

Core Strategy Pre Submission Draft

**Leeds Local Development Framework**

**Core Strategy – Pre Submission Draft**

**24<sup>th</sup> October 2012**

## 1. INTRODUCTION

	PROPOSED CHANGES
Leeds Growth Strategy	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraph 1.15 amended as follows:</li> </ul> <p>In progressing the Vision for Leeds there are a range of partnership arrangements and mechanisms in place, focusing on priorities for action, which will be subject to regular review. As part of this framework, a City Priority Plan (2011-2015) has been developed, along with the City Council's own Business Plan (2011-2015). The Council has also agreed areas for priority housing investment with the Homes and Communities Agency and set these out in a shared Local Investment Plan (2011-15). Leeds is also an active partner in the Leeds City Region grouping of local authorities, acting through the Local Enterprise Partnership, as a focus to tackle strategic issues across the City Region. <b><u>Within this context also, the City Council has worked closely with Metro, through the West Yorkshire Local Transport Plan Partnership, in the preparation of the West Yorkshire Local Transport Plan (My Journey – Connecting people and Places) 2011 – 2026.</u></b></p>
The Regional Context	<ul style="list-style-type: none"> <li>Paragraph 1.17 amended as follows:</li> </ul> <p>The Leeds City Region partnership has therefore developed its own 'Interim Strategy Statement' (<b><u>approved by the Leaders Board in April 2011</u></b>) to provide a strategic context for both plan making and major development proposals. This is to reflect the context of the wider strategy setting work of the Leeds City Region, the uncertainty over RSS, and the duty to co-operate with neighbouring authorities as set out in the Localism Act (Nov 2011). The Heads of Planning and Chief Executives believe that such a statement was urgently needed to provide a framework for the continuing preparation of development plans.</p> <p>Insert new paragraph after 1.18 as follows</p> <p><b><u>1.19 Since the Localism Act received Royal Assent, the NPPF has been finalised and includes further policy in regard of strategic planning. In light of this the city region partnership has further developed its role in support of the Local Planning Authorities in exercising the Duty. This ranges from developing common approaches to documentation through to the</u></b></p>

	<i><b>commitment to develop a spatial investment plan in the City Deal. These actions will help local planning authorities to better understand and respond to activities that take place beyond their plan area and impact on their plan.</b></i>
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## 2. PROFILE OF LEEDS METROPOLITAN DISTRICT

	PROPOSED CHANGES
<p>i) <u>Our City</u></p> <p><b>The Growth of Leeds</b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraph 2.6 amended as follows:</li> </ul> <p><del>Parts of Leeds have a long history, dating</del> <b><u>Leeds has a rich and diverse history. Within the District there are stone hut circles dating from the Bronze Age. The majority of the City Centre dates</u></b> from 1207 when the Lord of the Manor founded a new town with a new road called Briggate leading up to a river crossing. The rest of the City Centre layout has medieval origins, still evident in its street patterns and covered arcades, and the relocation in 1684 of the cloth market onto Briggate created the core of the modern city of Leeds. The City Centre was extended in the mid 1700s on the west side resulting in the numerous squares, which survive today. The population grew to 30,000 at the end of the 18th Century and Leeds became one of the busiest and most prosperous urban centres in the north of England.</p>
<p><b>Housing</b></p>	<ul style="list-style-type: none"> <li>Paragraph 2.13 amended as follows:</li> </ul> <p>One of the biggest challenges Leeds faces is to provide enough quality and accessible homes to meet the city's growing population, whilst protecting the quality of the environment and respecting community identity. <b><u>Within this overall context the need for affordable housing and affordable warmth are key issues.</u></b> It is clear that house building in Leeds needs to significantly increase. Housing starts decreased sharply in July 2008 and since then the rate of new starts has averaged just 80 units a month, compared to a monthly average of 330 in the four previous years. The impacts of the recession are clearly seen in that the completion of new dwellings fell to their lowest level in years during 2010/11.</p>
<p>ii) <u>Our People</u></p> <p><b>Deprivation and Health Inequalities</b></p>	<ul style="list-style-type: none"> <li>Paragraph 2.30, 2.31 and 2.32 amended as follows:</li> </ul> <p>2.30 In terms of health, Leeds performs well compared to the other core cities in England (Birmingham, Bristol, Liverpool, Manchester, Newcastle, Nottingham and Sheffield) and has the lowest mortality rate for males and females of all ages. There have been huge improvements to life expectancy in the last decade, which has increased by two years for both</p>

	<p>men and women and over the same period, the mortality rate fell by over 18%. <b><i>Whilst the health of Leeds has improved overall, the City is performing below the England average. Consequently, the need to tackle health issues and disparities across the District is a major challenge for improvement.</i></b></p> <ul style="list-style-type: none"> <li>• Paragraph 2.31 amended as follows:</li> </ul> <p>2.31 <b><i>Narrowing the health gap within Leeds is a priority within the Leeds City Priority Plan and the Leeds Health and Well Being Strategy.</i></b> Despite becoming wealthier as a city over the last 20 years, Leeds still has too many deprived areas, where there is a poor quality of life, low educational performance, too much crime and anti-social behaviour, poor housing, poor health, and families where no one has worked for a few generations. The gap in life expectancy between the most disadvantaged parts of Leeds and the rest of the city remains at around ten years. <b><i>In seeking to address this key cross cutting issue through the Development Plan and in reflecting the duty to improve Public Health (Health &amp; Social Care Act 2012, Section 12), an integral part of the Core Strategy therefore, is to seek to 'narrow the gap', through the overall approach and policy framework.</i></b></p> <ul style="list-style-type: none"> <li>• Paragraph 2.32 amended as follows:</li> </ul> <p>2.32 Out of 476 Super Output Areas (SOAs) in Leeds, the 2010 Index of Multiple Deprivation shows that there are 92 which fall into the most deprived 10% in the country. In 2007, Leeds had 22 SOAs that were ranked in the most deprived 3% nationally, this number rose to 25 in 2010. Overall, 154 improved their ranking but 322 fell between 2007 and 2010. Gipton and Harehills is the only ward with all of its SOAs ranked in the most deprived 20% nationally. There is therefore a clear need to continue to tackle the multiple problems of poverty and to improve all parts of Leeds. Improving the health of the city's population is a key objective to be the best city in the UK. A thriving economy where people have access to jobs and a decent income is essential to good health. <b><i>Within this context also, information provided through the Joint Strategic Needs Assessment (JSNA) for Leeds, highlights the wide range of health issues and factors across the District and their associated implications. These include population change and key groups within the population (including children and an aging population), behaviours and specific health</i></b></p>
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	<p><i>conditions. The plan provides an opportunity to tackle health priorities in relation to a number of key social determinants of health (including the delivery of high quality housing, the provision of greenspace and in promoting opportunities for cycling and walking).</i></p>
<p><b>iii) <u>Our Green Environment</u></b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>• Paragraph 2.39 amended as follows:</li> </ul> <p>The environment in Leeds is continually improving, including air quality and the cleanliness and attractiveness of the waterways for wildlife, particularly the River Aire and canal corridors. However, the City Centre does have a relatively small amount of greenspace, and so the Council's ambition is to develop a major new City Centre park just south of the River Aire, with strong pedestrian links across the river into the heart of the shopping and commercial area. The upgrading of other City Centre public spaces is also important. <i>In addition, the network of Public Rights of Way (PROW) represents the arteries that help people access the countryside and urban greenspaces, linking people with place and linking urban to rural. Within Leeds there are 819km of rights of way, 628km of footpath, 180km of bridleway, together with a short network of byways and other routes with public access. Included within this total area are key strategic routes (such as the Leeds Country Way and local recreational routes (such as the Meanwood Valley Trail). Within this context also, the City Council has produced a Rights of Way Improvement Plan, in response to the Countryside Rights of Way Act (2000), setting out a 10 year improvement plan for the Rights of Way network.</i></p> <ul style="list-style-type: none"> <li>• Paragraph 2.42 first bullet point amended as follows:</li> <li>• Planning for population growth and the complex needs of a diverse population, <i>(including opportunities to improve public health),</i></li> </ul>

