and local communities to address climate change, as stated by the Nottingham Declaration. There are two main aims of the Strategy:

- Mitigation - to reduce Leeds’ contribution to climate change by minimising greenhouse gas (GHG) emissions from all sectors and achieving set emission reduction targets; and,
- Adaptation - Improve the resilience of Leeds to current and future climate change by understanding the most likely climate scenarios and responding to the threats and opportunities presented.

To ensure that mitigation and adaptation are addressed, eight theme groups were established to focus attention on those sectors and activities with the most relevance to climate change. These themes are: Adaptation; Built Environment; Education and Awareness; Natural Environment; Planning and Development; Procurement; Transport; and Waste. It is up to each theme group to develop specific actions relevant to their area to pursue for implementation.

Urban Design

(Leeds has produced a number of documents which can help achieve excellent design. These include:

- Neighbourhoods for Living, 2003
- City Centre Urban Design Strategy, (2009)
- Conservation Area Appraisals
- City Centre Characterisation Study, (2008)
- Village and Neighbourhood Design Statements

Additionally, the Regional Historic Environment Strategy 2009 -2013 helps to explain more about the distinctive character and appeal of the area.

APPENDIX 2

SCHEDULE OF THE LDF EVIDENCE BASE

The following is a list of evidence and information sources that has been used to help inform the preparation of the Core Strategy 'Preferred Approach'. This is provided in alphabetical order. Documents indicated by an * are available via the City Councils web site.

Aire Valley Leeds Area Action Plan*

Leeds City Council is preparing an Area Action Plan (AAP) to provide the future planning framework to guide the regeneration of an area of the Lower Aire Valley which is referred to as Aire Valley Leeds (AVL). The Aire Valley Leeds AAP Preferred Options set out the Council's future planning policy for Aire Valley Leeds. The Preferred Options consultation closed on 16 November 2007 and it is expected that the Plan will be adopted in 2011.

Air Quality Management Areas (AQMAs)

Air Quality Management Areas (AQMAs) are those areas where a local authority considers that one or more air quality objectives are unlikely to be met. Once an AQMA has been declared, an action plan must be developed which sets out how targets and objectives will be met. Within the Leeds District there are seven air quality management areas; six in the City Centre and one near the M621. All lie in close proximity to major transportation routes (City Centre locations are on or near the Inner Ring Road).

Biodiversity Action Plans: UK, Yorkshire and Humber, Leeds

Biodiversity Action Plans (BAPs) outline the scope of action within an area to protect and restore biological systems. BAPs typically include inventories of species and habitats, assessments of conservation status of species within specified ecosystems, creating targets for conservation and restoration, and establishing budgets, timelines and partners to implement the BAP. The UK BAP identified 59 broad targets to be pursued over 20 years to help improve and maintain biodiversity. The Yorkshire and Humber and Leeds BAPs further this work, identifying regional and local actions to be undertaken to achieve targets relevant to the species within their area.

Building for Life Criteria, CABE

The purpose of this criteria is to use housing design to improve social wellbeing and quality of life by reducing crime, improving public health, easing transport problems and increasing property values. Building for Life promotes design excellence and celebrates best practice in the house building industry. There are 20 criteria which embody the vision through the development of functional, attractive and sustainable housing. New housing developments are scored against the criteria to assess the quality of their design.

Building Regulations (Part L1A)

For most new buildings and many alterations of existing buildings, building regulations legislation covers both the technical standards that need to be met and the procedures that need to be followed, to ensure the health, safety, welfare and convenience of people in and around buildings, and their water and energy efficiency. Under powers in the Building Act 1984, the legislation is mainly found in The Building Regulations 2000 (as amended) and The Building (Approved Inspectors) Regulations 2000 (as amended). Part L1A refers to new dwellings. Part L refers to the insulation values of building elements, allowable area of windows, doors and other openings, air permeability of the structure, heating efficiency, controls and systems alongside hot water storage and lighting

efficiency. Targets are also set for Standard Assessment Procedure (SAP) and Carbon Emission Targets.

Building Research Establishment Environmental Assessment Method (BREEAM)

BREEAM (BRE Environmental Assessment Method) is the leading and most widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and has become the de facto measure used to describe a building's environmental performance. In 2008 the Government made it mandatory for all Homes and Communities Agency grant funded residential development to meet Code Three of the BREEAM residential rating system.

CO2 Performance of Issues and Alternative Options Spatial Scenarios*

The Core Strategy Issues and Alternative Options Spatial Scenarios undertook a sustainability appraisal against a number of the options proposed for the Core Strategy. One of the key areas of concern was the role the Core Strategy would play in ensuring that CO2 emissions were minimised.

The overarching conclusion of the analysis was that concentrated development in the City Centre or at transport nodes would result in lower CO2 emissions than other locations for development. The analysis noted that these locations provided for increased access and thereby resulted in lower transportation emissions. It was, however, also noted that regeneration efforts within the urban area could lead to increased emissions. This is because as levels of affluence increase, so too does consumption, leading to increased emissions.

The analysis also examined the role of the housing stock in CO2 emissions. It noted that sustainable construction techniques for all developments would have a beneficial impact on reducing CO2 emissions. The analysis also advocated for retrofitting of housing stock to reduce emission levels.

Finally CO2 was also analysed in respect of land use. It was noted that specific allocations of housing density within areas would lead to increased CO2 emissions over using planning policy control to identify appropriate land uses. However in terms of employment land use, allocations for Research and Development/science as well as rail/waterway connections would reduce CO2 emissions. This is because these land uses work to improve technologies, which would lead to reductions in emissions.

In respect of CO2 performance the results clearly identify that concentrated development will lead to lower emissions, and that the planning control system must be used to identify appropriate housing locations. Allocations for Research and Development/science, as well as rail/waterway connections should help lead to pioneering technologies that will reduce emissions in the long term.

Census 2001

Census 2001 is the most recent national survey of the UK population. It provides a variety of statistics and is the only comprehensive survey undertaken on a regular basis. The next Census will be conducted in March 2011.

City Centre Area Action Plan*

The main purpose of the plan is to set out policies and proposals for the development of land to help decide planning applications and guide the future growth of the City Centre. The public consultation on the Preferred Options ran from 16 April to 30 May

2007. A statement of the consultation activity undertaken to promote awareness and involvement in the preferred options is available. The City Centre Area Action Plan is currently on hold while the Core Strategy progresses.

Circular No.15/92 Publicity For Planning Applications

This circular remains the main source of advice on how local planning authorities should fulfil the statutory requirements to publicise planning applications. It also discusses what constitute major and minor development.

City Centre Audit*

The City Centre Audit provides in-depth information on Leeds City Centre and the annual changes experienced. Within the Audit an estimate of population is provided, which is based on the number of units within the City Centre (accounting for any net changes) and the average household size from the 2001 Census. Additional local factors are also considered when devising the population estimate. At the end of 2008 it was estimated that approximately 15,000 people lived in Leeds City Centre.

Climate Change Act 2008

The Climate Change Act became law in the UK on 26 November 2008. The UK must now ensure that net carbon for all six Kyoto greenhouse gases for the year 2050 is at least 80% lower than the 1990 baseline. The purpose of the Act is to enable the UK to become a low carbon economy and gives powers to introduce necessary measures to achieve reductions in greenhouse gas emissions. The Committee on Climate Change has been created under the Act to provide independent advice on meeting the targets and related policy.

Climate Change Strategy*

See Appendix 1, above.

Community Strategy (Vision for Leeds 2)*

The Vision for Leeds 2004 to 2020 is the city's Community Strategy. Published by the Leeds Initiative, the Vision will guide the development of Leeds until 2020. The Vision for Leeds builds on the first Vision for Leeds published in 1999.

The Vision for Leeds has three main aims, all of which cannot be achieved separately or independently of each other:

- Going up a league as a city - making Leeds an internationally competitive city, the best place in the country to live, work and learn, with a high quality of life for everyone.
- Narrowing the Gap between the most disadvantaged people and communities and the rest of the city.
- Developing Leeds' role as the regional capital, contributing to the national economy as a competitive European city, supporting and supported by a region that is becoming increasingly prosperous.

An update to Vision for Leeds 2 is currently being developed. Further information is available at: www.leedsinitiative.org/

Core Strategy Issues and Alternative Options Consultation (October to December 2007)*

The Core Strategy Issues and Alternative Options document (published for public consultation October to December 2007) provided a series of options for the future development of Leeds and for the range of issues that need to be considered. The

findings of this consultation have helped to shape the development of this current 'Preferred Approach' document and will continue to shape the development of the Core Strategy towards adoption.

Demand For Social Housing in Leeds 2006 (June 2007)*

This research report assessed the current and future level of demand for social housing in the city in relation to supply. It also looked into the attitudes towards social housing and the impact of the choice based lettings (CBL) scheme. The report made 28 conclusions to be implemented over a four year period until 2011. These varied from undertaking further research into demographics, needs, and improved provision of housing, to engaging in marketing and awareness campaigns. It noted a need for further support mechanisms to tenants and increased partnership working.

Demographic Statistics (Population and Household)

Demographic statistics used within this document reflect the mid year 2008 Population forecast by National Statistics. However the number of households for which the Authority is planning for is based on the 2003 ONS Population and 2004 Household forecasts. This is because the Core Strategy needs to be in general conformity with the RSS which was developed using the 2003 and 2004 CLG based household projections.

Recent projections by the National Housing and Planning Advice Unit (NHPAU) suggest that the number of households required till 2026 and beyond has also increased. Recent advice from the Regional Planning Body, the Local Government Yorkshire and Humber, suggested that Local Authorities should not treat the housing targets as ceilings. Therefore in identifying suitable housing sites, the Core Strategy has worked towards meeting the RSS housing target, but has also demonstrated that there are suitable sites beyond the minimum required.

Department of Energy and Climate Change (<http://www.decc.gov.uk/>)

This wind speed database gives estimates of the annual mean wind speed throughout the UK. The database uses air flow models to estimate effect of topography on wind speed and uses 1 kilometre square resolutions. The mapping is available for wind speeds at various heights, for the Leeds Core Strategy the 45 metre height has been used.

Easel Area Action Plan (Easel)*

An Area Action Plan (AAP) is currently under preparation for the East and South East Leeds area (EASEL), which includes the neighbourhoods of Burmantofts, Cross Green, East End Park, Gipton, Halton Moor, Harehills, Osmondthorpe, Richmond Hill and Seacroft. Over the next 15-20 years, the EASEL AAP will guide the development of approximately 36,500 homes while aiming to narrow the gap between the most disadvantaged people and communities within the area.

The EASEL AAP was subject to preferred options consultation in the summer of 2007, and to a pre-submission consultation in summer 2009. Work continues to take the AAP towards adoption.

Education Statistics

Education statistics have been gathered through NOMIS, which is run by the University of Durham on behalf of the Office for National Statistics. NOMIS houses the Annual Population Survey.

Inquiry into the Impact of the Economic Downturn on Housing Delivery in the Yorkshire and Humber Region, Professor Ian Cole, Local Government Yorkshire and The Humber, June 2009

The (then) Yorkshire and Humber Assembly convened a short Public Inquiry into the impact of the economic downturn on housing delivery in the Yorkshire and Humber Region. The Inquiry brought together evidence, perceptions, judgments and forecasts from a range of experts and stakeholders in the public and private sectors in the region. The Inquiry was held in March 2009 and Professor Ian Cole of the Centre for Regional Economic and Social Research was appointed as the independent chair for the Inquiry. He was supported by Colin Harrop, the regional chair of the RICS. The purpose of the Inquiry was to review existing evidence and gather new material on the prospects for the future delivery of housing in the region. The report summarises the main findings of the Inquiry, identifies areas of consensus and dispute, considers wider implications of the Evidence, and offers conclusions and recommendations about the next steps to be taken.

Environmental Audit (Managing Urban Europe) Baseline Review*

Managing Urban Europe -25 is the largest European project on cities' environmental management systems (EMS). It will improve the environmental quality and sustainability of European cities by delivering better implementation of existing environmental management systems.

The baseline review was the first stage of developing a city-wide environmental management system. This involved the collation of various data sets in order to help gauge the current state of the environment and to establish the main environmental priorities. Following on from the baseline review, a strategic management plan for the priority issues can be drafted.

Experian Business Strategies/Yorkshire Futures Model

This Model was developed to help forecast industry growth and decline within the Yorkshire and Humber Region. The model is built on another model for its content (the Experian Business Strategies' Integrated Regional Sectoral Model of the UK). Both models are updated monthly, with the IRSM providing regional analysis and the Regional Economic Model providing sub-regional analysis.

Extended Schools Initiative and 'Extending Schools in their Communities: A Toolkit'

The Extended Schools Initiative is a Government initiative to assist schools that are looking to extend the use of school facilities. An 'extended' school is therefore one that provides a range of activities and services, often beyond the school day, to help meet the needs of its pupils, their families and the wider community. The Toolkit is the Education Leeds interpretation of the Government initiative. It is meant to help schools who are developing or are wishing to develop as extended schools.

Future Energy Yorkshire

Future Energy Yorkshire (FEY) works to secure the economic opportunities from new and renewable energy technologies across the Yorkshire and Humber Region. They work to deliver reductions in greenhouse gas emissions. FEY establishes commercial partnerships with private and public sector organisations to meet its goals.

Future Thinking Paper

The Government intends to reduce energy use in buildings as part of its strategy on climate change, and Part L of the Building Regulations is one area where reductions in energy can be made. The Government proposes to implement a change to Part L in 2010, and amendments to new dwellings in 2013 leading to zero carbon in dwellings by 2016. The Government also announced in the 2008 budget report an ambition that all non domestic buildings should be zero carbon by 2019.

Every Child Matters

In 2003, the Government published a Green Paper called 'Every Child Matters' from which the Children Act 2004 became law. This legislation is the legal underpinning for Every Child Matters, which sets out the Government's approach to the well-being of children and young people from birth to age 19. The aim of the Every Child Matters programme is to give all children the support they need to: a) be healthy b) stay safe c) enjoy and achieve d) make a positive contribution; and e) achieve economic well being. The Every Child Matters agenda has been further developed through publication of the 'Children's Plan' in December 2007. This is a ten-year strategy to make England the best place in the world for children and young people to grow up.