### 3. SPATIAL VISION

<p><b><u>Spatial Vision and Objectives</u></b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>• Paragraph 3.2 third bullet amended point as follows:</li> <li>• The spatial <del><i>distribution</i></del> management of growth will be planned <del><i>and delivered</i></del> to balance the use of brownfield and greenfield land in a sustainable way, as part of an overall framework promoting development in suitable locations as a basis to meet identified needs.</li> <li>• Paragraph 3.2 sixth bullet point amended as follows:</li> <li>• Aire Valley will become an innovative new living and working community, <del><i>supported by the necessary community facilities and infrastructure</i></del>, which is a national model for sustainable development, accommodating up to 9,000 new homes and 35,000 new jobs within a distinctive green environment. An integral part of the urban eco-settlement will be the establishment of low carbon solutions, and energy requirements in established communities will have been significantly reduced by retrofitting.</li> <li>• Paragraph 3.2 eleventh bullet point amended as follows:</li> <li>• Place making will be embedded into the planning process which has led to the creation, protection, and enhancement of buildings, places and spaces that are valued by people. This will have a positive contribution towards better <del><i>public</i></del> health and wellbeing, especially in communities where there have been clear health disparities and disadvantage.</li> </ul>
<p><b><u>Objectives:</u></b>  <b>(ii) Managing the Needs of a Successful District:</b></p> <p><b>(iii) Place making</b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>• Paragraph 3.3 part five amended as follows:  Plan for population growth and the implications of demographic change <del><i>(including opportunities to improve public health)</i></del>.</li> <li>• Paragraph 3.3 part twelve and fourteen amended as follows:  Support high quality design and the positive use of the historic</li> </ul>

	<p>environment to create <b><i>and maintain</i></b> distinctive and cohesive places that include measures to improve community safety.</p> <ul style="list-style-type: none"> <li>• Paragraph 3.3 part fourteen amended as follows:</li> </ul> <p>Support the improved <b><i>public</i></b> health and wellbeing of Leeds' residents and workforce.</p>
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General Policy	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>• Insert new Paragraph 3.4 as follows:</li> </ul> <p><b><i>3.4 To ensure that the positive sustainability aspects of the National Planning Policy Framework are embodied into this plan, the following policy will be relevant to all development proposals.</i></b></p> <ul style="list-style-type: none"> <li>• Insert new policy as follows:</li> </ul> <p><b><i>GENERAL POLICY</i></b></p> <p><b><i>WHEN CONSIDERING DEVELOPMENT PROPOSALS, THE COUNCIL WILL TAKE A POSITIVE APPROACH THAT REFLECTS THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT CONTAINED IN THE NATIONAL PLANNING POLICY FRAMEWORK. IT WILL ALWAYS WORK PROACTIVELY WITH APPLICANTS JOINTLY TO FIND SOLUTIONS WHICH MEAN THAT PROPOSALS CAN BE APPROVED WHEREVER POSSIBLE, AND TO SECURE DEVELOPMENT THAT IMPROVES THE ECONOMIC, SOCIAL AND ENVIRONMENTAL CONDITIONS OF LEEDS.</i></b></p> <p><b><i>PLANNING APPLICATIONS THAT ACCORD WITH THE POLICIES IN THIS PLAN (AND WHERE RELEVANT, WITH POLICIES IN NEIGHBOURHOOD PLANS) WILL BE APPROVED WITHOUT DELAY, UNLESS MATERIAL CONSIDERATIONS INDICATE OTHERWISE.</i></b></p> <p><b><i>WHERE THERE ARE NO POLICIES RELEVANT TO THE APPLICATION OR RELEVANT POLICIES ARE OUT OF DATE AT THE TIME OF MAKING THE DECISION THEN THE COUNCIL WILL GRANT PLANNING PERMISSION UNLESS MATERIAL CONSIDERATIONS INDICATE OTHERWISE – TAKING INTO ACCOUNT WHETHER:</i></b></p> <ul style="list-style-type: none"> <li>• <b><i>ANY ADVERSE IMPACTS OF GRANTING PERMISSION WOULD SIGNIFICANTLY AND DEMONSTRABLY</i></b></li> </ul>
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	<p><b><i>OUTWEIGH THE BENEFITS, WHEN ASSESSED AGAINST THE POLICIES IN THE NATIONAL PLANNING POLICY FRAMEWORK TAKEN AS A WHOLE; OR</i></b></p> <ul style="list-style-type: none"><li><b><i>• SPECIFIED POLICIES IN THAT FRAMEWORK INDICATE THAT DEVELOPMENT SHOULD BE RESTRICTED</i></b></li></ul>
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#### 4. SPATIAL DEVELOPMENT STRATEGY

<p><b>Overview and location of Development</b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraph 4.1.1 amended as follows:</li> </ul> <p>The Spatial Development Strategy outlines the key strategic policies which Leeds City Council will implement to promote and deliver development. The intent of the Strategy is to provide the broad parameters in which development will occur, ensuring that future generations are not negatively impacted by decisions made today. The Spatial Development Strategy is expressed through strategic policies which will physically shape and transform the District. It identifies which areas of the District play the key roles in delivering development and ensuring that the distinct character of Leeds is enhanced. It is complemented by the policies found in the thematic section, which provide further detail on how to deliver the Core Strategy. <i><b><u>Integral to this approach, the plan reflects the duty to improve public health as a cross cutting issue, incorporated within a number of key policy topic areas. This includes housing (improving the supply and quality of new homes in meeting housing need), the economy (providing opportunities for local employment opportunities and job growth), the role of centres (in providing the facilities and services for the community in accessible locations), regeneration (targeting specific priority areas across the District), transport and accessibility (improving public transport and opportunities for walking and cycling), place making (maintaining and enhancing local character and distinctiveness) and the environment (the protection and enhancement of environmental resources including local greenspace).</u></b></i></p>
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#### 4.2 City and Town Centres

<p><b>City and Town Centres</b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraphs 4.2.1 amended as follows:</li> </ul> <p>4.2.1 Town and local centres within the district have generally become established as a consequence of historical growth of the main urban area and outlying towns. They are at the heart of their communities and contribute much to local character and distinctiveness. <i><b><u>Alongside Spatial Policy 2</u></b></i></p>
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	<p><b><u>below, the Placemaking Chapter contains a number of policies setting out the detailed approach towards proposals for main town centre uses, including shopping.</u></b></p> <ul style="list-style-type: none"> <li>• Paragraph 4.2.3 amended as follows:</li> </ul> <p>4.2.3 The Centres Study was carried out during a time of great economic uncertainty. Nonetheless, the Study inevitably not only adopted the population projections upon which the Core Strategy is founded but also trend projections of consumer spending. The Study consequently cautioned against reliance on higher projections, advised that a cautious approach be adopted for the short term with a need to review the position at an early stage. Since the study was written, consumer expenditure has continued to fall and the rate of on-line shopping has increased, both of which will have a negative effect on retail floor space need projections. Nationally, new retail development has slowed significantly. The Centres Study states that only 230,000 sq m of new shopping centre floor space opened in 2010, whilst the longer term pipeline has slipped back from 5 million square metres in 2008 to 3.2 million square metres in 2010, but of this only 11% is under construction, so the majority may be subject to delay or cancellation, reducing the pipeline even more. Whilst the Centres Study makes retail projections for Leeds up to 2028, to cover the lifetime of the Core Strategy, the current economic climate is still very unstable. Consequently the Core Strategy <del>will refer only to the projections made for the first 5 years and even then</del> takes a cautious approach given the continuing uncertainty relating to <b><u>the economic</u></b> climate and the importance of delivering particular major schemes.</p> <ul style="list-style-type: none"> <li>• Paragraph 4.2.5 amended as follows:</li> </ul> <p>4.2.5 Moreover, it is necessary to have regard to the regional/sub-regional shopping hierarchy and the need not to have a detrimental impact on this generally or on other important centres outside the District. Since the Centres Study was completed in 2010, Trinity Walk in Wakefield has opened adding 44,000 sq m (471,000 square feet) of new retail floor space to the centre. It is reasonable to assume, given the findings of the surveys which underpinned the Centres Study, that this will inevitably lead to 'claw back' in retail expenditure by Wakefield residents from Leeds city centre and in particular, <b><u>the out of centre</u></b> White Rose <b><u>Centre</u></b>. In addition to this, Bradford city centre's <del>planned</del> <b><u>planned</u></b> retail scheme Westfield, totalling over 55,000 square metres (nearly 600,000 square feet) is</p>
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	<p>now progressing. This is likely to result in Bradford residents choosing to shop locally in Bradford rather than in Leeds or at the <i>out of centre</i> White Rose <i>Centre</i>. The delivery of <i>the Westfield scheme</i> this centre is crucial to Bradford and to the maintenance of a sustainable hierarchy of shopping centres within the City Region. <i>Therefore the impact of new proposals for out of centre development across Leeds needs to bear in mind potential impact upon other centres in neighbouring authorities (as well as the need to ensure continued investment in existing centres to maintain their vitality).</i> The completion of such retail development schemes need to be taken account of when assessing how the trend based projections set out in the Centres Study should be used for policy development.”</p>
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### 4.3 Leeds City Centre

<p><b>Leeds City Centre</b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>• Paragraph 4.3.3 amended as follows:</li> </ul> <p>Whilst the City Centre has seen substantial new development over the last decade, there remain significant parcels of vacant and underused brownfield land available, particularly to the south of the river (The South Bank - linked to the development of a potential urban eco settlement, connecting to Aire Valley Leeds), to the east of Marsh Lane and along the Wellington Street and Whitehall Road corridors to the west. These areas have great potential to accommodate large scale commercial and mixed use development over the plan period along with a City Centre park. <b><u>Holbeck Urban Village in the south west of the City Centre offers opportunity for significant development of a scale compatible with its historic street pattern and buildings.</u></b> Improving transport links between the City Centre, its surrounding communities, the rest of the City Region and beyond is vital if the economy of the City Centre is to flourish.</p>
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<p><b>Spatial Policy 3: role of Leeds city centre</b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>• Spatial Policy 3 amended as follows:</li> </ul> <p><b><u>SPATIAL POLICY 3: ROLE OF LEEDS CITY CENTRE</u></b></p> <p>THE IMPORTANCE OF THE CITY CENTRE AS AN ECONOMIC DRIVER FOR THE DISTRICT AND CITY REGION WILL BE MAINTAINED AND ENHANCED BY:</p> <p>(i) PROMOTING THE CITY CENTRE'S ROLE AS THE REGIONAL CAPITAL FOR MAJOR NEW RETAIL, LEISURE, HOTEL, CULTURE AND OFFICE DEVELOPMENT;</p> <p>(ii) MAKING THE CITY CENTRE THE MAIN FOCUS FOR OFFICE DEVELOPMENT IN THE DISTRICT (FOCUSSED UPON THE WEST END, SOUTH BANK &amp; HOLBECK URBAN VILLAGE);</p> <p>(iii) VALUING THE CONTRIBUTIONS TO THE LIFE, VITALITY AND ECONOMY OF THE CITY CENTRE MADE BY THE UNIVERSITIES, LEEDS GENERAL INFIRMARY, MAJOR MUSEUMS AND ARENA</p> <p>(iv) COMPREHENSIVELY PLANNING THE</p>
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	<p>REDEVELOPMENT AND RE-USE OF VACANT AND UNDER-USED SITES <b><u>AND BUILDINGS</u></b> FOR MIXED USE DEVELOPMENT AND NEW AREAS OF PUBLIC SPACE (INCLUDING A MAJOR CITY CENTRE PARK IN THE SOUTH BANK AREA);</p> <p>(v) IMPROVING PUBLIC TRANSPORT LINKS BETWEEN THE CITY CENTRE AND THE REST OF THE DISTRICT, INCLUDING LEEDS BRADFORD INTERNATIONAL AIRPORT;</p> <p>(vi) MANAGING FLOOD RISK ISSUES COMPREHENSIVELY THROUGH SUPPORTING THE CONSTRUCTION OF THE LEEDS FLOOD ALLEVIATION SCHEME AND USE OF OTHER FLOOD MITIGATION MEASURES;</p> <p>(vii) ENHANCING STREETS AND CREATING A NETWORK OF OPEN AND GREEN SPACES TO MAKE THE CITY CENTRE MORE ATTRACTIVE, <b><u>FAMILY FRIENDLY</u></b> AND EASIER FOR PEOPLE TO USE AND IN CONSOLIDATING AND ENHANCING SENSE OF PLACE;</p> <p>(viii) IMPROVING CONNECTIONS BETWEEN THE CITY CENTRE AND ADJOINING NEIGHBOURHOODS;</p> <p>(ix) SUPPORT THE ROLE OF LEEDS CITY STATION, ENHANCING LEEDS' ROLE AS A REGIONAL TRANSPORT HUB AND SUPPORTING THE POTENTIAL FOR THE INTEGRATION OF HIGH SPEED RAIL;</p> <p>(x) EXPANDING CITY LIVING WITH A BROADER HOUSING MIX (INCLUDING FAMILY HOUSING).</p>
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#### 4.4 **Regeneration Priority Areas**

<b>South Leeds</b>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraph 4.4.22 amended as follows:</li> </ul> <p>However, the area also has some considerable development potential due its strategic location as a key gateway to the city relationship to the Holbeck Urban Village area and direct access to the motorway network. It also contains a large amount of land forming part of the Council's affordable housing portfolio. As reflected within Middleton's spatial master plan (a Council and Aire Valley Homes partnership document), and the <del>emerging</del> South Leeds Investment Strategy, this land could act as a catalyst for infrastructure improvements and additional investment across the programme area.</p>
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<p><b>Aire Valley Leeds</b></p>	<ul style="list-style-type: none"> <li>• Paragraphs 4.5.1, 4.5.2 and 4.5.3 amended as follows:</li> </ul> <p>4.5.1 Aire Valley Leeds (AVL) is a major economic development and regeneration within the country and city region situated to the south east of the City Centre. It extends to over 1,300 hectares and contains over 450 hectares of sites, which are available for development in the short to medium term, as well as areas of longer term potential. The area sits within the Main Urban Area of the Settlement Hierarchy extending from the M1 motorway into the City Centre along both banks of the River Aire Corridor (<i>see Map 6</i>) and forms a substantial and transformational development opportunity of national significance. AVL has an existing employment base of 800 businesses, employing around 30,000 people and also provides a considerable opportunity for local jobs growth with capacity to support some 35,000 new jobs. Many of the neighbourhoods within and surrounding AVL are within the country's 10% most deprived (most are located within the East Leeds and Inner South Leeds regeneration programme areas), and a key aim is to link residents to current and future economic opportunities within AVL</p> <p>4.5.2 The unique selling point for AVL remains the delivery of a sustainable new district for the city and its region, delivering new jobs and homes. AVL, which has been identified as one of Leeds City Region's Urban-Eco Settlements, will promote sustainable development by seeking the delivery of commercial and residential areas which have high quality environment, energy efficient buildings and operations, low carbon and green business, sustainable transport, community facilities and linked areas of green infrastructure including a new city park in the South Bank area of the City Centre. Delivery of these ambitions will require major improvements to the area's infrastructure such as new public transport routes, bridges, schools and health facilities. In terms of regeneration and housing growth, good initial progress is underway in the delivery of a sustainable low carbon community, commencing with the H2010 housing development at Yarn Street in Hunslet, which incorporates a combined heat and power plant. <i>Map 6 shows the key locations that have been identified as having potential to accommodate major housing and mixed use development within the UES: The South Bank, Hunslet Riverside/Cross Green and Skelton Gate.</i></p> <p>4.5.3 In addition, a significant part of the AVL area (142 hectares) alongside the East Leeds Link Road has recently</p>
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	<p>been approved by Government as an Enterprise Zone (<i>see Map 6</i>). This will help stimulate economic growth by simplifying procedures for planning applications and offering business rate discounts to new business. In turn, this will help provide the catalyst for an area, which will make a significant and lasting contribution to the economic viability and the region and Leeds.</p> <p><i><u>Update Map 6 Aire Valley Leeds - Key locations</u></i></p>
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## 4.6 Housing Development