Healthy Leeds, Tackling Health Inequalities (December 2007)

This report uses key public health indicators to highlight the statistically significant difference between those areas in Leeds considered to be 'deprived' (neighbourhoods defined by the Census Lower Super Output Area as being part of the 10% most deprived across England) and the rest of Leeds. The report demonstrates stark differences in health indices based on locality, and provides a basis for partnership work to help address these discrepancies.

Healthy Weight, Healthy Lives: A Cross Government Strategy for England - January 2008

This Government strategy supports the creation of a healthy society from early years and from all contributors – schools, food, sport, planning, transport and health services. It brings together employers, individuals and communities to promote health and activity.

Its aim is to address the 30 year obesity trend, using evidence to recommend further action. It is divided into five key elements:

- The healthy growth and development of children.
- Promoting healthier food choices.
- Building physical activity into our lives.
- Creating incentives for better health.
- Personalised advice and support.

Leeds 2050 Study ('One Planet Leeds')*

Leeds City Council and Yorkshire Forward appointed WSP Environmental in association with Regeneris, Joe Ravetz Associates and Marilyn Taylor Associates to explore the future development of the City and how this could take place in line with the principles of sustainable development and of One Planet Living. The One Planet Concept is that each person should be able to live on their share of the resources of one planet, instead of the three or four currently used. These goals are backed up by evidence on climate change by the Stern Review, the IPCC report, the Millenium Eco systems Assessment and others.

The report was commissioned during a period of unprecedented growth and economic success. Within the report, the baseline and policy review identified a number of key issues, perhaps the most challenging is for the development of a coherent strategy for the

growth of Leeds and its position within the Leeds City Region. Understanding the scale of growth that Leeds can accommodate and the optimum balance between homes and employment in the City will be critical. A number of considerations must be addressed to ensure that future growth contributes towards a high quality of life for residents and is consistent with sustainable development principles; these include accessibility to greenspace and other facilities, adequacy and availability of housing, and flood risk. Improvements to transport infrastructure into and within the City will also be critical if it is to fulfil its role as the capital of the City Region.

Leeds Agenda for Improving Economic Performance*

The 'Agenda' seeks to improve economic performance in Leeds to ensure a resilient and diverse economy. The Agenda uses the Government's five drivers of productivity to set out three objectives: Competitive Business, Great Place and Skilled People. These objectives then have accompanying priorities and actions, which when delivered, should ensure that the objectives are met.

Leeds Bradford International Airport Masterplan (2005 – 2016)

Leeds Bradford International Airport (LBI) Masterplan provides the framework to carry out future developments in a sustainable way. Forecasts suggest that by 2020 the number of through passengers will reach 8.2 million, which is more than double the 2004 figures of 3.1 million in 2006. To accommodate this growth in passengers, it is expected that further development in and around the airport will be necessary. Proposed developments mainly lie within the existing operating area although some additional land will be required to meet further requirements.

Leeds City Centre 2020

The Leeds City Centre 2020 prospectus sets out a series of specific projects that will help turn aspirations for Leeds as an internationally competitive city into reality. The prospectus builds from the Leeds City Centre vision conference held in 2008 and sets out the key themes which Leeds' will strive to develop.

Leeds City Council Employment Land Review (2006)*

The aim of an employment land review, as set out in ODPM guidance (2004), is to ensure that a Local Planning Authority reviews its portfolio of employment sites and applies up-to-date and realistic criteria in terms of sustainable development and market requirements. The review should identify a robust and defensible portfolio of both strategic and locally important employment and, where appropriate, safeguard both new and existing employment areas for employment rather than other uses. To this end, Leeds has carried out a review, the findings of which will shape the Core Strategy's economic development policies.

In 2005, the Council commissioned consultants (Ove Arup) to research and assess the potential future demand for employment land in the city, review the suitability of key sites within the existing portfolio and identify the issues that the Council would need to address in its LDF. The final report was received in April 2006. Since then, work has continued to assess the quality of the whole portfolio and to consider the implications of the Yorkshire and Humber Plan (May 2008), as well as the proposals emerging from work on AAPs within the LDF.

Leeds City Council Housing Land Monitors (twice yearly)*

Housing Land Monitors are normally published twice yearly with reporting dates of 31st March and 30th September respectively. The report:

- monitors house building performance against policy targets;
- summarises the current stock of identified housing land;
- comments on trends in housing land release, and,
- projects possible house building over the life of the current development plan.

Leeds City Council Business Plan 2008 – 2011*

See Appendix 1, above.

Leeds City Council Strategic Plan 2008 – 2011*

See Appendix 1, above.

Leeds City Region Transport Vision – November 2006

The Leeds City Region Transport Vision was published in November 2006 (an update is due in 2009) as a fundamental element of the City Region Development Programme. A key factor in creating a city region is transport connectivity as it ensures that the population can easily travel to the range of employment, education, training, retail and leisure facilities across the whole of the City Region.

“Our Vision for transport is to enable the city region to function as a single economic space by providing a high quality transport system that will:

- Connect all our core centres within the city region to each other;
- Connect our population to core centres, to employment sites, education, training, retail and leisure facilities within the city region;
- Connect our core centres to other city regions in the UK – most importantly Sheffield, Manchester and London;
- Connect our core centres to international airports and ports serving the city region; and
- Provide choice and ensure that the growth in car use is minimised.”

Leeds Flood Alleviation Scheme

The Leeds Flood Alleviation Scheme has been prepared by Leeds City Council and the Environment Agency and will help to reduce the risk of flooding along the River Aire. This will be done through partnership working and through design guides.

Leeds Local Development Framework Annual Monitoring Reports (AMRs)*

An annual report on the outcome of planning policies is required and is achieved through the production of the Annual Monitoring Report (AMR). Both Local Authorities and the Regional Planning Bodies must prepare an AMR, and the two reports must be consistent with one another. The most recent AMR for Leeds was approved on 03/12/08 and is based on a reporting year of 1st April through to 31st March. The AMR quantifies, amongst other things:

- The number, type and land use of housing (including Gypsy and Traveller sites) and employment completions,
- Retail, office and leisure completions within town centres,
- Renewable Energy completions and permissions,
- Waste generation and disposal.

It is intended that the AMR evolves as the Local Development Scheme progresses, so that it monitors the Local Development Framework in its entirety.

Leeds Metropolitan University and University of Leeds

Further information on these universities can be found on their websites at:

www.lmu.ac.uk (Leeds Metropolitan University) and;
www.leeds.ac.uk (University of Leeds)

Leeds Settlement Hierarchy

The Leeds Settlement Hierarchy has been established to provide direction to growth and development within the Leeds District. The RSS sets out a settlement network for the Region which is based on four tiers of settlements: Regional Cities, Sub Regional Cities and Towns, Principal Towns and Local Service Centres. Each tier reflects the different functions and roles offered by a settlement to its own residents as well as to the Region. The RSS establishes Leeds as a Regional City and Wetherby as a Principal Town.

In accordance with policies outlined in the RSS, Leeds has identified a series of settlements that make up its own hierarchy. Section 2.40 of the RSS states that LDFs will be expected to reflect the Settlement Network Approach and that it will be expected that in some West Yorkshire districts there will be the need to add additional Principal Towns to the network.

The Leeds Settlement Hierarchy is based on three tiers of settlement:

- Leeds as a Regional City, which includes the City Centre and the Main Urban Area
- Major Settlements, a category which is akin to the RSS Principal Town category; and,
- Smaller Settlements, which are settlements smaller to any RSS category but offer a minimum of social infrastructure that the other rural settlements do not. As such they provide a distinct and functional role within the Leeds District, and therefore must be considered within the local plan.

The establishment of the Settlement Hierarchy has been based on the following key sources of evidence.

- Leeds as Regional City is considered to be the City Centre of Leeds and the surrounding, built up area. This includes many suburbs and their respective centres. The Core Strategy has sought to clarify policies and discussion in the RSS which make insufficient distinction between City Centre functions and other functions found within the Regional City. In particular, the designation of Leeds as a Regional City reflects the concentration of employment, social, economic and cultural infrastructure serving both Leeds and the Region. This concentration of services is found not only within Leeds City Centre but also within the main urban area.
 - The Regional City boundary is based on the UDP boundary but excludes those settlements which now form the Major Settlement category. The RSS Regional City is therefore comprised of the Leeds City Centre and its Main Urban Area.
- All of the Major Settlements were considered by the RSS Settlement the study found that all these settlements played either a local or principal service centre role, and that all but one were standalone settlements (some set within the urban hinterland, some remote). It is noted that all the major settlements are completely or substantially freestanding from what has been classified as consisting of the Regional City.
- Additionally, all the major settlements also have a defined UDP S2 Centre (Town Centre). They offer a full range of essential social infrastructure that the smaller settlements do not. They also have historically had a cultural identity separate from that of 'Leeds', a role that continues today. Therefore the Core Strategy needs to set out policies which will directly relate to their development.

- The final tier of the network is the Smaller Settlements category. These are settlements which are smaller than any RSS Category but hold a distinct local function. It would not be expected that these settlements form part of a regional network but within the District there is a need for a specific policy approach to their development. The settlements that have been identified all have a population over 1500 people and at least a primary school and a shop or pub.

Within this settlement hierarchy, the Core Strategy has also sought to define the roles and functions of centres. This too is an area in which the LDF seeks to clarify the RSS Policy Approach. A distinction between the City Centre, town centres, local centres, and neighbourhood shopping parades has been made.

Within these categories the larger centres within Major Settlements and the Main Urban Area are classed as town centres, whereas local centres are located in smaller settlements and throughout the Main Urban Area. This is set out further in the Sustainable Communities chapter and includes the uses proposed for each centre.

Leeds State of the Environment Report 2003 *

Commissioned by the Leeds Environment City Partnership in 2003, the Report provides an overview of the state of the environment in Leeds. The report examines individual environmental topics, and provides evidence to direct policy action, review policy and monitor trends.

Leeds Strategic Flood Risk Assessment (October 2007)

A Strategic Flood Risk Assessment (SFRA) was undertaken in October 2007 as part of the development of the Core Strategy. PPS25: Development and Flood Risk provide guidance on decision making in relation to future development within areas that are subject to flood risk. Local Authorities are required to steer vulnerable development towards areas of least risk through mapping river flood variations as well as other flood sources.

The SFRA found that over 2000 properties are at the risk of river flooding and others are at risk from localised runoff and sewer flooding. It is expected that climate change will increase the number of properties at risk for flooding as well as flood depths. To respond to this threat, the SFRA identified areas of high, medium and low probability to flood, and uses these to make informed decisions when considering development.

The document helps to identify when further land needs to be identified in order to meet the housing targets outlined in the Regional Spatial Strategy. Additionally the document helps to inform emergency planning as to previous incidences of flooding and allows for proactive plans to be set into place in case of a flooding incident.

Leeds Strategic Housing Land Availability Assessment (SHLAA) 2009

The Leeds SHLAA commenced in mid 2008 with involvement of external interests, including house builders in a "Partnership". The partnership consists of house builders, representatives of housing associations, the Homes and Communities Agency and the Leeds Property Forum. It is a technical piece of work to identify possible land development opportunities for new housing and will also make judgements as to the timing and density of delivery to be undertaken.

Leeds Strategic Housing Market Assessment (SMHA) (May 2007) *

Leeds Strategic Housing Market Assessment 2007 provides information on housing need and demand in accordance with 'Strategic Housing Market Assessment Practice

Guidance,' CLG. Regarding housing need, it identifies a need for 1889 affordable dwellings per annum over 15 years, which is a vast increase since the previous needs assessment in 2003 which identified a need for 480 affordable units over 5 years.

NHS Leeds Strategy Vision – For Better Health for All

In April 2008, the Leeds PCT set out its 3 year strategy on how it will move towards meeting it's vision: "To improve health and wellbeing, reduce inequalities and transform health services for the people of Leeds by working with others and being a leading edge organisation." The strategy has helped outline 10 strategic objectives, which feed into the development of priorities for action. Progress towards delivering the vision is reported on an annual basis.

NHS Sustainable Development Unit

The NHS Sustainable Development Unit seeks to ensure that the NHS promotes sustainable development and mitigates climate change. As one of the largest employers in the world, the NHS has the potential to make a significant impact on reducing carbon emissions both within Leeds and across the country.

Natural England's 'Accessible Natural Greenspace Standard (ANGst)'

Natural England's Accessible Natural Greenspace Standard (ANGst) provide a set of benchmarks for ensuring access to places near to where people live. The Core Strategy will seek to ensure that these standards are taken into account when drawing up standards for greenspace access.

Natural Resources and Waste Development Plan Document (NRW DPD)*

The NRW DPD forms one part of the emerging Leeds LDF. It explains key issues affecting Leeds' natural resources and waste. It provides guidance on matters relevant to the whole of Leeds for the future management of existing resources. This includes detailed policies about the effects of climate change, lowering carbon emissions, managing water resources, waste management and recycling, all of which are important issues for Leeds residents. As background work in the preparation of the DPD, an analysis of the District Natural Resource Flows and an Ecological footprint of Leeds have been undertaken. These documents are available via the City Council's LDF web pages under the Natural Resources and Waste DPD Section.

Office of National Statistics (ONS)

The ONS is an independent body, which aims to promote and safeguard the quality of official statistics that serve the public good. The ONS statistical registry provides the basis for much of the ongoing demographic data used within the Core Strategy.

Planning Policy Statement 1: Delivery Sustainable Development

PPS1 sets out the overarching planning policies on the delivery of sustainable development through the planning system. A supplement was also published known as the Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1. This PPS on climate change supplements PPS1 by setting out how planning should contribute to reducing emissions and stabilising climate change and take into account the unavoidable consequences.

Planning Policy Statement 3: Housing

PPS3 sets out the national planning policy framework for delivering the Government's housing objectives. PPS3 complements, and should be read together with other relevant statements of national planning and housing policy.

Planning Policy Statement 6: Planning for Town Centres

PPS6 sets out the Government's policy on planning for the future of town centres. This replaces revised 'Planning Policy Guidance Note 6: Town Centres and Retail Developments' (PPG6) published in 1996.

Planning Policy Statement 9: Biodiversity and Geological Conservation

PPS9 sets out planning policies on protection of biodiversity and geological conservation through the planning system. This replaces 'Planning Policy Guidance 9: Nature Conservation' (PPG9) published in October 1994.