<u>Leeds City Centre</u>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraph 4.6.9 amended as follows:</li> </ul> <p>In terms of housing land monitoring and the analysis of housing land availability, the City Council regularly updates the position as part of the Strategic Housing Land Availability (SHLAA) Partnership. Within this context, windfall is still recognised as a key component of housing land supply. Based upon past performance and the continued needs for urban renewal and regeneration of Leeds, windfall will continue to play an important role in housing delivery. This is due in part to the scale of the District in respect of the extent of the Main Urban Area of Leeds and large collection of settlements across the District (including Major and Small Settlements identified as part of the Settlement Hierarchy – see Table 1: Identification of Settlement Types). Consequently, the role of windfall and the identification of a windfall allowance is integral to the overall housing strategy set out in this Plan. This is a factor recognised in RSS. Windfall predominantly occurs in urban locations and is therefore consistent with the objectives of the Core Strategy. <del>Once PAS land and UDPR allocations have been accounted for, the only alternative to windfall is further Green Belt release.</del></p> <ul style="list-style-type: none"> <li>Paragraph 4.6.13 amended to add foot note ref: extant planning permissions:</li> </ul> <p>The 66,000 units that will be identified will be composed of current, undelivered allocations (7500 units), extant planning permissions (20,000 units)-<sup>1</sup> and other sites which are deemed to be appropriate for housing delivery, as per the guidelines in Spatial Policy 6 (Figures as at 31 March 2011).</p>
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**Spatial  
Policy 6:**

- Add footnote to read:  
<sup>1</sup>the SHLAA is used to determine deliverability of all extant planning permissions.

- Policy amended as follows:

**SPATIAL POLICY 6: THE HOUSING REQUIREMENT  
AND ALLOCATION OF HOUSING LAND**

70,000 (NET) NEW DWELLINGS NET BETWEEN 2012 AND 2028 WILL BE ACCOMMODATED AT A RATE OF:

- 3,660 PER ANNUM FROM 2012/13 TO THE END OF 2016/17 (18,300)
- 4,700 PER ANNUM FROM 2017/18 (51,700)

DELIVERY OF 500 DWELLINGS PER ANNUM (8,000 OVER THE PLAN PERIOD) IS ANTICIPATED ON SMALL AND UNIDENTIFIED SITES.

GUIDED BY THE SETTLEMENT HIERARCHY, THE COUNCIL WILL IDENTIFY 66,000 DWELLINGS GROSS (62,000 NET) TO ACHIEVE THE DISTRIBUTION IN TABLES H2 AND H3 IN SPATIAL POLICY 7 USING THE FOLLOWING CONSIDERATIONS:

- i) SUSTAINABLE LOCATIONS (WHICH MEET STANDARDS OF PUBLIC TRANSPORT ACCESSIBILITY -SEE THE WELL CONNECTED CITY CHAPTER), SUPPORTED BY EXISTING OR ACCESS TO NEW LOCAL FACILITIES AND SERVICES,
- ii) PREFERENCE FOR BROWNFIELD AND REGENERATION SITES,
- iii) THE LEAST IMPACT ON GREEN BELT PURPOSES,
- iv) OPPORTUNITIES TO **REINFORCE OR** ENHANCE THE DISTINCTIVENESS OF EXISTING NEIGHBOURHOODS AND QUALITY OF LIFE OF LOCAL COMMUNITIES THROUGH THE DESIGN AND STANDARD OF NEW HOMES,
- v) THE NEED FOR REALISTIC LEAD-IN-TIMES AND BUILD-OUT-RATES FOR HOUSING CONSTRUCTION,
- vi) THE LEAST NEGATIVE AND MOST POSITIVE IMPACTS ON GREEN INFRASTRUCTURE, GREEN CORRIDORS, GREENSPACE AND NATURE CONSERVATION,
- vii) GENERALLY AVOIDING OR MITIGATING AREAS OF FLOOD RISK.

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<p><b>Rural economy</b></p>	<p><i>significantly to the local and regional economy. Graduates should be encouraged to remain in the city and use their skills and knowledge to help contribute to Leeds growing economy. Partnership working through local business mentoring and knowledge transfer should help to stimulate business innovation and creativity both locally and globally.</i> It is therefore essential that training and skills development, sites and premises, transport infrastructure, enterprise and innovation are promoted and linked as part of the overall spatial planning framework.</p> <ul style="list-style-type: none"> <li>• Paragraph 4.7.11 amended as follows:</li> </ul> <p><b>4.7.12</b> Overall a balance needs to be struck between providing local employment opportunities, promoting sustainable patterns of development and protecting the character of the countryside <i>and Green Belt designations.</i> The District's Major Settlements have a vital role in serving surrounding rural areas and in providing local job opportunities. In preparing the LDF Allocations documents, sufficient land needs to be made available for economic development purposes (for example rural social enterprises) in these locations taking into account the needs of the wider rural catchment area.</p> <ul style="list-style-type: none"> <li>• Insert new Paragraph after 4.7.11 as follows:</li> </ul> <p><b>4.7.13</b> <i>Outside the major settlements, small businesses and local services are a vital part of the economy and the life of the community. In order to grow and diversify the rural economy the following proposals should be supported, where appropriate;</i></p> <ul style="list-style-type: none"> <li>• <i>conversion of existing buildings</i></li> <li>• <i>promote the development and diversification of agricultural and other land-base rural businesses</i></li> <li>• <i>support provision &amp; expansion of tourist and cultural facilities in appropriate locations</i></li> <li>• <i>retention and development of local services and community facilities.</i></li> </ul>
<p><b>Supporting most new employment development within urban and rural areas</b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>• Paragraph 4.7.14 amended as follows:</li> </ul> <p>East Leeds, the Leeds Bradford Corridor and South Leeds along with the City Centre and Aire Valley Leeds provide a</p>

	<p>number of other locations which will offer opportunity for the new job opportunity <b><i>creations. Aire Valley Leeds, the district's Enterprise Zone is an area covering 142 hectares. As detailed in Spatial Policy 5 the designation of the Zone should help attract long term investment to this area and benefits will be felt across the whole of the district.</i></b> Depending on the type of development, some locations are better suited than others. The Core Strategy will seek to ensure that a variety of suitable locations are available to ensure future job growth.</p> <ul style="list-style-type: none"> <li>• Insert new Paragraphs after 4.7.14 as follows:</li> </ul> <p><b><i>4.7.17 Securing high quality communication infrastructure in particular initiatives to deliver super speed broadband technologies is critical to securing long term economic prosperity and improves business links both locally and internationally.</i></b></p> <p><b><i>4.7.18 Leeds and the region play an integral role in assisting emerging new businesses (business start up, investment in new projects) and encourage young entrepreneurship. These will be supported by the retention and provision of new small start up units including workshops in appropriate locations.</i></b></p> <ul style="list-style-type: none"> <li>• Policy amended as follows:</li> </ul> <p><b><u>SPATIAL POLICY 8: ECONOMIC DEVELOPMENT PRIORITIES</u></b></p> <p>A COMPETITIVE LOCAL ECONOMY WILL BE SUPPORTED THROUGH:</p> <ul style="list-style-type: none"> <li>(i) THE PROVISION AND SAFEGUARDING OF A SUFFICIENT SUPPLY OF LAND AND BUILDINGS, AS PART OF A WIDE PORTFOLIO OF SITES TO MATCH EMPLOYMENT NEEDS AND OPPORTUNITIES FOR B CLASS USES.</li> <li>(ii) PROMOTING THE DEVELOPMENT OF A STRONG LOCAL ECONOMY THROUGH ENTERPRISE AND INNOVATION, IN FACILITATING EXISTING STRENGTHS IN FINANCIAL AND BUSINESS SERVICES AND MANUFACTURING AND TO CONTINUE TO GROW OPPORTUNITIES IN HEALTH AND MEDICAL, LOW CARBON MANUFACTURING, DIGITAL AND CREATIVE, RETAIL, HOUSING AND CONSTRUCTION, SOCIAL ENTERPRISE, <b><i>LEISURE AND TOURISM</i></b> AND THE VOLUNTARY SECTOR.</li> </ul>
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	<p>(iii) JOB RETENTION AND CREATION, PROMOTING THE NEED FOR A SKILLED WORKFORCE, EDUCATIONAL ATTAINMENT AND REDUCING BARRIERS TO EMPLOYMENT OPPORTUNITIES.</p> <p>(iv) SEEKING TO IMPROVE ACCESSIBILITY TO EMPLOYMENT OPPORTUNITIES BY PUBLIC TRANSPORT, WALKING AND CYCLING ACROSS THE DISTRICT AND ESPECIALLY IN RELATION TO JOB OPPORTUNITIES IN THE CITY CENTRE AND AIRE VALLEY LEEDS (URBAN ECO SETTLEMENT AND ENTERPRISE ZONE).</p> <p>(v) SUPPORTING THE RURAL ECONOMY, CONSISTENT WITH THE SETTLEMENT HIERARCHY AND THE PROTECTION AND ENHANCEMENT OF A HIGH QUALITY RURAL ENVIRONMENT.</p> <p>(vi) SUPPORTING TRAINING / SKILLS AND JOB CREATION INITIATIVES VIA PLANNING AGREEMENTS LINKED TO THE IMPLEMENTATION OF APPROPRIATE DEVELOPMENTS GIVEN PLANNING PERMISSION.</p> <p>(vii) DEVELOPING THE CITY CENTRE AND THE TOWN/LOCAL CENTRES AS THE CORE LOCATION FOR NEW RETAIL, AND OFFICE, EMPLOYMENT <b><u>AND OTHER MAIN TOWN CENTRE USES</u></b></p> <p>(viii) SUPPORTING DEVELOPMENT IN EXISTING LOCATIONS/SITES FOR GENERAL INDUSTRIAL AND WAREHOUSE, PARTICULARLY IN LOCATIONS WHICH TAKE FULL ADVANTAGE OF EXISTING SERVICES, HIGH LEVELS OF ACCESSIBILITY AND INFRASTRUCTURE (INCLUDING LOCATIONS AND SITES ACCESSIBLE BY RAIL AND/OR WATERWAY).</p> <p>(ix) <b><u>SUPPORT THE ADVANCEMENT OF HIGH QUALITY COMMUNICATIONS INFRASTRUCTURE TO FOSTER SUSTAINABLE ECONOMIC GROWTH AND TO ENHANCE BUSINESS LINKS.</u></b></p> <p>(x) <b><u>SUPPORT THE RETENTION AND PROVISION OF NEW BUSINESS START-UP UNITS INCLUDING SMALL WORKSHOPS, WHERE APPROPRIATE.</u></b></p>
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#### 4.8 Green Belt

<p><b><u>SPATIAL POLICY</u></b> <b><u>10: GREEN BELT</u></b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Policy amended as follows:</li> </ul>
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	<p><b><u>SPATIAL POLICY 10: GREEN BELT</u></b></p> <p>A SELECTIVE REVIEW OF THE GREEN BELT WILL NEED TO BE CARRIED OUT TO ACCOMMODATE THE SCALE OF HOUSING AND EMPLOYMENT GROWTH IDENTIFIED IN SPATIAL POLICY 6 AND SPATIAL POLICY 9, AS WELL AS AN ADDITIONAL CONTINGENCY TO CREATE NEW PROTECTED AREAS OF SEARCH (TO REPLACE THOSE IN THE UDP WHICH WILL BE ALLOCATED FOR FUTURE DEVELOPMENT). THE SELECTIVE REVIEW WILL GENERALLY CONSIDER GREEN BELT RELEASE AROUND:</p> <p>(i) THE MAIN URBAN AREA (LEEDS CITY CENTRE AND SURROUNDING AREAS FORMING THE MAIN URBAN AND SUBURBAN AREAS OF THE CITY);</p> <p>(ii) MAJOR SETTLEMENTS OF GARFORTH, GUISELEY/YEADON/RAWDON, MORLEY, OTLEY, ROTHWELL AND WETHERBY;</p> <p>(iii) SMALLER SETTLEMENTS (LISTED IN TABLE 1 : SETTLEMENT HIERARCHY);</p> <p>EXCEPTIONALLY, SITES IN OTHER SETTLEMENTS <u><b>OUTSIDE THE SETTLEMENT HIERARCHY</b></u> COULD BE CONSIDERED, WHERE THEY ARE <u><b>WILL BE</b></u> IN SUSTAINABLE LOCATIONS <u><b>WITH ACCESS TO AND ARE ABLE TO PROVIDE A FULL</b></u> RANGE OF LOCAL FACILITIES AND SERVICES AND <u><b>WITHIN THE CONTEXT OF THEIR HOUSING MARKET CHARACTERISTIC AREA</b></u>, AND WHERE SITES ARE MORE APPROPRIATE IN MEETING THE SPATIAL OBJECTIVES OF THE PLAN THAN THE ALTERNATIVES IN HIGHER ORDER SETTLEMENTS <u><b>WITHIN THE SETTLEMENT HIERARCHY</b></u>. OTHERWISE REVIEW OF THE GREEN BELT WILL NOT BE CONSIDERED TO ENSURE THAT ITS GENERAL EXTENT IS MAINTAINED.</p> <p>IN ASSESSING WHETHER SITES IN THE SELECTIVE GREEN BELT REVIEW SHOULD BE ALLOCATED FOR DEVELOPMENT, THE FOLLOWING CRITERIA WILL BE APPLIED:</p> <p>(iv) SITES WILL BE ASSESSED AGAINST THE PURPOSES OF INCLUDING LAND IN GREEN BELTS IDENTIFIED IN NATIONAL GUIDANCE (PPG2/DRAFT NATIONAL PLANNING POLICY FRAMEWORK). THESE PURPOSES ARE:</p> <ul style="list-style-type: none"> <li>• TO CHECK THE UNRESTRICTED SPRAWL OF LARGE BUILT UP AREAS,</li> <li>• TO PREVENT NEIGHBOURING TOWNS FROM</li> </ul>
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	<p>MERGING,</p> <ul style="list-style-type: none"> <li>• TO ASSIST IN SAFEGUARDING THE COUNTRYSIDE FROM ENCROACHMENT,</li> <li>• TO PRESERVE THE SETTING AND SPECIAL CHARACTER OF HISTORIC TOWNS; AND</li> <li>• TO ASSIST IN URBAN REGENERATION.</li> </ul> <p>(v) DEVELOPMENT PROPOSALS NOT PART OF THE SELECTIVE GREEN BELT REVIEW WILL BE CONSIDERED AGAINST THE SUITE OF GREEN BELT POLICIES SAVED FROM THE UDP AND THROUGH THE EMERGING GUIDANCE AND LEGISLATION OF THE LOCALISM ACT.</p>
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#### 4.9 Integrating Transport and Spatial Planning