PPG17 Audit and Needs Assessment

Leeds is currently developing its PPG 17 Audit and Needs Assessment, which will provide an audit and assessment of all open space, sport and recreation across the District. The audit is being developed in accordance with Planning Policy Guidance 17 Planning for Open Spaces and Recreation (July 2002) and its Companion Guide (September 2002).

Planning Policy Statement 22: Renewable Energy

PPS22 sets out the Government's policies for renewable energy, which planning authorities should have regard to when preparing local development documents and when taking planning decisions.

Public Rights of Way (PROW)

Rights of way are minor public highways that exist for the benefit of the community at large, in much the same way as the public road network does. They are the most widely recognised opportunity for the public to enjoy the English countryside. Surveying authorities are required to produce a definitive map and statement showing the rights of way that exist in their area.

Regional Spatial Strategy - The Yorkshire and Humber Plan (May 2008)

The Yorkshire and Humber Plan (The Plan) is the Regional Spatial Strategy (RSS) for the Yorkshire and Humber Region. The Plan sets out the Core Approach for development across the region, to which all Local Development Framework (LDF) documents must align. The Leeds Core Strategy will need to be in general conformity with The Plan. Further discussions on the main implications that The Plan has for Leeds are found in Appendix One.

The Regional Strategic Housing Market Assessment (2008)

The Regional Assembly carried out a Regional Strategic Housing Market Assessment in 2008, in which they drew conclusions on the region as a whole. A SHMA was produced for each authority/housing market area, to ensure consistency between authorities in the methodology and conclusions arising from carrying out a SHMA. The findings for Leeds re-endorsed the findings of Leeds SHMA carried out in 2006/7.

(Draft) Rights of Way Improvement Plan July - October 2008

The Rights of Way Improvement Plan was (ROWIP), forms a ten year management plan, setting out areas for consideration and improvement across the public rights of way network within the Leeds District. It was published after a 12 week consultation period for the Draft Rights of Way Improvement Plan (July – October 2008).

The ROWIP links to aims and priorities at both a national and local level, such as the West Yorkshire Local Transport Plan, Vision for Leeds, Leeds Strategic Plan, and Cultural, Sport and Recreation Strategies 2000. Three areas of assessment were focused on in developing the ROWIP:

- The extent to which rights of way meet the present and likely future needs of the public.
- The opportunities provided by local rights of way for exercise and other forms of open air recreation and enjoyment.
- The accessibility of local rights of way to blind and partially sighted persons and others with mobility problems.

The ROWIP also sets out a Statement of Action, which sets out specific improvement projects, estimated costs and priorities. The Action Plan is a statement of the long-term aspirations for the public rights of way network in Leeds and will assist in focusing future investment decisions.

Survey of Street Trees in Leeds City Centre

A survey of street trees in Leeds City Centre was carried out in June and July 2009. The first state of the survey identified the location of trees, which were mapped in GIS using aerial photographs and other available information such as Tree Protection Orders.

It is expected that the second stage of the survey will take place in October 2009 when detailed data on the species, size and condition of each tree will be recorded.

Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents (ODPM, November 2005)

Government guidance which establishes how sustainability appraisals should be carried out. The document also includes requirements for the SEA Directive. A Sustainability Appraisal is meant to assess the social, environmental and economic effects of proposals and policies and provide a basis for decisions to be made in accordance with sustainable development.

Sustainable Construction Supplementary Planning Document (Draft)

The Sustainable Construction SPD will set a standard for sustainable design and construction for major developments within Leeds. It sets out principles which will be used to help improve efficiency, reduce emissions and resource use, enhance wildlife and encourage sustainable actions both within and connected to developments.

Testing the NHPAU Findings, Experian, June 2009

Yorkshire Forward and the Yorkshire and Humber Assembly commissioned Experian to develop an understanding of the relationship between economic growth and household formation. The project reviewed the scale and distribution of housing provision in the approved RSS in light of both recent NHPAU advice and the household projections as implied by the latest official population and household formation projections. The project provided the Assembly with early warning of likely content of the 2006 household based projections that were being developed. The report was then used to inform the RSS Update 2009 Spatial Options Consultation.

Unemployment Statistics

Labour market statistics have been collected by NOMIS, which is run by the University of Durham on behalf of the Office for National Statistics. Within Leeds the claimant unemployment rate has averaged approximately 13,000 persons per month between January 2004 through December 2008. However the effects of the recession have been

apparent as there has been a steady increase in the number of claimants between April 2008 to present. During the first half of 2009, the average claimant rate was over 22,000 people per year, and this was continuing to increase.

The average number of people claiming income support between 2004 and 2008 (main claimants are those who receive are lone parents, long and short-term sick, people with disabilities and other special groups) was approximately 25,800. This figure has not seemingly been affected by the recent economic downturn.

Unitary Development Plan and the Unitary Development Plan Review 2006*

See Appendix 1, above.

Viability Testing of the Affordable Housing SPD Supporting Document (2008)

Para 29 of PPS3 states that authorities “need to undertake an informed assessment of the economic viability of any thresholds and proportions of affordable housing proposed”. The Supporting Document to the Affordable Housing SPD considers different scenarios/policy options and effects on development viabilities from which to conclude the most realistic policy options for affordable housing. Further work is currently being carried out on the viability testing to ensure it is robust and takes into account representations made in the public consultation period on the draft Affordable Housing SPD (Sept-Nov 2008).

Vision for Leeds 2011 to 2030: Development Plan and Where we are now report

This report sets out the work which the Leeds Initiative partnership will undertake to develop a new Vision for Leeds. It also offers members the opportunity for initial consultation.

Waste Regional Advisory Group

The Waste Regional Advisory Group (WRAG) role is to liaise the Region with Defra and other national organisations. WRAG helps coordinate input on waste issues and provides a forum for action and implementation. Good practice is shared on projects and partnership working is emphasized. Membership includes key waste stakeholders, including local authorities, regional planning and development agencies, the Environment Agency, and other groups and organisations.

West Leeds Gateway Area Action Plan (AAP)*

The West Leeds Gateway Area Action Plan (AAP) will guide regeneration and development over the next 15 – 20 years in the areas of Armley, Lower Wortley, Upper Wortley, New Wortley and the Heights.

Through the rounds of consultation, it was identified that the area is valued as a place to live and work by local residents and businesses, and that there was little support for major change. The AAP has progressed on the basis that there is need for some change to deliver a viable long term future. The AAP Publication Document will be available by late 2009 and it is expected that the AAP will be submitted to the Secretary of State in early 2010. An Examination in Public will follow leading to adoption.

West Yorkshire Ecology

West Yorkshire Ecology (WYE) is the ecological records and information service for West Yorkshire, and collects, collates and disseminates information on the biodiversity of Bradford, Calderdale, Kirklees, Leeds and Wakefield districts. WYE data covers internationally, nationally and locally important sites, as well as records for individual species.

West Yorkshire Gypsy and Traveller Accommodation Assessment 2008

The assessment was commissioned by the West Yorkshire Housing Partnership in August 2007 and prepared by a joint team from Sheffield, Salford and Birmingham universities with input from all the West Yorkshire local authorities. The assessment was prepared in accordance with national good practice guidance and provides evidence for Core Strategies and housing strategies.

The study incorporates a quantitative assessment of accommodation need in terms of the number of pitches for Gypsies and Travellers which are required to address the shortfall within the sub-region, with figures disaggregated to the local authority level. Leeds currently only has 1 authorised social rented site at Cottingley Springs (41 pitches) occupied by Gypsies and Irish Travellers. However there are also 2 unauthorised sites in Otley. One is occupied by Gypsies/Irish Travellers and the second by New Travellers. A significant number of households from the community live in housing, usually within the socially rented sector. The GTAA methodology ensures that the figures provided are robust indicators of the level of demand from this community. Many of those members of these communities who expressed a view had a preference to be located on smaller sites of maximum 12 pitches and for these to be privately owned. They would also like play facilities for children to be provided and some work space along with pitches which are large enough to accommodate static plus a travelling caravan and with room for a visiting caravan. This sort of model should be sufficient to meet the needs of Gypsies and Irish Travellers.

The needs of Travelling Showpersons were identified as being different. Large spaces are necessary for this community, who live alongside their fairground equipment and vehicles, within family groups. They do not necessarily wish to be housed alongside the wider community, and access to amenities is not as big a priority as physical space.

West Yorkshire Local Transport Plan 2 and 3

The objective of the LTP is to develop and maintain an integrated transport system that supports economic growth in a safe and sustainable way and enhances overall quality of life for the people of West Yorkshire. The second West Yorkshire Local Transport Plan (LTP2) sets out a programme for a wide range of improvements to local transport over the period 2006 to 2011. It aims to address five areas; Accessibility, Air Quality, Congestion, Safety, and Asset Management.

An update to LTP2 is currently being developed, with a draft LTP3 strategy expected to be published by the end of August 2010. The statutory requirement is that the full LTP3 (i.e. strategy and implementation plans) shall be in place by 1st April 2011. The LTP will follow the guidance issued by the Dft on preparing LTPs, found at:

<http://www.dft.gov.uk/pgr/regional/ltp/guidance/localtransportplans/>

Woodland Trust

Founded in 1972, the Woodland Trust is the UK's leading woodland conservation charity. The Woodland Trust published 'Space for People: Targeting Action for Woodland Access' (2004) which sets out the ideal access standards to woodland based on where people live.

APPENDIX 3

SCHEDULE OF SAVED POLICIES

LEEDS UNITARY DEVELOPMENT PLAN SAVED POLICIES

Chapter No and Name: 03 - UDP STRATEGY: VOLUME I

SG01	LAND USE COORDINATION OFF ASPIRATIONS
SG02	MAINTAIN CITY DISTINCTIVENESS
SG03	MEET LAND NEEDS
SG04	PURSUIT OF SUSTAINABLE DEVELOPMENT
SA01	ENVIRONMENT
SA02	TRANSPORT
SA03	HOUSING
SA04	LOCAL ECONOMY
SA05	SHOPPING
SA06	LEISURE AND TOURISM
SA07	URBAN REGENERATION
SA08	ACCESS FOR ALL
SA09	ASPIRATIONS FOR THE CITY CENTRE
SP01	GREENSPACE PROTECTION PRINCIPLES
SP02	PROTECTION OF COUNTRYSIDE
SP03	DEVELOPMENT LOCATION STRATEGY
SP04	TRANSPORT PRIORITIES
SP06	DISTRIBUTION OF EMPLOYMENT LAND
SP07	CITY AND TOWN CENTRE MAINTENANCE
SP08	CITY CENTRE POLICY

Chapter No and Name: 04 - GENERAL POLICIES: VOLUME I

GP01	LAND USE AND THE PROPOSALS MAP
GP05	REQUIREMENT OF DEVELOPMENT PROPOSALS
GP06	UNIMPLEMENTED LOCAL PLAN PROPOSALS
GP07	PLANNING OBLIGATIONS
GP11	SUSTAINABLE DESIGN PRINCIPLES
GP12	SUSTAINABILITY ASSESSMENT

Chapter No and Name: 05 - ENVIRONMENT: VOLUME I

N01	PROTECTION OF URBAN GREENSPACE
N01A	PROTECTION OF ALLOTMENTS
N02	GREENSPACE AND RESIDENTIAL DEVELOPMENTS
N03	GREENSPACE IN PRIORITY RESIDENTIAL AREAS
N04	GREENSPACE HIERARCHY
N05	IMPROVING AND ACQUISITION OF GREENSPACE
N06	PROTECTION OF PLAYING PITCHES
N07A	NEW PLAYING PITCH PROVISION
N07B	PLAYING PITCH DEFICIENCY
N08	URBAN GREEN CORRIDORS
N09	URBAN GREEN CORRIDORS AND DEVELOPMENT
N10	PUBLIC RIGHTS OF WAY AND DEVELOPMENT
N11	OPEN LAND IN BUILT UP AREAS
N12	PRIORITIES FOR URBAN DESIGN
N13	DESIGN AND NEW BUILDINGS
N14	LISTED BUILDING AND PRESERVATION
N15	LISTED BUILDING AND EXCHANGE OF USE
N16	LISTED BUILDINGS AND EXTENSIONS
N17	LISTED BUILDINGS CHARACTER AND APPEARANCE
N18A	CONSERVATION AREAS AND DEMOLITION
N18B	CONSERVATION AREAS AND DEMOLITION
N19	CONSERVATION AREAS NEW BUILDINGS
N20	CONSERVATION AREAS AND RETENTION OF FEATURES
N22	CONSERVATION AREAS AND ASSESSMENTS

N23	DEVELOPMENT AND INCIDENTAL OPEN SPACE
N24	DEVELOPMENT PROPOSALS NEXT TO GREEN BELT / CORRIDORS
N25	DEVELOPMENT AND SITE BOUNDARIES
N26	DEVELOPMENT AND LANDSCAPE SCHEMES
N27	VACANT SITES AND LANDSCAPE SCHEMES
N28	HISTORIC PARKS AND GARDENS
N29	SITES OF ARCHAEOLOGICAL IMPORTANCE
N31	RECLAMATION OF DERELICT LAND
N32	GREENBELT AND THE PROPOSALS MAP
N33	DEVELOPMENT IN THE GREEN BELT
N34	SITES FOR LONG TERM DEVELOPMENT
N35	DEVELOPMENT AND AGRICULTURAL LAND
N36	CHANGE OF USE OF RURAL BUILDINGS
N37	SPECIAL LANDSCAPE AREAS
N37A	DEVELOPMENT IN THE COUNTRYSIDE
N37B	FOREST OF LEEDS AND PLANNING OBLIGATIONS
N38A	DEVELOPMENT AND FLOOD RISK
N38B	PLANNING APPLICATIONS AND FLOOD RISK ASSESSMENTS
N39A	SUSTAINABLE DRAINAGE SYSTEMS
N39B	WATERCOURSES AND NEW DEVELOPMENT
N43	INFORMAL OUTDOOR RECREATION
N44	COUNTRYSIDE AND LEISURE DEVELOPMENT
N45	MINERAL WORKINGS
N46	SAND AND GRAVEL RESERVES
N46A	SAND AND GRAVEL IN THE WHARFE VALLEY
N46B	SAND AND GRAVEL IN MIDGLEY FARM
N47	WASTE MANAGEMENT FACILITIES
N48A	LANDFILL OPERATIONS IN SOUTH LEEDS
N48B	LANDFILL SITES AND POLICY APPROACH
N49	NATURE CONSERVATION
N50	NATURE CONSERVATION AND PROTECTED SITES
N51	NATURE CONSERVATION AND ENHANCEMENT
N54	DEVELOPMENT OF RENEWABLE ENERGY