<p><b>Spatial policy 11: Transport Infrastructure Investment Priorities</b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>• Policy amended as follows:</li> </ul> <p><b><u>SPATIAL POLICY 11: TRANSPORT INFRASTRUCTURE INVESTMENT PRIORITIES</u></b></p> <p>THE DELIVERY OF AN INTEGRATED TRANSPORT STRATEGY FOR LEEDS WILL BE SUPPORTED, WHICH INCLUDES A RANGE OF INFRASTRUCTURE IMPROVEMENTS AND OTHER INTERVENTIONS IN ACCORDANCE WITH THE OBJECTIVES OF WEST YORKSHIRE LOCAL TRANSPORT PLAN 3 AND THE LEEDS CITY REGION TRANSPORT STRATEGY (2009). THE INFRASTRUCTURE DELIVERY PLAN AND THE KEY DIAGRAM GIVE FURTHER DETAILS OF THE SCOPE OF THESE IMPROVEMENTS/INTERVENTIONS. THESE INFRASTRUCTURE IMPROVEMENTS/INTERVENTIONS ARE ALSO SUPPORTED BY THE DEMAND MANAGEMENT MEASURES OUTLINED IN POLICY T1.</p> <p><b><u>SPATIAL PRIORITIES</u></b></p> <p>(i) PUBLIC TRANSPORT IMPROVEMENTS FOR THE BUS AND RAIL NETWORKS (INCLUDING SUPPORTING THE ROLE OF LEEDS CITY STATION, ENHANCING LEEDS' ROLE AS A REGIONAL TRANSPORT HUB, AND NEW RAIL STATIONS WHERE APPROPRIATE) AND INVESTMENT IN A RAPID TRANSIT SYSTEM TO INCREASE RADIAL ROUTE CAPACITY TO THE CITY AND TOWN CENTRES AND TO IMPROVE RELIABILITY TOGETHER WITH INVESTMENT IN THE PROVISION OF</p>
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	<p>PARK AND RIDE FACILITIES;</p> <p>(ii) SURFACE ACCESS IMPROVEMENTS TO SUPPORT GROWTH OF LEEDS BRADFORD INTERNATIONAL AIRPORT (SEE ALSO SPATIAL POLICY 12);</p> <p>(iii) TARGETED HIGHWAY SCHEMES TO ALLEVIATE CONGESTION AND ASSIST IMPROVED CONNECTIVITY FOR LOCAL AND STRATEGIC ORBITAL MOVEMENTS, <b><u>AND THE STRATEGIC ROAD NETWORK;</u></b></p> <p>(iv) EXPANSION OF THE LEEDS CORE CYCLE NETWORK TO IMPROVE LOCAL CONNECTIVITY;</p> <p>(v) IMPROVED FACILITIES FOR PEDESTRIANS TO PROMOTE SAFETY AND ACCESSIBILITY, PARTICULARLY CONNECTIVITY BETWEEN THE 'RIM' AND THE CITY CENTRE;</p> <p>(vi) MEASURES TO DELIVER SAFER ROADS;</p> <p>(vii) THE PROVISION OF INFRASTRUCTURE TO SERVE NEW DEVELOPMENT (INCLUDING WITHIN REGENERATION AREAS DEFINED IN SPATIAL POLICY 4 AND URBAN EXTENSIONS);</p> <p>(viii) SUPPORTING THE DEVELOPMENT OF INFRASTRUCTURE FOR NEW LOW CARBON TECHNOLOGIES;</p> <p>(ix) TRANSPORT IMPROVEMENTS TO CONNECT TO AND FROM <b><u>AND WITHIN</u></b> THE AIRE VALLEY LEEDS DEVELOPMENT AREA (SEE SPATIAL POLICY 5);</p> <p>(x) SUPPORTING HIGH SPEED RAIL AS A LONGER TERM INTERVENTION TO SERVE LEEDS AND THE WIDER CITY REGION BY PROVIDING A SUBSTANTIAL ENHANCEMENT TO INTER-CITY CONNECTIVITY.</p> <p>(xi) PROVISION FOR PEOPLE WITH IMPAIRED MOBILITY TO IMPROVE ACCESSIBILITY</p> <p>ROUTES DESIGNATED IN THE EMERGING TRANSPORT STRATEGY OR PROGRAMMED WORKS WILL BE PROTECTED FROM DEVELOPMENT. CURRENT PROPOSALS ARE IDENTIFIED ON THE KEY DIAGRAM, THE LEEDS TRANSPORT STRATEGY MAP <b><u>(MAP 9)</u></b> AND SAVED UDP POLICIES.</p>
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### **Leeds Bradford International Airport**

Leeds Bradford International Airport	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraph 4.9.13 amended as follows:</li> </ul>
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Leeds Bradford International Airport (LBIA) makes an important contribution to the economic growth of Leeds and the City Region, both in terms of economic attractiveness and as a local employer. It is estimated that LBIA provides in the order of 2,500 jobs within the City Region economy (Arup and Oxford Economics LBIA Impact Assessment 2009). ***Leeds City Station and the Airport provide key components of strategic infrastructure for businesses, residents and visitors. These facilities provide 'gateways' to the City Region as a whole. The national, Trans Pennine and local linkages from Leeds City Station (including those to Manchester International Airport) are complemented and expanded by the national and international connections afforded by LBIA. In accessibility terms also, the Airport is connected to the key settlements of Bradford, Harrogate and York, as well as Leeds, although there are opportunities to improve the public transport links.*** For the future growth of the airport to be sustained, improved connectivity via surface access needs to be delivered. The Leeds City Region Transport Strategy (2009) identifies improved surface access to the airport as a policy priority. Measures are currently being investigated including a tram-train link from the Leeds-Harrogate line and an A65/A658 road link.

- Policy amended as follows:

**SPATIAL POLICY 12: MANAGING THE GROWTH OF LEEDS BRADFORD INTERNATIONAL AIRPORT**

THE CONTINUED DEVELOPMENT OF LEEDS BRADFORD INTERNATIONAL AIRPORT WILL BE SUPPORTED TO ENABLE IT TO FULFIL ITS ROLE AS AN IMPORTANT REGIONAL AIRPORT. THE FURTHER GROWTH OF THE AIRPORT WILL BE SUPPORTED. SUBJECT TO:

- (i) PROVISION OF MAJOR PUBLIC TRANSPORT INFRASTRUCTURE (SUCH AS TRAM TRAIN) AND SURFACE ACCESS IMPROVEMENTS ***AT AGREED PASSENGER LEVELS;***
- (ii) AGREEMENT OF A SURFACE ACCESS STRATEGY WITH IDENTIFIED FUNDING ***AND TRIGGER POINTS;***
- (iii) ENVIRONMENTAL ASSESSMENTS AND AGREED PLANS TO MITIGATE ADVERSE ENVIRONMENTAL EFFECTS, WHERE APPROPRIATE;
- (iv) THE MANAGEMENT OF ANY LOCAL IMPACTS AND IMPLEMENTATION ISSUES,, ***INCLUDING VISUAL AND***

	<b><u>HIGHWAY ISSUES.</u></b>
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#### **4.10 Managing Environmental Resources and Green Infrastructure**

<b>Managing Environmental Resources and Green Infrastructure</b>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraph 4.10.1 amended as follows:</li> </ul> <p>The district's environmental resources are crucial, not just in ensuring quality of life, but also sustaining life itself. The natural world regulates the atmosphere and climate, and plays a part in breaking down waste. It provides the resources that we all use for our daily lives by providing clean air and water, land for growing food, open spaces for our health and well being, minerals to use for building and the resources to provide heat and power. We have an obligation to protect our environmental resources and to pass on to future generations the natural wealth that we have inherited. In addition, there is the requirement to safeguard and conserve biodiversity. Biodiversity in Leeds is not constrained to designated nature conservation sites or merely concerned with rare or threatened species or habitats, it is equally about ensuring that widespread and common species remain an integral part of a sustainable natural environment. <b><u>The Leeds Habitat Network seeks to show where the most important ecological areas and ecological corridors are in relation to each other (see Map 17).</u></b></p> <ul style="list-style-type: none"> <li>Insert new Paragraphs after 4.10.2 as follows:</li> </ul> <p><b><u>4.10.3 Strategic Green Infrastructure is that which has strategic importance across the district due to its size and significance to the city. At this strategic level, Green Infrastructure can include natural and managed green areas in both urban and rural settings. It also includes the strategic connections between green areas for the benefit of people and wildlife. The inclusion of areas forming part of the Strategic Green Infrastructure network does not necessarily mean that no development can take place in these areas (unless precluded by other policies). Development opportunities in appropriate circumstances can provide a basis to ensure that Green Infrastructure can be delivered or achieved (for example within the lower Aire Valley).</u></b></p>
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	<p><b><u>4.10.4 Not all of Leeds' strategic Green Infrastructure is easily accessible. An objective of the core strategy is to improve access. The network of public rights of way (PROW) represents the arteries that help access the countryside and urban green space, linking people with place, and linking urban to rural. Leeds has a network of 799km of footpaths, bridleways and byways. Leeds City Council has prepared a Rights of Way Improvement Plan (ROWIP), which sets out an Action Plan over the period 2009-2017. There is an interdependent relationship between the need to protect, enhance and add to the strategic Green Infrastructure and supporting improvement of the PROW network in planning the future of Leeds. All development proposals should have regard to the ROWIP where relevant.</u></b></p> <ul style="list-style-type: none"> <li>• Paragraph 4.10.3 amended as follows:</li> </ul> <p><b><u>4.10.5</u></b> Green Infrastructure is the network of multi-functional greenspaces, both urban and rural, which includes protected sites, woodlands, <b><u>hedgerows</u></b>, nature reserves, river corridors, public parks and amenity areas, together with green links. It extends from urban centres through green corridors to open countryside and supports the natural, recreational and ecological processes which are integral to the health and quality of life of sustainable communities. A key function of Green Infrastructure is to help maintain and enhance the character and distinctiveness of local communities and the wider setting of places. <b><u>The other possible functions are shown in diagram 5 below.</u></b></p> <ul style="list-style-type: none"> <li>• Paragraph 4.10.4 amended as follows:</li> </ul> <p><b><u>4.10.6</u></b> Integral to Leeds' resilience to climate change is the importance of identifying, linking and extending Strategic Green Infrastructure <b><u>as shown on Map 15</u></b> and increasing the amount, distribution and accessibility of green space. The Core Strategy and the LDF will ensure that the Strategic Green Infrastructure networks found across Leeds are maintained and strengthened in order to fulfil the functions illustrated below <b><u>and any potential conflicts are minimised.</u></b></p> <ul style="list-style-type: none"> <li>• Paragraph 4.10.5 amended as follows:</li> </ul> <p><b><u>4.10.7</u></b> Green Infrastructure has to carry out several of these functions in order to create robust and multifunctional networks. <del>Strategic Green Infrastructure is that which has</del></p>
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<p><b><u>Spatial Policy 13: Strategic Green Infrastructure</u></b></p>	<p><del>strategic importance across the district.</del> Integral to the overall spatial approach of the Core Strategy <del>therefore</del> is the desire to maintain and enhance an integrated network of Strategic Green Infrastructure in the long term <del>as shown on Map 15.</del></p> <ul style="list-style-type: none"> <li>Policy amended as follows:</li> </ul> <p><b><u>SPATIAL POLICY 13: STRATEGIC GREEN INFRASTRUCTURE</u></b></p> <p>THE STRATEGIC GREEN INFRASTRUCTURE FOR THE LEEDS DISTRICT IS <del>DEFINED</del> <b><u>INDICATED</u></b> ON THE KEY DIAGRAM. THIS INFRASTRUCTURE PERFORMS MANY IMPORTANT FUNCTIONS AND PROVIDES FOR OPPORTUNITIES FOR RECREATION. WITHIN THESE AREAS THE COUNCIL WILL MAINTAIN AND, IN PARTNERSHIP WITH OTHERS, ENHANCE THE FOLLOWING KEY CORRIDORS:</p> <ul style="list-style-type: none"> <li>(i) THE AIRE VALLEY, ALONG THE RIVER AND CANAL CORRIDORS AND INCLUDING; WEST LEEDS COUNTRY PARK AND KIRKSTALL VALLEY PARK TO THE NORTH; FAIRBURN INGS; ST AIDANS AND AIRE VALLEY LEEDS TO THE SOUTH, INCORPORATING THE PROPOSED URBAN ECO-SETTLEMENT (WHICH HAS PARTICULAR AIMS TO STRENGTHEN GREEN LINKS TO LEEDS CITY CENTRE, THE LOWER AIRE VALLEY, TEMPLE NEWSAM, AND ROTHWELL COUNTRY PARK);</li> <li>(ii) SOUTH LEEDS (INCLUDING THE MORLEY-MIDDLETON-HOLBECK CORRIDOR);</li> <li>(iii) THE LIMESTONE RIDGE (WHICH RUNS NORTH-SOUTH AT THE EASTERN EDGE OF THE DISTRICT);</li> <li><b><u>(iv) THE WHARFE VALLEY; AND CHEVIN RIDGE;</u></b></li> <li>(v) WYKE BECK VALLEY;</li> <li>(vi) WOODHOUSE RIDGE;</li> <li>(vii) MEANWOOD VALLEY;</li> <li>(viii) TONG COCKERSDALE;</li> <li>(ix) GLEDHOW VALLEY.</li> </ul>
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- ***Insert amended KEY DIAGRAM***