Chapter No and Name: 06 - TRANSPORT: VOLUME I

T01	TRANSPORT INVESTMENT POLICY
T02	TRANSPORT PROVISION FOR DEVELOPMENT
T02B	TRANSPORT ASSESSMENTS
T02C	TRAVEL PLAN
T02D	PUBLIC TRANSPORT CONTRIBUTIONS
T05	PEDESTRIAN AND CYCLE PROVISION
T06	PROVISION FOR THE DISABLED
T07	CYCLE ROUTES AND FACILITIES
T07A	CYCLE PARKING GUIDELINES
T07B	MOTORCYCLE PARKING
T09	PUBLIC TRANSPORT SERVICE
T10	LOCAL RAIL NETWORK IMPROVEMENTS
T10A	SAFEGUARD FORMER RAIL LINES
T11	NEW RAILWAY STATIONS
T12	NEW FORMS OF PUBLIC TRANSPORT
T13	SUPERTRAM AND PROTECTED ROUTES
T14	FURTHER CORRIDORS FOR MODERN FORMS OF PUBLIC TRANSPORT
T15	BUS PRIORITY MEASURES
T16	PARK & RIDE FACILITIES
T17	PARK AND RIDE SITES
T18	STRATEGIC HIGHWAY NETWORK: RESOURCES
T20	MAJOR HIGHWAY SCHEMES
T21	NON STRATEGIC HIGHWAY SCHEMES
T22	PRIORITY ON ROAD SAFETY PROBLEMS
T23	TRAFFIC MANAGEMENT AND CALMING MEASURES
T24	PARKING PROVISION AND NEW DEVELOPMENT
T24A	FREE-STANDING LONG STAY CAR PARKING
T26	CITY CENTRE AND LONG STAY CAR PARKING

T27	TOWN CENTRES AND OFF STREET PARKING
T28	CITY CENTRE AND LONG STAY CAR PARKING
T29	LORRY PARKING AND COACH LAYOVER
T29A	LORRY PARKING AND COACH LAYOVER FACILITIES AT M1/EAST LEEDS LINK
T30	DEVELOPMENT OF LEEDS BRADFORD AIRPORT
T31	RAIL AND CANAL FREIGHT TRANSPORT LOCATIONS

Chapter No and Name: 07 - HOUSING: VOLUME I

H01	HOUSING SUPPLY REQUIREMENTS
H02	ANNUAL MONITORING OF DWELLINGS
H03	HOUSING LAND SUPPLY AND PHASING
H04	WINDFALL DEVELOPMENT SITES
H09	SOCIAL HOUSING NEEDS
H10	SOCIAL HOUSING NEEDS
H11	AFFORDABLE HOUSING
H12	AFFORDABLE HOUSING REQUIREMENTS
H13	AFFORDABLE HOUSING OBLIGATIONS
H14	AFFORDABLE HOUSING IN RURAL AREAS
H15	STUDENT HOUSING
H15A	STUDENT HOUSING DISPERSAL
H16	TRAVELLERS AND SHOW PEOPLE
H18	HOUSES IN MULTIPLE OCCUPANCY
H20A	RESIDENTIAL INSTITUTIONS
H20B	HOSPITALS AND CLINICS

Chapter No and Name: 08 - THE LOCAL ECONOMY: VOLUME I

E01	RETENTION OF EXISTING FIRMS AND GROWTH OF NEW ECONOMIC SECTORS
E02	PORTFOLIO OF EMPLOYMENT SITES
E03A	RENEWAL OF PLANNING PERMISSIONS
E03B	UNIMPLEMENTED EMPLOYMENT ALLOCATIONS
E03C	COMMITTED EMPLOYMENT SITES
E04	EMPLOYMENT ALLOCATIONS
E05	UNALLOCATED EMPLOYMENT SITES
E06	RECLAMATION OF EMPLOYMENT LAND
E07	LOSS OF EMPLOYMENT LAND TO OTHER USES
E08	KEY EMPLOYMENT SITES
E10	TRANSPORT RELATED EMPLOYMENT DEVELOPMENT
E14	OFFICE USE IN THE CITY CENTRE
E15	PRESTIGE OFFICES AND FRINGE OF THE CITY CENTRE
E16	OFFICE DEVELOPMENT IN TOWN CENTRES
E17	OFFICE DEVELOPMENT IN TARGETED TOWN CENTRES
E18	KEY BUSINESS PARK SITES
E21	SCIENCE PARK DEVELOPMENT

Chapter No and Name: 09 - SHOPPING POLICIES VOLUME 1

S01	CITY CENTRE AS THE REGIONAL SHOPPING CENTRE
S02	VITALITY AND VIABILITY OF TOWN CENTRES
S03	MAINTENANCE OF TOWN CENTRES
S03A	INSECURE TOWN CENTRES
S04	RETENTION OF RETAIL CHARACTER
S05	MAJOR RETAIL DEVELOPMENT LOCATION (SEQUENTIAL TEST)
S06	RETAIL (CONVENIENCE GOODS) DEVELOPMENT IN AREAS OF DEFICIENCY
S08	NEIGHBOURHOOD SHOPPING AREAS
S09	SMALL RETAIL DEVELOPMENTS (SEQUENTIAL TEST)

Chapter No and Name: 10 - LEISURE AND TOURISM VOLUME 1

LT03	ATTRACTIONS AND FACILITIES IN THE CITY CENTRE
LT04	CULTURAL AND SPORTING FACILITIES LOCATIONS
LT05	PURPOSE BUILT EXHIBITIONS, CONCERTS AND CONFERENCE FACILITIES
LT05A	ELLAND ROAD FOOTBALL STADIUMS
LT05B	LEISURE AND TOURISM FACILITIES SITES
LT06	WATERWAYS CORRIDORS AND TOURISM

LT06A WATERWAYS AND LEISURE DEVELOPMENTS
LT06B WATERWAYS AND PUBLIC RIGHTS OF WAY

Chapter No and Name: 11 - AREA BASED INITIATIVES & REGENERATION: VOLUME I

R01 SPECIAL POLICY AREAS
R02 PROPOSED AREA BASED INITIATIVES
R03 COMPULSORY PURCHASE ORDERS
R04 THE "POWER OF WELLBEING" AND REGENERATION
R05 TRAINING AND PATHWAYS TO EMPLOYMENT

Chapter No and Name: 12 - ACCESS FOR ALL VOLUME 1

A01 IMPROVING ACCESS FOR ALL
A04 SAFETY AND SECURITY PROVISION

Chapter No and Name: 13 - CITY CENTRE: VOLUME I

CC01 CITY CENTRE AND PLANNING OBLIGATIONS
CC02 CITY CENTRE BOUNDARY AND POLICY AREA
CC03 CITY CENTRE CHARACTER
CC04 CITY CENTRE GATEWAY DEVELOPMENTS
CC05 CITY CENTRE CONSERVATION AREA
CC06 HIGH BUILDING DEVELOPMENT
CC07 REDEVELOPMENT OF TOWER BLOCKS
CC08 NEW DEVELOPMENT OUTSIDE PRESTIGE DEVELOPMENT AREAS
CC09 EXISTING PUBLIC SPACE
CC10 PUBLIC SPACE AND LEVEL OF PROVISION
CC11 STREET AND PEDESTRIAN CORRIDORS
CC12 PUBLIC SPACE AND CONNECTIVITY
CC13 PUBLIC SPACE AND DESIGN CRITERIA
CC14 CITY CENTRE TRANSPORT PROPOSALS
CC17 LOCATIONS FOR SHORT STAY PARKING
CC19 OFFICE DEVELOPMENT
CC20 UNIMPLEMENTED OFFICE DEVELOPMENT
CC21 RETAIL DEVELOPMENT
CC22 CITY CENTRE AND SHOPPING FRONTAGE POLICY
CC23 RETENTION OF INDUSTRIAL AND DISTRIBUTION USES
CC24 BAD NEIGHBOUR AND LARGE SCALE INDUSTRIAL USES
CC26 LEISURE AND TOURISM FACILITIES
CC27 PRINCIPAL USES QUARTERS
CC28 RIVERSIDE AREA AND LAND USES
CC29 MIXED USE IN MAJOR DEVELOPMENTS
CC30 PROPOSALS OUTSIDE DEFINED AREAS
CC31 PRESTIGE DEVELOPMENT AREAS
CC31A HOLBECK URBAN VILLAGE STRATEGIC HOUSING AND MIXED USE SITE

Chapter No and Name: 14 - AIREBOROUGH, HORSFORTH AND BRAMHOPE: VOLUME

H3-1A.39 WESTBROOK LANE/BROWNBERRIE LANE, HORSFORTH
H3-1A.21 WEST LEA FARM, YEADON
E4:01, E8:01, HARROGATE ROAD / WARREN HOUSE LANE, YEADON
& E18:01
E4:02 WHITE HOUSE LANE, YEADON
E4:04 GREEN LANE, YEADON
E4:05 & E8:02 LOW MILLS, GUISELEY
T30:14.2.7 AIRPORT OPERATIONAL LAND BOUNDARY
T30A LEEDS / BRADFORD AIRPORT AND RELATED USES
T30B AIRPORT PUBLIC SAFETY ZONES
T30C AERODROME SAFEGUARDING AREA
N15:14.2.10 HIGH ROYDS HOSPITAL, GUISELEY
N5:14.2.11 HORSFORTH SEWAGE WORKS
N5:14.2.12 SWAINE WOOD, HORSFORTH
N5:14.2.13 YEADON TARN
N34:01 BREARY LANE EAST, BRAMHOPE
N34:02 LAND AT CANADA ROAD, RAWDON

N34:03 HAW LANE, YEADON

Chapter No and Name: 15 - EAST LEEDS: VOLUME I

R1:15.2.1 GIPTON NEIGHBOURHOOD RENEWAL AREA
R1:15.2.2 HAREHILLS NEIGHBOURHOOD RENEWAL AREA
R2:15.2.3 SEACROFT NEIGHBOURHOOD REGENERATION AREA
R2:15.2.4 SWARCLIFFE NEIGHBOURHOOD REGENERATION AREA
R1:15.2.5 "AIRE VALLEY LEEDS" NEIGHBOURHOOD RENEWAL AREA
R2:15.2.6 EAST BANK NEIGHBOURHOOD REGENERATION AREA
R2:15.2.7 WYKEBECK VALLEY POLICY INITIATIVE AREA
H3-1A:45 HUNSLET RIVERSIDE STRATEGIC HOUSING AND MIXED USE SITE
H3-3A:33 EAST LEEDS EXTENSION
H3-1A.22 OAK TREE/THORN SCHOOLS, GIPTON
H3-1A.23 WATERLOO SIDINGS, OSMONDTHORPE
H3-2A.03 RED HALL LANE, RED HALL
H3-2A.04 REAR OF SEACROFT HOSPITAL, SEACROFT
H3-2A.02 GRIMES DYKE, YORK ROAD, WHINMOOR
H3-1A.37 KILLINGBECK HOSPITAL, YORK ROAD
E4:06 & E18:02 AUSTHORPE
E4:07 & E18:03 BULLERTHORPE LANE, COLTON
E4:08 SOUTH OF KNOWSTHORPE LANE, CROSS GREEN
E4:09 & E10 EAST LEEDS LINK / KNOWSTHORPE, CROSS GREEN
E4:10 MUSHROOM STREET, MABGATE
E4:11 & E18:4 RED HALL LANE, RED HALL
E4:44 & E10 SKELTON GRANGE
E4:45 & E18:11 SKELTON BUSINESS PARK, PONTEFRACT LANE
E4:46 & E8:15 SKELTON MOOR FARM
N5:15.3.18 TEMPLE NEWSAM PARK EXTENSIONS
N1, N5 & E4:6 AUSTHORPE PARK
N11:08 LAND AT MEANWOOD VALLEY

Chapter No and Name: 16 - GARFORTH: VOLUME I

R2:16.2.1 ALLERTON BYWATER VILLAGE REGENERATION
R2:16.2.2 MICKLEFIELD VILLAGE REGENERATION AREA
H3-1A.42 ALLERTON BYWATER STRATEGIC HOUSING SITE
H3-3A.20 QUEEN STREET, WOODEND, ALLERTON BYWATER
H3-3A.31 SOUTH OF OLD MICKLEFIELD
H3-3A.27 SELBY ROAD/NINELANDS LANE, GARFORTH
H3-3A.32 MANOR FARM, MICKLEFIELD
H3-3A.29 BARROWBY LANE, GARFORTH
E4:13 & E8:07 NORTH NEWHOLD, GARFORTH
E4:12 STATION ROAD / PARK LANE, ALLERTON BYWATER
LT5B:03 PARLINGTON
LT5B:06 BARROWBY HALL
N34:08 LAND EAST OF SCHOLES
N34:09 LAND AT SOUTH GARFORTH
N34:10 PIT LANE, NEW MICKLEFIELD
N34:12 MOORGATE, KIPPAX
N34:39 WOOD LANE, SCHOLES
N34:40 PARK LANE, ALLERTON BYWATER

Chapter No and Name: 17 - MORLEY: VOLUME I

H3-1A.24 MANOR HOUSE FARM, CHURWELL
H3-1A.34 REIN ROAD, MORLEY
H3-2A.05 BRUNTCLIFFE ROAD, MORLEY
H3-2A.06 DAISY HILL, MORLEY
E4:14 NEPSHAW LANE / ASQUITH AVENUE, GILDERSOME
E4:40 LINGWELL GATE LANE, THORPE
E4:42 TINGLEY COMMON, MORLEY
E4:47 BRUNTCLIFFE ROAD, MORLEY
N5:17.2.11 LAND AT MOOR HEAD MILLS, GILDERSOME
N5:17.2.12 LAND ADJACENT TO DEANFIELD MILL, MORLEY

N5:17.2.13 LAND AT BANTAM GROVE LANE, MORLEY
 N11:3 LAND AT HAIGH WOOD, WEST ARDSLEY
 N34:13 LAND AT LOW MOOR FARM, MORLEY
 N34:20 WEST OF CHURWELL (MANOR HOUSE FARM)
 N34:14 LAND AT TINGLEY STATION, MORLEY
 N34:15 LAND AT SPRING GARDENS, DRIFHLINGTON
 N34:16 NEW LANE, EAST ARDSLEY
 N34:17 BRADFORD ROAD, EAST ARDSLEY
 N34:18 LANE SIDE FARM, CHURWELL
 N34:19 OWLERS FARM, MORLEY

Chapter No and Name: 18 - NORTH LEEDS: VOLUME I

R2:18.2 HOLT PARK DISTRICT CENTRE
 H3-1A.25 CHAPEL ALLERTON HOSPITAL, HAREHILLS LANE
 & E4:15
 H3-1A.26 CHURCHWOOD AVENUE, WEST PARK
 H3-2A.07 CHURCH LANE, ADEL
 H3-1A.27 SHADWELL BOYS' SCHOOL, SHADWELL LANE, MOORTOWN
 H3-1A.35 EAST MOOR, TILE LANE, ADEL
 E4:17 & E18:06 BODDINGTON HALL PLAYING FIELDS, LAWNSWOOD
 E4:18 & E8:08 WOODSIDE QUARRY, WEST PARK
 T17:5 LINGFIELD APPROACH, MOORTOWN, AND HARROGATE ROAD, ALWOODLEY
 N5:18.3.10 TILE LANE, ADEL
 N11:5 LAND AT OUTER RING ROAD, MOORTOWN
 N34:21 MOSELEY BOTTOM, COOKRIDGE
 N34:22 CHURCH LANE, ADEL

Chapter No and Name: 19 - OTLEY AND MID WHARFEDALE: VOLUME I

H3-3A.21 RUMPLECROFT, OTLEY
 H3-1A.28 SWALLOW DRIVE, POOL IN WHARFEDALE
 N32 VILLAGE FARM, HAREWOOD
 & H3-3A.22
 H3-3A.30 EAST OF OTLEY
 & E4:20
 E4:19 EAST CHEVIN ROAD / LEEDS ROAD, OTLEY
 N34:23 WEST OF POOL IN WHARFEDALE
 N46B:19.2.10 MIDGLEY FARM, OTLEY

Chapter No and Name: 20 - PUDSEY: VOLUME I

H3-3A.23 BAGLEY LANE, FARSLEY
 H3-2A.09 DELPH END, PUDSEY
 E4:21 & E8:09 TYERSAL LANE, TYERSAL
 LT5B:05 DICK LANE, PUDSEY
 N5:20.2.7 OWLCTES HILL
 N5:20.2.8 RODLEY SEWAGE WORKS
 N5:20.2.9 FORMER GASWORKS SITE, CALVERLEY BRIDGE

 N11:1 & N11:2 LAND AT OWLCOTES HILL, PUDSEY AND COAL HILL, RODLEY
 N34:24 HILL FOOT FARM, PUDSEY
 N34:25 CALVERLEY LANE, FARSLEY
 N34:26 KIRKLEES KNOWL, FARSLEY

Chapter No and Name: 21 - ROTHWELL: VOLUME I

H3-1A.29 MICKLETOWN ROAD, METHLEY
 H3-1A.38 ST GEORGE'S HOSPITAL, WOOD LANE, ROTHWELL
 H3-3A.28 MILNER LANE, LEEDS ROAD, ROBIN HOOD
 E4:25 PONTEFRACT ROAD, BELL HILL (NORTH), STOURTON
 E4:26 & E8:11 PONTEFRACT ROAD, BELL HILL (SOUTH), STOURTON
 E4:27 VALLEY FARM ROAD, STOURTON
 E4:49 HAIGH PARK ROAD / PONTEFRACT ROAD, STOURTON
 LT6A FLEET LANE, OULTON

N5:21.2.10 ROTHWELL PASTURES
 N5:21.2.11 OUZLEWELL GREEN LANE, LOFTHOUSE
 N34:27 GREENLAND FARM, OULTON
 N34:28 ROYDS LANE, ROTHWELL
 N34:29 PITFIELD ROAD, CARLTON
 N34:30 MICKLETOWN ROAD, METHLEY

Chapter No and Name: 22 - SOUTH LEEDS: VOLUME I

R2:22.2.1 BEESTON HILL/HOLBECK NEIGHBOURHOOD RENEWAL AREA
 R2:22.2.2 HUNSLET NEIGHBOURHOOD REGENERATION AREA
 H3-1A.43 SHARP LANE STRATEGIC HOUSING SITE
 E4:28, E18:08, STOURTON NORTH, HUNSLET
 LT5B:01
 & T17:01
 E4:29 & E18:09 GELDERED ROAD / RIG ROAD, HOLBECK
 E4:30 ELLAND ROAD, BEESTON
 E4:41 THORPE HALL, THORPE ON THE HILL
 T21:01 HIGHWAYS IMPROVEMENTS
 LT5A ELLAND ROAD, BEESTON
 LT5B:02 MIDDLETON, BROOM

Chapter No and Name: 23 - WEST LEEDS: VOLUME I

R2:23.2.1 LITTLE LONDON REGENERATION AREA
 H3-1A.31 MOUNT CROSS, BRAMLEY
 H3-1A.32 BLUE HILL LANE, WORTLEY
 H3-1A.36 FORMER THORNHILL MIDDLE SCHOOL AND PLAYING FIELDS, WORTLEY
 E4:32 CHELSEA CLOSE, WORTLEY
 E4:33 WORTLEY MOOR ROAD, WORTLEY
 E4:34 COTTINGLEY SPRINGS, GELDERD ROAD, WORTLEY
 E4:35 GELDERD ROAD, WORTLEY
 E4:36 ROYDS LANE, WORTLEY
 S6A STONEBRIDGE MILLS, RING ROAD, FARNLEY
 N8 & N9 KIRKSTALL VALLEY PARK PLAN
 N5:23.3.14 CABBAGE HILL, WORTLEY
 N5:23.3.15 FORMER POWER STATION SITE, REDCOTE LANE, ARMLEY
 N5:23.3.16 MEANWOOD BECKSIDE, ADJACENT GROVE WORKS, MEANWOOD ROAD,
 MEANWOOD
 N11:7 LAND TO THE SOUTH OF BRIDGE ROAD, KIRKSTALL / ARMLEY
 N34:31 LOW MOOR SIDE, NEW FARNLEY

Chapter No and Name: 24 - WETHERBY: VOLUME I

RL1 RURAL LAND NORTH OF THE RIVER WHARFE
 H3-3A.24 WOODACRE GREEN, BARDSEY
 H3-3A.25 CHURCH FIELDS, BOSTON SPA
 H3-1A.33 BOWCLIFFE ROAD, BRAMHAM
 H3-3A.26 THORNER LANE, SCARCROFT
 E4:37 SANDBECK LANE, WETHERBY
 S6C MICKLETHWAITE FARM, WETHERBY
 N34:32 GREEN LANE/GROVE ROAD, BOSTON SPA
 N34:33 LEEDS ROAD, COLLINGHAM
 N34:35 WEST PARK, BOSTON SPA
 N34:34 SPOFFORTH HILL, WETHERBY
 N34:36 CHAPEL LANE, CLIFFORD
 N34:37 THE RIDGE, LINTON

Chapter No and Name: A03 - BUILDING DESIGN, CONSERVATION AND LANDSCAPE DESIGN: VOLUME 2

BD02 DESIGN AND SITING OF NEW BUILDINGS
 BD03 DISABLED ACCESS NEW BUILDINGS
 BD04 PLANT EQUIPMENT AND SERVICE AREAS
 BD05 AMENITY AND NEW BUILDINGS

BD06	ALTERATIONS AND EXTENSIONS
BD07	SHOP FRONTS AND SECURITY MEASURES
BD08	DESIGN AND LOCATION OF SIGNS
BD09	PROJECTING AND ILLUMINATED SIGNS
BD10	BANNERS AND TEMPORARY ADVERTISING
BD11	BLINDS FORMS AND DESIGN
BD12	ADVERTISEMENT HOARDINGS
BD14	FLOODLIGHTING
BD15	PUBLIC ART
BC07	DEVELOPMENT IN CONSERVATION AREAS
BC08	DEMOLITION OF BUILDINGS IN CONSERVATION AREAS
LD01	LANDSCAPING SCHEMES
LD02	NEW AND ALTERED ROADS

Chapter No and Name: A04 - ARCHAEOLOGY POLICIES VOLUME 2

ARC01	SCHEDULED ANCIENT MONUMENTS
ARC04	PRESERVATION OF CLASS I & II AREAS
ARC05	PLANNING DECISIONS AND CLASS I, II & III AREAS
ARC06	PRESERVATION BY RECORD
ARC07	HISTORIC LANDSCAPES
ARC08	MANAGEMENT AGREEMENTS

Chapter No and Name: A05 - CONTROL OF DEVELOPMENT IN THE GREEN BELT

GB02	INFILLING THE GREENBELT
GB03	CHANGE OF USE FOR A BUILDING OF HISTORIC OR ARCHITECTURAL INTEREST
GB04	CHANGE OF USE OF BUILDINGS
GB07	MAJOR DEVELOPED SITES IN THE GREENBELT
GB09	REDEVELOPMENT OF BUILDINGS
GB12	RETAIL DEVELOPMENT IN THE GREENBELT
GB13	STABLES AND EQUESTRIAN DEVELOPMENT
GB17	CRITERIA FOR AFFORDABLE HOUSING IN THE GREENBELT
GB19	OUTDOOR SPORT AND RECREATION
GB20	BUILDINGS FOR SPORT AND RECREATION
GB21	HOLIDAY ACCOMMODATION
GB22	HOLIDAY ACCOMMODATION AND MINOR WORKS
GB23	STORAGE OF CARAVANS IN THE GREENBELT
GB24	ALLOTMENT GARDENS IN THE GREENBELT
GB25	GARDEN EXTENSIONS INTO THE GREEN BELT

Chapter No and Name: A07 - WASTE MANAGEMENT: VOLUME 2

WM01	SUSTAINABLE WASTE MANAGEMENT FACILITIES
WM02	WASTE HIERARCHY
WM03	REDUCE AND RE-USE OF WASTE
WM04	RECOVERY OF WASTE
WM05	WASTE MANAGEMENT FACILITIES: PERMANENT USES
WM06	WASTE MANAGEMENT FACILITIES: PROXIMITY OF OTHER WASTE AND MINERAL EXTRACTION OPERATIONS
WM07	WASTE MANAGEMENT FACILITIES: COMPOSTING OF GREEN WASTE
WM08	WASTE MANAGEMENT FACILITIES: POTENTIAL ISSUES AND IMPACTS
WM09	WASTE MANAGEMENT FACILITIES: SITE ENTRANCES
WM10	WASTE MANAGEMENT FACILITIES: RECYCLING AND THE TRANSFERRING OF WASTE
WM11	WASTE MANAGEMENT FACILITIES: STORAGE IN THE OPEN AREAS
WM13	WASTE DISPOSAL SITES
WM14	WASTE DISPOSAL: LANDRAISING BY DEPOSIT OF WASTE MATERIALS
WM15	WASTE DISPOSAL: AREAS OF NATURE CONSERVATION
WM16	WASTE DISPOSAL: FINAL GRADIENTS AT LANDFILL SITES
WM17	WASTE DISPOSAL: LANDFILL AND LANDRAISING OF SITES
WM18	WASTE DISPOSAL: GAS EMISSIONS AND CONTROL MEASURES

**Chapter No and Name: A08 - SCHEDULE OF LEEDS NATURE CONSERVATION SITES:
VOLUME 2**

A08 NATURE CONSERVATION SITES

**Chapter No and Name: A09A - SCHEDULE OF GENERAL CAR PARKING GUIDELINES:
VOLUME 2**

A09A CAR PARKING GUIDELINES

Chapter No and Name: A09B - CITY CENTRE COMMUTER PARKING: VOLUME 2

CCP1 COMMUTER CAR PARKING AND B1 OFFICES
CCP2 COMMUTER CAR PARKING AND VACANT SITES
CCP3 PARKING PERMIT SCHEMES

Chapter No and Name: A09C – CYCLE PARKING GUIDELINES: VOLUME 2

A09C MOTORCYCLE PARKING GUIDELINES

Chapter No and Name: A09D - MOTORCYCLE PARKING GUIDELINES: VOLUME 2

A09D MOTORCYCLE PARKING GUIDELINES

CHAPTER NO AND NAME: A12 - SHOPPING FRONTAGE POLICIES VOLUME 2

SF01A NON RETAIL USES WITHIN SHOPPING FRONTAGES
SF01B VACANT FLOORSPACE AND NON RETAIL USE
SF02 CITY CENTRE PROPORTION OF NON RETAIL USE
SF03 CITY CENTRE SECONDARY FRONTAGES
SF05 CITY CENTRE FRINGE FRONTAGES
SF06 CITY CENTRE OTHER PROTECTED FRINGES
SF07 S2 CENTRES PRIMARY FRONTAGES
SF08 S2 CENTRES SECONDARY FRONTAGES
SF09 NON RETAIL USE AND RESIDUAL SHOPPING AREAS
SF10A NON RETAIL USES AND OTHER FRONTAGES
SF10B LARGE RETAIL STORES TO NON RETAIL USE
SF13 AMUSEMENT CANTERS AND ARCADES
SF14 TAXI AND PRIVATE HIRE OFFICES
SF15 HOT FOOD TAKE AWAYS

Chapter No and Name: A14 - AIREBOROUGH, HORSFORTH AND BRAMHOPE: VOLUME 2

H3-3A.01 VICTORIA AVENUE, HORSFORTH
N05:A14.1 OAKFORD, OAKFIELD TERRACE, HORSFORTH

GP6(01) PLANE TREE HILL AND RAWDON COMMON
H3-2A.01 GREENLEA CLOSE, YEADON
H3-3A.09 NETHERFIELD ROAD, GUISELEY
H3-1A.01 BACK LANE, GUISELEY
E3C (01) GHYLL ROAD, GUISELEY

Chapter No and Name: A15 - EAST LEEDS: VOLUME 2

H3-1A.18 THE GLENSDALES, RICHMOND HILL, (2.3 HA)
E3C (02) CROSS GREEN INDUSTRIAL ESTATE
E3C (03) LOW FOLD RICHMOND HILL
E3C (04) HAWTHORN FARM, WHINMOOR
E3C (05) COLTON MILL, BULLERTHORPE LANE, COLTON
E3C (06) MANSTON LANE INDUSTRIAL ESTATE
E3C (07) MANSTON LANE, MANSTON

Chapter No and Name: A16 – GARFORTH: VOLUME 2

N05:A16.1 MINERS WELFARE LAND, ALLERTON BYWATER
E3B (04) NEWHOLD, GARFORTH
E3B (05) ABERFORD ROAD, GARFORTH
E3B (06) PECKFIELD COLLIERY (EAST) , MICKLEFIELD
N5:A14.1 BRIGSHAW LANE, KIPPAX

N5:A16.1 WELLAND DRIVE KENNET LANE, GARFORTH
GP6 (04) HANOVER SQUARE, CHURCH LANE CAR PARK
E3C (08) PARKINSON APPROACH, OFF LOTHERTON WAY, GARFORTH
E3C (09) NEWHOLD, GARFORTH

Chapter No and Name: A17 - MORLEY: VOLUME 2

H3-1A.02 WAKEFIELD ROAD, DRIGHLINGTON
H3-3A.02 WHITEHALL ROAD, DRIGHLINGTON
H3-1A.03 STATION ROAD, DRIGHLINGTON
N5:A17.1 MARGESTON ROAD, DRIGHLINGTON
GP6 (05) ADWALTON COMMON, DRIGHLINGTON
H3-1A.04 SCOTT GREEN, GILDERSOME
H3-3A.03 REEDSDALE GARDENS, GILDERSOME
N5:A17.1 HIGHFIELD GARDENS, GILDERSOME
N5:A17.1 STREET LANE / WOODHEAD LANE, GILDERSOME
E3B (07) GILDERSOME SPUR, GILDERSOME
N5:A17.1 REAR OF HARWILL APPROACH, CHURWELL
N5:A17.1 THE FORMER PIT, REAR OF HEPWORTH AVENUE, CHURWELL
H3-1A.05 CHAPEL STREET, MORLEY TOWN
E3B (09) BRUNTCLIFFE LANE, MORLEY
N5:A17.1 DAISY HILL AVENUE, MORLEY
N5:A17.1 HARROP AVENUE, MORLEY
GP6 (16) BRITANNIA QUARRIES, MORLEY
GP6 (17) WEST OF REIN ROAD, DRIGHLINGTON
H3-1A.06 WESTERTON ROAD, WEST ARDSLEY
H3-3A.04 HAIGH MOOR ROAD, WEST ARDSLEY
H3-1A.07 WOOLIN CRESCENT (THE NOOK), WEST ARDSLEY
H3-3A.05 FALL LANE, EAST ARDSLEY
N5:A17.1 QUEEN STREET / GORDON STREET, EAST ARDSLEY
N5:A17.1 NORTH OF COMMON LANE, EAST ARDSLEY
E3C(10) HOWLEY PARK INDUSTRIAL ESTATE, MORLEY

Chapter No and Name: A18 - NORTH LEEDS: VOLUME 2

H3-1A.08 DUNSTARN LANE, ADEL
H3-3A.06 SILK MILL DRIVE, COOKRIDGE
H3-1A.09 MEANWOOD PARK HOSPITAL
E3B (12) PARKSTONE AVENUE AND THE RING ROAD, WEST PARK
N5:A18.1 HOLT LANE, ADEL
N5:A18.1 WOODSIDE QUARRY, WEST PARK
N5:A18.1 WEST PARK, WEST LEEDS

Chapter No and Name: A20 - PUDSEY: VOLUME 2

H3-3A.07 CHERRY TREE DRIVE, FARSLEY
H3-3A.08 CHERRY TREE CRESCENT, FARSLEY
H3-1A.10 HOUGH SIDE ROAD, PUDSEY
H3-3A.10 LUMBY LANE, PUDSEY
H3-1A.41 HARE LANE, PUDSEY
H3-3A.11 ROBIN LANE, PUDSEY
H3-1A.11 THE LANES, PUDSEY
E3B (14) LANE END TERRACE, PUDSEY
GP6 (24) LOWTOWN, PUDSEY
N5:A20.1 UPPERMOOR QUARRIES, PUDSEY
N5:A20.1 COAL HILL LANE, RODLEY
E3B (16) SWINNOW LANE INDUSTRIAL ESTATE, STANNINGLEY
E3B (17) STANNINGLEY STATION, STANNINGLEY
N5:A20.1 HOUGH END, SWINNOW
H3-3A.12 CHARITY FARM, SWINNOW
N5:A20.1 PRIESTHORPE, WOODHALL
H3-2A.08 PUDSEY ROAD, SWINNOW
E3C (11) ROUND HILL, WATERLOO ROAD, PUDSEY

Chapter No and Name: A21 - ROTHWELL: VOLUME 2

H3-1A.12	MAIN STREET, CARLTON
H3-3A.34	MATTY LANE, ROBIN HOOD
H3-1A.14	HALFWAY HOUSE, ROBIN HOOD
H3-3A.13	MAIN STREET MICKLETOWN
GP6 (28)	METHLEY JUNCTION COLLIERY, METHLEY
H3-1A.40	WEST SIDE OF BUTCHER LANE, ROTHWELL TOWN
E3B (20)	PONTEFRACT ROAD / CINDER OVEN BRIDGE, STOURTON
H3-1A.15	POTTERY LANE, WOODLESFORD
& H3-2A.10	
E3C (12)	THWAITE LANE, STOURTON

Chapter No and Name: A22 - SOUTH LEEDS: VOLUME 2

H3-3A.16	WEST GRANGE ROAD, BELLE ISLE
H3-3A.17	URN FARM, BELLE ISLE
H3-1A.19	RING ROAD, MIDDLETON
H3-3A.18	THROSTLE GROVE, MIDDLETON
E3C (13)	GELDERD ROAD SOUTH LEEDS
E3C (14)	MIDDLETON GROVE, HUNSLET
E3C (15)	MIDDLETON GROVE, HUNSLET
E3C (16)	WESTLAND ROAD, BEESTON
E3C (17)	PARKSIDE LANE, BEESTON
E3C (18)	BROWN LANE, HOLBECK
E3C (19)	HUNSLET BUSINESS PARK
E3C (20)	CARLISLE ROAD, HUNSLET
E3C (21)	PEARSON STREET, HUNSLET
E3C (22)	HOLME WELL ROAD, MIDDLETON
E3C (23)	MILLSHAW NORTH, MILLSHAW

Chapter No and Name: A23 - WEST LEEDS: VOLUME 2

E3C (24)	TONG ROAD / AMBERLEY ROAD, ARMLEY
E3C (25)	CARR CROFTS, ARMLEY
E3C (26)	BURLEY PLACE / WEAVER STREET, KIRKSTALL
E3C (28)	OLDFIELD LANE, COPLEY HILL, NEW WORTLEY
E3A & E8 (13)	WHITEHALL ROAD, WORTLEY

Chapter No and Name: A24 - WETHERBY: VOLUME 2

H3-1A.16	PRIMROSE LANE, BOSTON SPA
H3-3A.15	MOSES SYKE, SCARCROFT
N5:A24.1	QUARRY HILL LANE, WETHERBY

Chapter No and Name: A26 - SPECIAL LANDSCAPE AREAS: VOLUME 2

N37:A26	SPECIAL LANDSCAPE AREAS
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APPENDIX 4

HOW EARLIER CONSULTATION HAS INFLUENCED THE CORE STRATEGY

Core Strategy – Issues and Alternative Options Consultation October to December 2007

As a basis for wider engagement and comment, a series of questions for consultation were prepared, which centred upon a number of interrelated themes; Environment, Economy, Regeneration and Renewal, Future Development, Well Connected City and Spatial Scenarios. The key responses to these questions are summarised below. More detailed information can be obtained from the Core Strategy Issues and Alternative Options Report of Consultation (September 2008).

Environment

A very high majority of respondents supported increasing the quantity of greenspace by requiring new development to provide it, building on poor quality green space and improving quality elsewhere, and protecting and enhancing natural habitats.

Many respondents wanted to protect the built heritage and character across Leeds, rather than only in designated areas, and agreed that creative and distinctive design should be encouraged in appropriate locations. However, protection of historic environments must be properly justified as they can be combined with new, innovatively designed development to create distinctive places. Several respondents suggested that designs should also promote eco-friendliness, in terms of use of energy and materials, biodiversity, and local use.

Green Infrastructure

Maintaining the setting of Leeds within a network of connected greenspaces that enhances its environment and distinctiveness was one of the key objectives in the Core Strategy 'Issues and Options'.

In responding to this objective, a high majority of people clearly felt that greenspace is of central importance in developing a spatial vision for Leeds, to quality of life within the city and to the character of neighbourhoods. Specific comments emphasised the role of greenspace in improving health and well being and the associated need to improve public sports facilities, cycling and walking routes and the provision of allotments. It was felt also that there was a need to allocate large greenspace areas, which form a demonstrable part of the Core Strategy spatial vision e.g. River Aire Corridor, Wyke Beck Corridor and Meanwood Ridge. There was recognition also of the importance of increasing the quantity of greenspace for biodiversity reasons, in particular to integrate existing isolated reserves, protecting and enhancing natural habitats (and ancient woodland) and identifying and mapping new opportunities for habitat creation, wildlife corridors and restoration. The role of greenspace in helping to alleviate flood risk and reduce air pollution and the continued protection of Special Landscape Areas were also seen as priorities.

Climate Change

The majority of respondents wanted all new development to be designed according to sustainable construction principles, and to have a challenging target for renewable energy, reducing emissions, and adapting to climate change. There were concerns over how this would impact on the viability of developments. Many people had very strong feelings

about not building homes in high flood risk areas while some argued that flood areas should be left undeveloped to provide greenspace.

Waste

It was felt by respondents, that more needs to be done to minimise waste at its source, e.g. reducing packaging and not providing plastic bags (particularly by supermarkets). More could also be done to help individual households recycle. Most people felt waste facilities should be in commercial/industrial areas, with support also for small-scale facilities in residential and rural areas e.g. for recycling.

Regeneration

A majority of respondents supported the current approach to identifying regeneration areas: i.e. concentrating on high levels of deprivation; poor health; poor education; poor conditions of housing and environment; high crime; high unemployment; areas with little private investment; and areas already designated for regeneration. Many new regeneration areas were suggested: Pudsey; Otley; Headingley; Woodhouse; Holt Park; Guiseley; Micklefield; Kippax; Allerton Bywater; Barnbow (the former "Vickers" site); Cross Gates; rural communities, Kirkstall to Horsforth; Bramley; Kirkstall Road; Leeds/Bradford Corridor; Chapeltown; Harehills; Sheepscar; and Belle Isle.

Housing

A majority of respondents favoured concentrating new housing in the urban area, although housebuilders believed building on greenfield land is necessary to address the need for housing. Some respondents felt there is no room for further housing within urban areas. Other respondents suggested that new greenfield housing development could provide new quality greenspace. Most would accept higher housing densities, particularly in the city centre, town centres and at other transport nodes, but less so, on the edge of the city centre. A widely shared response was that there are too many apartments and additional family housing is needed. Generally, housebuilders think that the Council should not set out the sizes or mix of dwellings. Any control over housing mix would need regular review.

There was support for all proposed methods of increasing affordable housing, including higher targets, lower thresholds, village exception sites and land release. However, housebuilders questioned the robustness of the Council's evidence on the housing market, and stressed that viability of development must not be harmed.

A majority of respondents preferred extension of Cottingley Springs for Gypsy and Traveller accommodation needs. However any extension of this site would be contrary to both national planning guidance and good practice in the development of such provision. Those making written comments, preferred either smaller sites, or advocated listening to the preferences of Gypsies and Travellers themselves (who also favour smaller sites).

Employment

An equal response was given to whether sites for employment need to be widely distributed to be locally accessible or concentrated in areas favoured by business. Most felt that both options would be required due to the different types of employment.

A high majority of respondents favoured protection of the best employment sites, protection of sites for certain employment uses, use of agreements to provide affordable business premises, and use of agreements to secure local training and recruitment. Developers considered that the market needed flexibility. A high majority of respondents also felt that rural areas needed to be treated separately from urban areas. However,

some respondents were concerned that development of rural employment should not be at the expense of greenfield land.

Town Centres

A majority of respondents supported the existing hierarchy: i.e. the city centre; town centres; and local centres. Interest groups also proposed that the City Council should support local shops and assist shopping parades to be viable. It was noted that there needs to be a distinction between town and district centres, and that more detail needs to be provided as to their role and opportunities. Retailers considered the hierarchy should acknowledge the role of existing, accessible, out-of-centre locations, plus locations that could be well served by a choice of means of transport. There also needs to be a recognition that some centres are on the District's boundary and can fulfil a service role for areas outside Leeds, and vice versa.

There were a great many suggestions as to locations for new centres or changes in the designation of centres across the District. Developers also suggested that local centres suitable for expansion or intensification should also be identified. Most agreed with options to intensify or expand particular town centres, although there were doubts over the expansion of Kirkstall and Otley. However, linked to the assumption that this would involve developing on greenfield sites, which is not what was being promoted by the Council. Additional centres were also proposed for intensification or expansion, and it was commented that the potential expansion of Leeds City Centre should be identified.

With regard to the existing out-of-town shopping centres (Colton, Owlcotes, White Rose, and Killingbeck), the majority of respondents felt that they should not be allowed to expand further. Some felt that there may be scope to diversify the facilities on these sites, only if linked to better public transport, housing and provision for smaller and local businesses. However, developers and retailers promoted diversification and expansion. In particular, the owners of White Rose considered it could be part of wider regeneration in south Leeds.

Cultural and Community Facilities

The majority of respondents said that major cultural facilities should be in the city centre, edge of city centre, and outside of the city centre but highly accessible by public transport. It was noted that different types of facility will have different requirements, so location will depend on factors such as use, land area, and access requirements. It was also noted that in reality many people will travel by car so sites would need good motorway access.

There was great support for all the options to improve health and well being, including providing greenspace, improved public sports facilities, cycling and walking routes, allotments, and an accessible network of health facilities. Particular points included suggestions that activity should be built into daily routine, and that improvements in public transport and associated reduction in car use are essential in order to help improve health. It was noted by some respondents that encouraging local food production would reduce traffic and environmental impact.

There was a great majority of support for all the education proposals; schools and colleges to make their facilities available for wider community use; locating schools where they are most accessible to the communities they serve (particularly so that children can walk to school); and encouraging the location of new further education provision within the city centre and town centres.

Transport

There was high support for park and ride, particularly on high volume traffic corridors and where close to rail stations, and where the whole journey cannot be completed by public transport. There was high support for more local rail stations, although with better integration of transport modes and bus priority measures needed. There was widespread support for car free areas, parking management, safe and accessible walking and cycle routes, travel plans, and low emission zones. Only a third were in favour of road user charging. Generally, it was felt that all these measures need to be brought together, in order to be effective.

The majority of respondents preferred that Leeds Bradford Airport should expand to serve those living and working within and beyond the Region, rather than only within it. However, many also noted that they did not want any expansion. This was mainly because of the increased level of emissions from expansion and its subsequent impact on climate change, and the poor location. Overall, if expansion were to go ahead, the great majority would only want this if mitigation measures were put in place for noise, and if public transport was improved, including a rail link. Those in favour of expansion commented that the airport is important to the local and wider economy; it does have a valuable role for short-haul flights; and that if people use Leeds Bradford it cuts down travel to other airports.

Scenarios for the Overall Future Development of Leeds

There was greatest support for Scenario 2 'Compact City', as it allows concentration on areas with good public transport, and will also reduce the need to travel and the need to extend the urban area outwards. The second favourite was Scenario 4 'New Urban Neighbourhoods', as it would ensure development is spread across Leeds in a more sustainable manner, would provide enhanced communities and would reduce commuting. Developers generally favoured Scenario 3 'Dispersed Development Hubs' as it provides more choice of locations, and greenfield land which is easier to develop. Alternatively, there were many suggestions of further combinations including methods for phasing, generally from Scenario 2 into Scenario 4.

Generally it was considered that in order to be more fully assessed, the scenarios need to show how the required housing and employment figures could fit into them. This includes more information about the potential need for development on greenfield land, including greenspace within existing urban areas. There also needs to be more clarity about regeneration in the 'Leeds Bradford corridor'.

General Comments

A number of respondents indicated that the Core Strategy should be more spatial and specific to Leeds, and recognised as a series of places. It should also pay more consideration to the strategies of neighbouring authorities and the role of nearby towns and cities. A number of developers or agents promoted specific sites for development.

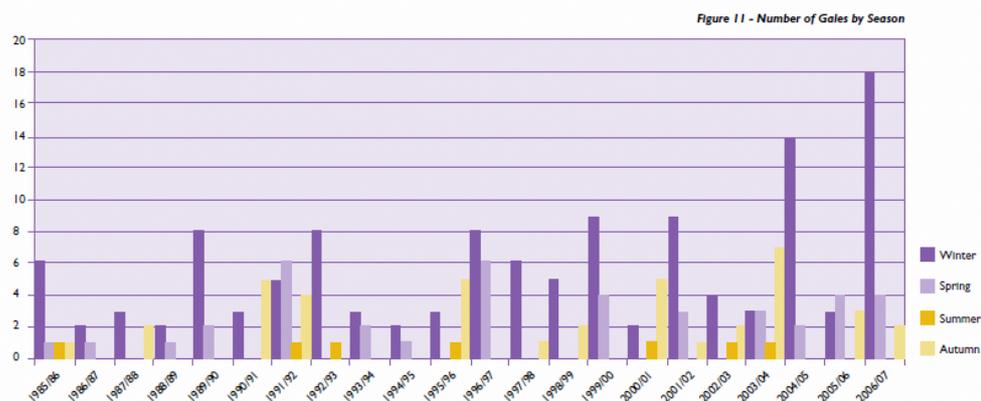
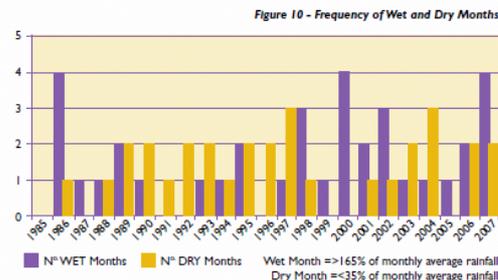
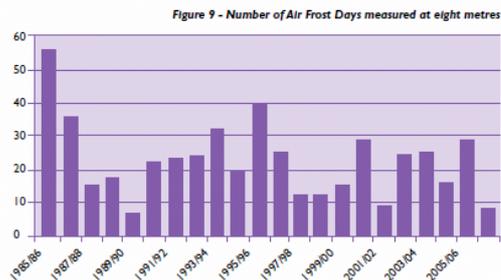
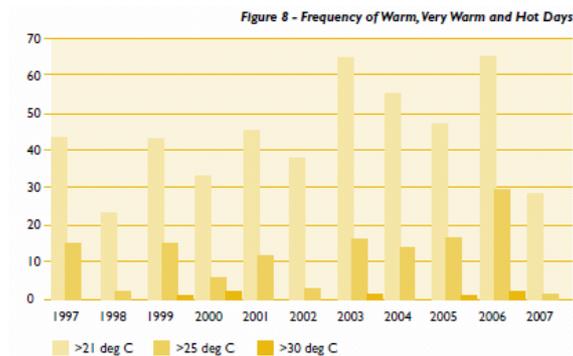
APPENDIX 5

CLIMATE CHANGE IMPLICATIONS FOR LEEDS

Climate change adaptation

The climate of Leeds is changing with profound implications for how the city is planned to be resilient to a changing natural environment.

The Intergovernmental Panel on Climate Change conclude that if global atmospheric CO₂ can be stabilised at 450ppm, there would still be a 50% chance of experiencing 'dangerous climate change', defined as a 2C global rise in temperature. Current emission trends indicate stabilisation will occur at levels approaching 550ppm. This will greatly increase the risk and severity of dangerous climate change.



Climate Change Scenarios

The Hadley Centre (part of the UK Met Office) and the Tyndall Centre have modelled scenarios of future climate change based on different levels of emissions. The UK Climate Impacts Programme (UKCIP) published this information in 2009 as the 'UKCIP09 Climate Change Scenarios'. An extract of the key findings for Yorkshire & Humber is presented below.

Emissions scenario

		Low	Medium	High
2020s	Winter mean temperature	+ 1.3°C	+ 1.3°C	+1.3°C
	Summer mean temperature (mean daily max – mean daily min)	+ 1.4°C (+1.8 to +1.5)	+ 1.3°C (+1.7 to +1.4)	+1.3°C (+1.7 to +1.5)
	Annual mean precipitation (winter mean – summer mean)	+ 1% (+5% to -5%)	0% (+4% to -7%)	0% (+5% to -4%)
2050s	Winter mean temperature	+ 1.9°C	+2.1°C	+2.4°C
	Summer mean temperature (mean daily max – mean daily min)	+2.2°C (+2.6 to +2.4)	+2.3°C (+3.1 to +2.6)	+2.6°C (+3.5 to +2.6)
	Annual mean precipitation (winter mean – summer mean)	0% (+9% to -11%)	0% (+11% to -17%)	0% (+13% to -17%)
2080s	Winter mean temperature	+2.5°C	+2.9°C	+3.6°C
	Summer mean temperature (mean daily max – mean daily min)	+2.5°C (+3.4 to +2.8)	+3.3°C (+4.4 to +3.7)	+4.2°C (+5.6 to +4.7)
	Annual mean precipitation (winter mean – summer mean)	0% (+12% to -16%)	0% (+15% to -22%)	0% (+20% to -27%)

These scenarios illustrate that Yorkshire and the Humber is likely experience warmer winters and hotter summers and that while overall precipitation may not change, it will be concentrated in wetter winters and drier summers.

Observed Weather Trends in Leeds

The former Leeds Weather Centre and the Leeds City Council Met Station have been used to obtain comprehensive weather data for central Leeds for the period 1985- 2007. This data set has been investigated to establish whether there are signs of evidence for local climate change. The following weather related parameters have been assessed and are presented below:

- Frequency of warm, very warm and hot days;
- Frequency of air frost;
- Frequency of wet and dry months;
- Frequency of gales.

It must be noted that a 30-year data set is officially required to define trends in climate change. However, all of these graphs illustrate noticeable trends in support of climate change (as predicted by UKCIP02 scenarios) with the exception of wet/dry months. Some of these trends, particularly those related to temperature, frost and snowfall may have been strengthened by the increased 'urban heat island' effect of Leeds.

The observed weather trends for Leeds provide clear evidence of why there has been an increase in severe weather related events in the Leeds District. Some examples have been listed below:

- Increased frequency and severity of fluvial/valley flooding;
- Increased occurrence of flash floods adjacent to highways and watercourses;
- Increased frequency of drought and summer heat waves;
- Increased occurrence of winter gales;
- Reduced frequency of air frost, snowfall and severe winters.

All of these weather events have happened before, but it is important to stress that these events are now occurring with greater frequency.

Development of a Local Climate Impacts Profile (LCLIP)

Leeds is currently developing a Local Climate Impacts Profile (LCLIP) that will help identify how the local climate in Leeds has changed with time. The LCLIP will investigate past severe weather events and their impacts and consequences for Leeds. This information will help target the most cost effective ways to adapt our infrastructure and working practices to reduce our vulnerability to future severe weather events.

Whatever progress is achieved in helping to mitigate or reduce greenhouse gas emissions, we are committed to significant or even dangerous levels of climate change. It is therefore essential that we adapt our infrastructure to cope with future climate change. We simply cannot afford not to do this.

APPENDIX 6

KEY COMPONENTS OF LEEDS' GREEN INFRASTRUCTURE

1. Hawksworth Moor (a valuable and sensitive area of heather moorland, important for its biodiversity, recreation).

Hawksworth Moor occupies the most westerly part of the Leeds District and is the most extensive area of heather moorland, as well as the highest ground, in Leeds. It is crossed by several walled lanes and offers good long-distant views over Wharfedale and Airedale. The area forms a relatively small part of the much broader Rombalds Moor, which lies within the Bradford district and also forms part of the South Pennine Moors Special Protection Area. This is an important landscape which needs to be sensitively managed in order to both preserve its open moorland character and safeguard its unique biodiversity whilst also facilitating public access.

2. The River Wharfe corridor and its functional floodplain (flood risk, biodiversity, recreation).

The River Wharfe forms part of the northern boundary of the Leeds District and, at its western end, lies close to the Nidderdale Area of Outstanding Natural Beauty (AONB). The river corridor contains large areas which are subject to flooding and several sites which are protected for their nature conservation value. The river corridor therefore needs special consideration to protect its special character, amenity and wildlife value and to contribute to the immediate setting of the AONB. At its eastern end the area includes the distinctive washland landscapes of Linton Ings and Wetherby Ings which, with the river cliff to the north, defines the southern limit of the town. The rising land north and west of the river includes wooded valleys and offers fine views of the Wharfe Valley and the villages of Linton and Collingham.

3. Otley Chevin and woodland on the top of Chevin Ridge (woodland, biodiversity, recreation).

This is a distinctive Leeds landscape feature, characterised by the steep north-facing escarpment slopes with scattered woodlands descending to the flat but well treed arable land south of the river. There are fine long distance views across the valley from many viewpoints on the crest of the escarpment and it is a very popular area for walking. The escarpment is also a dominant and distinctive feature when viewed from the north, particularly the Nidderdale AONB.

4. North Leeds Parkland (water storage, biodiversity, recreation)

This area links the Adel/Alwoodley area of north Leeds with the Wharfe Valley. It is a landscape of well kept agricultural land dotted with farmsteads, small woodlands and shelterbelts with golf courses located along the area's southern fringes. The area incorporates a number of important landscapes, including the Harewood Estate, the nature reserve at Breary Marsh, Golden Acre Park and the broad expanse of Eccup Reservoir.

Of special note is the Capability Brown landscape of the Harewood Estate, a wooded parkland, Grade 1 on the English Heritage Register of Historic Parks & Gardens which includes the historic ruins of Harewood Castle.

The area also contains a network of important public footpath routes, which include the Ebor Way, Dales Way and Leeds Country Way, which all connect into a wider sub-regional network.

5. The Meanwood Valley and Woodhouse Ridge.

The Meanwood Valley, stretching from Golden Acre Park and Breary Marsh in the north, acts as a green corridor linking the countryside to local communities, contributing towards local amenity, improved access to green spaces, wildlife protection and enhancement and general quality of life in the area. The area incorporates a well known and popular trail.

6. Gledhow Valley

The Gledhow Valley acts as a green corridor linking the countryside to local communities, contributing towards local amenity, improved access to green spaces (including Roundhay Park), wildlife protection and enhancement and general quality of life in the area. The area incorporates a well known and popular trail.

7. Bramham Park, Black Fen Wood, limestone ridge, incorporating the Great North Road – Roman Road (woodlands, biodiversity, culture and recreation).

A prominent landscape formed by two escarpments of Lower Magnesian Limestone, stretching from near Bedale in the north, southwards towards Nottingham. In the Leeds district this forms a dominant band of upstanding, gentle undulating and locally well wooded farmland along the whole of the eastern boundary, stretching from Wetherby down to Fairburn Ings and taking in the large country estates of Bramham Park, Lotherton, Parlington Estate, Ledston and Kippax Meadow.

The Magnesian Limestone geology greatly influences the soils and ecological character of the area and provides fertile, intensively farmed arable land, characterised by large fields bounded by low-cut thorn hedges, creating a large scale open landscape. The area has a unifying influence of distinctive limestone buildings.

8. The Wyke Beck Valley and Waterloo Lakes (water storage, flood risk, biodiversity, recreation).

The Wyke Beck Valley acts as a green corridor which links the countryside to local communities, contributing towards local amenity, improved access to green spaces, wildlife protection and enhancement and general quality of life in the area.

9. The Temple Newsam Estate, (culture, woodland, biodiversity and recreation).

Large parkland of city-wide importance linked to the Wyke Beck Valley to the north and the River Aire Corridor to the south. Temple Newsam House is a cultural attraction in its own right in addition to the parks recreation and landscape attributes.

10. The Aire Valley (Upper & Lower) running through Leeds City Centre.

Upper Aire Valley

The area incorporates Hawksworth Wood, Ireland Wood, Kirkstall Valley Park, Kirkstall Forge, Kirkstall Allotments, Kirkstall valley Nature Reserve, stretching down to Gotts Park and the golf course. The area is multi-functional, being important for flood risk, woodland, biodiversity, recreation and food production.

Lower Aire Valley

This corridor and its functional floodplain, incorporates St. Aidan's wetland bird reserve, Skelton Lake, Leeds Country Way (flood risk, biodiversity, recreation). These wetland areas and bird reserves are of regional importance and link through to Fairburn Ings (just beyond the Leeds District boundary). Protecting these important habitats and improving the quality of the River Aire, both in terms of its water quality and as a linear greenspace, which is of value to people and wildlife, will have a beneficial impact on health and people's sense of well-being. The river and canal corridor is one of the district's key arteries, which other recreational routes, such as the Trans-Pennine Trail and more local green corridors connect into. It is also recognised that improvements to the river/canal corridor will have a beneficial impact on settlements beyond Leeds' boundaries, especially downstream, and that it will contribute to the objective of linking up Green Infrastructure at a sub-regional level.

11. Rothwell Country Park, Oulton Golf Course, Oulton Park and Rothwell Pastures (recreation, biodiversity, culture).

The area incorporates part of the Leeds Country Way and provides important linkages to the Lower Aire Corridor and Ouzlewell Green. The area as a whole is important for recreation, biodiversity and culture.

**12. South Leeds Corridor (woodland, biodiversity, recreation).
This area incorporates:**

- Middleton Park, the largest area of Ancient and Semi-Natural Woodland (ASNW) in the Leeds district. Virtually surrounded by development, but with links north to Cross Flatts Park, Holbeck Cemetery and Noster Hill to Elland Road Stadium. There is potential to strengthen links to South Leeds Sports Centre, and beyond the M621 to Holbeck Moor.
- The Dewsbury Road Corridor A generally degraded open corridor which has the potential to become a more important green link between the countryside to the south of the M62, running between Churwell, Morley and Middleton linking and linking up with Middleton Park, Cross Flatts Park and, in the longer term to the River Aire Corridor. This broad area contains West Wood, Sisson's Wood (part ASNW), Thorpe Wood (ASNW) and Dolphin Marsh. The opportunity exists to link this corridor westwards to West Leeds Country Park.

13. The open land between Leeds & Bradford (West Leeds Country Park) (woodland, biodiversity, recreation).

It is considered vital that the open land that exists between the two districts needs to be protected in order to maintain the character and identity of the two cities. The area contains valuable woodland areas, sites of nature conservation value and an extensive rights of way network. The vision for the area is not merely to protect its openness but also to improve its quality and accessibility as an informal recreational resource for the two cities. The area incorporates distinctive landscapes of the Tong Valley, Troydale, Cockersdale Beck, the steep slopes of the Fulneck and Post Hill.

APPENDIX 7

OPTIONS FOR POLICIES ON ENERGY EFFICIENCY AND CARBON REDUCTION

Four options (including a 'do nothing' option) for refining the Core Strategy policies have been considered. Each option has 2 rows; the upper row is the proposed standards for residential development, and the lower row is the proposed standards for non-residential development. In each cell of the table, the **Red text indicates the proposed sustainable construction standard that would apply**, while the **Green text indicates the proposed improvement beyond Part L of the Building Regulations**.

Option	Date	2010	2013	2016
Option 0 'do nothing'	Follow national timetable for Part L for residential development, but only apply remainder of the code to publicly funded residential development	Code level 3 (publicly funded residential only)	Code level 4 (publicly funded residential only)	Code level 6 (publicly funded residential only)
	Non residential (% Part L improvement)	No standard (in line with national timetable for non residential development)	No standard (in line with national timetable for non residential development)	No standard (in line with national timetable for non residential development)
Option 1	Leeds to follow national timetable for CSH (% Part L improvement)	Code level 3 (25%)	Code level 4 (44%)	Code level 6 (zero carbon)
	Leeds BREEAM standard for non-residential buildings requirement (% Part L improvement)	Very Good (in line with national timetable for non residential development)	Excellent (in line with national timetable for non residential development)	Excellent (or Outstanding?) (in line with national timetable for non residential development)
Option 2	Leeds to require national Carbon Improvement standards earlier than national timetable	Code level 4 (44%)	Code level 5 (100%)	Code level 6 (Zero Carbon)
	Leeds BREEAM standard for non-residential buildings requirement (% Part L improvement)	Very Good (in line with national timetable for non residential development)	Excellent (in line with national timetable for non residential development)	Excellent (or Outstanding?) (in line with national timetable for non residential development)
Option 3	Leeds to require tougher Carbon Improvement standards than the national requirements	Code level 3 (25% + 20% improvement)	Code level 4 (44% + 20% improvement)	Code level 6 (Zero Carbon)
	Leeds BREEAM standard for non-residential buildings requirement (% Part L improvement)	Very Good (in line with national timetable for non residential development + 20%)	Excellent (in line with national timetable for non residential development + 20%)	Excellent (or Outstanding?) (in line with national timetable for non residential development + 20%)

Forum for the Future were commissioned to consider the effect of each of these options on the viability of housing development. The results of this study are available as a separate document. The main conclusion of the study is that the viability depends on the particular circumstances and density of development that is being proposed. During the plan period the Council hopes to provide further detailed guidance on the development of appropriate standards for different parts of the District. This would be too detailed for the Core Strategy and therefore the Core Strategy policy provides a general District - wide policy which has been developed on the basis that rigorous standards of sustainable construction are required in order to minimize the environmental damage which results from high levels of housing growth. This particularly applies to carbon reduction. The Forum for the Future study demonstrates that a 20% carbon reduction requirement is essential in order to ensure that we do not seriously exceed national targets for carbon reduction.

Appendix 8: Accessibility Guidelines

Table 1 - Accessibility Standards and Indicators for Employment and Social Infrastructure Uses

Facility site location	Employment	Primary health / Primary education	Secondary health / Secondary education	Leisure and Retail
Destinations in the Leeds main urban area and major settlements or in extensions to the Leeds main urban area and major settlements	Accessibility Standards			
	Offices to be located within 5 min walk to a bus stop offering a 15 min service frequency to a major public transport interchange Industrial and distribution / warehousing development to be located within 10 min walk of a bus stop	Located within 5 min walk of bus stop offering a 15 min service frequency	Located within 5 min walk of a bus stop offering a 15 min service frequency to a major public transport interchange (5 min walk of a bus stop / 10 min walk of a rail station for extensions to major settlements). <i>Destinations in extensions to major settlements should ensure that arrival and departure of public transport services coincide with visiting hours / start and finish times.</i>	Located within 5 min walk of a bus stop offering a 15 min service frequency to a major public transport interchange (10 min walk of a bus stop offering a 30 min service frequency to a major public transport interchange for extensions to major settlements)
	Accessibility Indicators			
Population within 30 min journey time (40 min for extensions to major settlements).	Population within 20 min journey time (30 min journey time for Leeds main urban area extensions and extensions to major settlements plus local population within 20 min walk for extensions to major settlements).	Population within 40 min journey time (60 min for Leeds main urban area extensions and extensions to major settlements).	Population within 30 minute journey time (40 min for extensions to major settlements).	

Destinations in smaller settlements and other rural areas	Accessibility Standards			
	Located within 10 min walk of a bus stop. <i>Ensure that arrival and departure of services coincide with work start and finish times.</i>	Located within 10 min walk of a bus stop. <i>Ensure that arrival and departure of services coincide with appointments / start and finish times of schools.</i>	Located within 10 min walk of a bus stop. <i>Ensure that arrival and departure of services coincide with visiting hours / start and finish times.</i>	Located within 10 min walk of a bus stop.
	Accessibility Indicators			
	Population within 40 min journey time	Population within 40 min journey time.	Population within 60 min journey time.	Population within 40 min journey time.

Table 2 - Accessibility Guidelines for Housing Developments in Leeds (10 dwellings or more)

Origin accessibility: Access from housing (10 dwellings or more)					
Housing site location	To local services	To employment	To primary health / primary education	To secondary health / secondary and tertiary education	To leisure and retail
Origins in the Leeds main urban area or in extensions to the Leeds main urban area	Accessibility Standards				
	Located within a 10 min walk of local services (within 15 min walk for urban area extensions)	Located within 5 min walk to a bus stop offering a 15 min service frequency to a major public transport interchange	Located within a 20 min journey time to primary health / primary education	Located within 5 min walk to a bus stop offering a 15 min service frequency to a major public transport interchange	Located within a 5 min walk to a bus stop offering a direct service
	Accessibility Indicators				
	No/size of facilities within 10 min walk (15 min walk for urban area extensions)	No/size of facilities within 30 min journey time (40 min journey time for urban area extensions)	No size of facilities within 20 min journey time (30 min journey time for urban area extensions)	No/size of facilities within 40 min journey time (60 min journey time for urban area extensions)	No/size of facilities within 30 min journey time
Origins in major settlements or in extensions to major settlements	Accessibility Standards				
	Located within 20 min walk of local services	Located within 5 min walk to a bus stop offering a 30 min frequency service to a major public transport interchange	Located within 5 min walk to a bus stop offering a direct service	Located within 5 min walk to a bus stop offering a 30 min frequency to a major public transport interchange. <i>Ensure that arrival and departure of services coincide with visiting hours / start and finish times.</i>	Located within 10 min walk to a bus stop offering a direct service
	Accessibility Indicators				
	No/size of facilities within 20 min walk	No/size of facilities within 40 min journey time	No/size of facilities within 30 min journey time	No/size of facilities within 60 min journey time	No/size of facilities within 40 min journey time

Origins in smaller settlements and other rural areas	Accessibility Standards				
	Located within 10 min walk to a bus stop offering at least an hourly service	Located within 10 min walk to a bus stop offering a service via a major transport interchange. <i>Ensure that arrival and departure of services coincide with work start and finish times</i>	Located within a 10 min walk to a bus stop offering a direct service. <i>Ensure that arrival and departure of services coincide with appointments / start and finish times of schools.</i>	Located within 10 min walk to a node offering a 15 min frequency service to a major public transport interchange <i>Ensure that arrival and departure of services coincide with visiting hours / start and finish times.</i>	Located within a 10 min walk to a bus stop offering a direct service
	Accessibility Indicators				
		No/size of facilities within 40 min journey time	No/size of facilities within 40 min journey time	No/size of facilities within 60 min journey time	No/size of facilities within 40 min journey time

APPENDIX 9

DELIVERY

In supporting the delivery of the Core Strategy, the City Council will continue to work with a wide range of partners and funding agencies. This will be necessary in order the opportunities and challenges provided by the emerging strategy, in focussing the longer term regeneration and renaissance, economic development and housing requirements in the city. Integral to the preparation of the Core Strategy, will be the need to prepare an Infrastructure Plan, which is consistent with national guidance and with the priorities of the strategy. Whilst some work has been undertaken on detailed aspects of infrastructure planning in Leeds (including major public transport proposals, Flood Alleviation Scheme and studies within Aire Valley Leeds), the preparation of an Infrastructure Plan for the Core Strategy, will need to be developed further. Consultation on the 'Preferred Approach', will help to inform this and the City Council is currently in discussion with a range of national and regional Government Departments and Agencies, to progress funding issues. Within his context also, the City Council will continue to work closely with communities and the private sector and development industry, to help deliver quality development in the city, supported by the necessary infrastructure.

Planning Obligations

To ensure that new development proposals are acceptable in planning terms, there will be a requirement for schemes to provide or contribute towards the provision of infrastructure, facilities and services as necessary. These measures can either be provided on site as part of the development or through a financial contribution towards provision off site. Wherever possible, such measures should be provided on site as part of any new development, however, in certain instances i.e. where on site provision is not feasible, a financial contribution may be considered more appropriate. In appropriate circumstances, 'off site' contributions will be required for major projects including the NGT (New Generation Transport) proposals and the Flood Alleviation Scheme.

Such planning obligations will be secured through Section 106 agreements (or other legally binding agreements as considered appropriate) in order to mitigate against the impact new development will have upon the city's existing infrastructure (e.g. transport provision, local community facilities, greenspace etc). However, new infrastructure will also be required to cater for the high level of growth that is envisaged for the city. Developer contributions will be expected to take a significant role in the funding and delivery of any required new infrastructure.

Accordingly, planning obligations will be used to secure matters such as:

- affordable housing
- education and training provision
- greenspace and biodiversity
- public realm improvements
- transport provision:
 - off-site highway works (including pedestrian/cycle provision and highway junction improvements)
 - public transport infrastructure improvements
 - travel plan measures
- community facilities
- reducing flood risk
- renewable energy

- health facilities
- leisure facilities
- public art
- utility provision

Not all these measures will be applicable in each case. In accordance with guidance contained within Circular 05/2005 “Planning Obligations” and “Planning Obligations Practice Guidance” DCLG 2006, the nature and scale of any planning obligation required will be related to the scale and type of development proposed. The appropriate range and level of contribution required for an individual development will be determined in accordance with policies defined in the Core Strategy and relevant Area Action Plans, and in accordance with detailed guidance contained in Supplementary Planning Documents (existing or as updated and augmented as necessary). Planning obligations will therefore be negotiated on a case by case basis.

Community Infrastructure Levy (CIL)

The Department of Communities and Local Government (CLG) is currently consulting on detailed proposals and draft regulations for the introduction of the Community Infrastructure Levy. The City Council, will need to consider the implications of the emerging CIL regime, in supporting the preparation of an Infrastructure Plan for the Core Strategy.

The Planning Act 2008 provides the legislative basis for the introduction of the Community Infrastructure Levy (CIL). CIL is a new charge which local authorities will be empowered, but not required, to charge on most types of development in their area. Charges will be based on simple formulae relating to the size and character of the development paying it. It is understood that the current intention is to bring the CIL proposals in to effect in April 2010.