## 5. STRATEGIC THEMES AND POLICIES

<div data-bbox="197 275 504 539"> <h2>5.1 City Centre</h2> </div> <div data-bbox="197 539 504 1744"> <h3>Shopping</h3> </div> <div data-bbox="197 1744 504 2009"> <h3>Convenience Shopping and Local Centres – Within the City Centre</h3> </div>	<div data-bbox="504 275 1458 539"> <h4>Proposed Changes:</h4> <ul style="list-style-type: none"> <li>Map 10 amended as follows: <div data-bbox="609 441 1343 530"> <p><b>Insert Map 10 City Centre Boundary: <i>(new map showing Local Convenience Centres)</i></b></p> </div> </li> </ul> </div> <div data-bbox="504 539 1458 1744"> <ul style="list-style-type: none"> <li>Paragraph 5.1.7 amended as follows: <div data-bbox="596 627 1458 1736"> <p>Beyond the provision anticipated through the Trinity and Eastgate schemes, the City, Town and Local Centres Study 2011 identifies a need for 31,000 sqm of comparison retail space in the city centre, although it will be expected that Leeds City Centre will be the first preference for major shopping provision to meet <b>all <i>the vast majority</i></b> of Leeds' needs for comparison shopping. The Prime Shopping Quarter (PSQ) is of a sufficient size to accommodate anticipated growth in comparison shopping for at least the short to medium period of the plan. Once the Trinity and Eastgate retail developments have completed it is probable that some retail operators will vacate floorspace elsewhere in the PSQ to take up new opportunities in these schemes. It is only after consequent vacancy has been absorbed or dealt with through modernisation or re-designation of frontages that extension of the PSQ be considered, subject to need being confirmed in a further retail study. The Council may identify locations for possible long term growth in comparison retailing which could be extensions of the PSQ or may be sited in the southern half of the City Centre, possibly associated with the Crown Point Retail Park. Over the years Crown Point has transformed into high street shopping although the retail park layout with free car parking remains. Also, with the redevelopment of the former Tetley Brewery, the physical barrier between Crown Point and the historical core of the city will be removed. As such the Core Strategy longer term vision is to assume that Crown Point Retail Park already functions as an integral part of the City Centre rather than a retail warehouse destination.</p> </div> </li> </ul> </div> <div data-bbox="504 1744 1458 2009"> <ul style="list-style-type: none"> <li>Paragraph 5.1.10 amended as follows: <div data-bbox="596 1841 1458 2000"> <p>Given the expected growth in residential and working populations in the City Centre over the plan period a need for further limited provision of convenience stores outside of the PSQ is recognised. This will be particularly true of the southern half where most growth of housing and offices</p> </div> </li> </ul> </div>
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<div data-bbox="196 882 384 1001"> <p><b>A Growing Residential Community</b></p> </div> <div data-bbox="196 1214 410 1332"> <p><b>Policy CC1: City Centre Development</b></p> </div>	<div data-bbox="603 201 1460 488"> <p>is planned. In accordance with district wide retail policy, development will be controlled to channel this provision into existing and new shopping parades <b><u>Local Convenience Centres</u></b> within the City Centre along with complementary convenience facilities (e.g. dry cleaners, off-licenses, banking facilities, medical facilities, cafés, and pubs). Existing shopping parades <b><u>Local Convenience Centres</u></b> include:</p> <ul style="list-style-type: none"> <li>• Clarence Dock,</li> <li>• Great George St,</li> <li>• Woodhouse Lane (University), and</li> <li>• Wellington Street.</li> </ul> <p><b><u>Further Local Convenience Centres may be identified in response to new evidence or new development</u></b></p> </div> <div data-bbox="564 864 1169 900"> <ul style="list-style-type: none"> <li>• Paragraph 5.1.15 amended as follows:</li> </ul> </div> <div data-bbox="603 938 1460 1084"> <p>There should be higher standards of sustainability in dwellings within the Aire Valley Eco Settlement which overlaps the south eastern quadrant of the City Centre, <b><u>providing that development remains viable.</u></b></p> </div> <div data-bbox="564 1122 1002 1158"> <ul style="list-style-type: none"> <li>• Policy amended as follows:</li> </ul> </div> <div data-bbox="603 1196 1305 1232"> <p><b><u>POLICY CC1: CITY CENTRE DEVELOPMENT</u></b></p> </div> <div data-bbox="603 1267 1311 1341"> <p>THE CITY CENTRE WILL BE PLANNED TO ACCOMMODATE AT LEAST THE FOLLOWING:</p> </div> <div data-bbox="512 1341 1453 1729"> <ul style="list-style-type: none"> <li>(i) 655,000 SQM OF OFFICE FLOORSPACE.</li> <li>(ii) 31,000 SQM OF NET ADDITIONAL RETAIL SPACE (COMPARISON), FOLLOWING COMPLETION OF THE TRINITY AND EASTGATE SCHEMES AND SUBJECT TO NEED BEING CONFIRMED IN A FURTHER RETAIL STUDY.</li> <li>(iii) 10,200 DWELLINGS.</li> <li>(iv) SUPPORTING SERVICES AND OPEN SPACES <b><u>AND IMPROVEMENTS TO THE PUBLIC REALM</u></b></li> </ul> </div> <div data-bbox="603 1774 1441 2022"> <p>THIS WILL BE ACHIEVED THROUGH IMPLEMENTATION OF OUTSTANDING PERMISSIONS, DECISION MAKING ON PLANNING APPLICATIONS, MASTER-PLANNING, AND IDENTIFICATION OF APPROPRIATE SITES AND MIXED USE ALLOCATIONS THROUGH LDF ALLOCATIONS DOCUMENTS, ACCORDING TO THE</p> </div>
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	<p>FOLLOWING CRITERIA:</p> <p>a) FAVOURING LOCATIONS WITH THE BEST PUBLIC TRANSPORT ACCESSIBILITY FOR LARGE SCALE OFFICES,</p> <p>b) <del>MIXED OFFICE/RESIDENTIAL SCHEMES TO SITE RESIDENTIAL ON UPPER FLOORS AND AWAY FROM MAJOR ROADS</del> <b><u>ENCOURAGING RESIDENTIAL DEVELOPMENT INCLUDING NEW BUILDINGS AND CHANGES OF USE OF EXISTING PROVIDING THAT IT DOES NOT PREJUDICE THE TOWN CENTRE FUNCTIONS OF THE CITY CENTRE AND THAT IT PROVIDES A REASONABLE LEVEL OF AMENITY FOR OCCUPIERS</u></b></p> <p>c) HOSPITAL, UNIVERSITY, COLLEGE, AND CULTURAL FACILITIES TO BE RETAINED IN THE CITY CENTRE.</p> <p>d) COMPARISON RETAIL SPACE WILL ONLY BE PERMITTED OUTSIDE OF THE PRIME SHOPPING QUARTER WHEN IT CANNOT BE ACCOMMODATED WITHIN THE PRIME SHOPPING QUARTER, OR IN THE CASE OF BULKY GOODS RETAILING SPACE CANNOT BE ACCOMMODATED ALSO IN AREAS DESIGNATED FOR BULKY GOODS RETAILING. <b><u>THIS WILL BE ACCORDING TO NPPF SEQUENTIAL TESTING, AND, IN THE CASE OF PROPOSALS OF 2,500SQM OR MORE ACCORDING TO NPPF IMPACT TESTING.</u></b></p> <p>e) CONSIDERING PROPOSALS FOR CONVENIENCE RETAILING AND CONVENIENCE FACILITIES (SUCH AS DRY CLEANERS, OFF-LICENSES, SMALL BRANCH BANKS, CAFÉS, AND PUBS) AS FOLLOWS:</p> <p>i) <del>BELOW</del> <b><u>UP TO</u></b> 200 SQM ACCEPTABLE ANYWHERE WITHIN THE CITY CENTRE,</p> <p>ii) 200 <del>1</del> – 372 SQM SEQUENTIAL TEST TO INCLUDE THE PRIME SHOPPING QUARTER AND ANY DESIGNATED PARADES <b><u>LOCAL CONVENIENCE CENTRES</u></b> IF THEY FALL WITHIN 300M WALKING DISTANCE, <b><u>OR IF THE PROPOSAL IS NOT COMPLEMENTARY TO THE FUNCTION OF OFFICE AREAS OR ENTERTAINMENT OR CULTURAL DESTINATIONS, INCLUDING THE WATERFRONT</u></b></p> <p>iii) <del>372</del> <b><u>3</u></b> – 1,499 SQM (GROSS) SEQUENTIAL TEST TO INCLUDE THE PRIME SHOPPING QUARTER, ALL DESIGNATED PARADES <b><u>LOCAL CONVENIENCE CENTRES</u></b> AND THOSE CENTRES IDENTIFIED IN POLICY P1 THAT FALL WITHIN A 5 MINUTE INBOUND</p>
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<p><b><u>Connections</u></b></p>	<p>OFF-PEAK DRIVE TIME,</p> <p>iv) 1,500 SQM AND ABOVE SEQUENTIAL TEST AS PER III) ABOVE PLUS AN IMPACT ASSESSMENT ON THE PRIME SHOPPING QUARTER AND <del>PARADES</del> <b><u>LOCAL CONVENIENCE CENTRES</u></b> AND CENTRES IDENTIFIED IN III) ABOVE,</p> <p>v) AGGREGATING FLOORSFACE TOGETHER FOR THE PURPOSES OF THE ABOVE THRESHOLDS IF MORE THAN ONE UNIT IS PROPOSED,</p> <p>SUCH THAT WHERE A REALISTIC ALTERNATIVE OPPORTUNITY EXISTS IN-CENTRE IN THE FIRST INSTANCE, OR EDGE OF CENTRE IN THE SECOND, OR WHERE THE IMPACT ON THE VIABILITY AND VITALITY OF THE PRIME SHOPPING QUARTER, A CENTRE OR <del>DESIGNATED PARADE</del> <b><u>LOCAL CONVENIENCE CENTRES</u></b> WOULD BE <del>HARMFUL</del> <b><u>SIGNIFICANTLY ADVERSE</u></b>, PROPOSALS WILL BE RESISTED.</p> <p>F) A CONCENTRATION OF SHOPS WITH GROUND FLOOR FRONTAGES SHOULD BE MAINTAINED IN THE PRIME SHOPPING QUARTER FOR REASONS OF VITALITY. PROPOSALS FOR NON-RETAIL USE SHOULD NOT RESULT IN THE PROPORTION OF RETAIL FRONTAGE LENGTH FALLING BELOW 80% IN PRIMARY FRONTAGES OR BELOW 50% IN SECONDARY FRONTAGES.</p> <p>PROPOSALS FOR USES OUTSIDE OF THE “A” CLASS WILL NOT BE PERMITTED WITHIN DESIGNATED GROUND FLOOR FRONTAGES.</p> <p><b><u>NB ALL THRESHOLDS ARE FOR GROSS INTERNAL AREA</u></b></p> <ul style="list-style-type: none"> <li>Paragraph 5.1.19 amended as follows: To address the physical and social disconnectivity between the City Centre and the inner-city (the Rim), the Council will advance and promote schemes to improve pedestrian linkages. Particular attention will be given to overcoming obstacles to movement such as Armley Gyratory, Sheepscar Junction and the Southern Inner Ring Road/M621. The West Leeds Gateway Supplementary Planning Document provides more information about Armley Gyratory. In line with Policy CC3, new development will need to be laid out and designed to improve connectivity, for example large redevelopment sites might be laid out with new traversing roads or pathways to improve connectivity; smaller developments might enhance an existing route by providing lighting or</li> </ul>
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<p><b>Policy CC3: Improving Connectivity Between The City Centre &amp; Neighbouring Communities</b></p>	<p>installing windows overlooking the route to improve natural surveillance. <u><b>Any provision made under Policy CC3, will need to be considered in relation to the open space provision or contributions expected under Policy G5. The focus of these policies is to provide appropriate levels of on and off site contributions to open space and infrastructure to improve amenity and connectivity.</b></u></p> <ul style="list-style-type: none"> <li>Policy amended as follows:</li> </ul> <p><b><u>POLICY CC3: IMPROVING CONNECTIVITY BETWEEN THE CITY CENTRE &amp; NEIGHBOURING COMMUNITIES</u></b></p> <p>DEVELOPMENT AT APPROPRIATE LOCATIONS IS REQUIRED <del>TO</del> TO HELP PROVIDE AND IMPROVE ROUTES CONNECTING THE CITY CENTRE WITH ADJOINING NEIGHBOURHOODS AND IMPROVE CONNECTIONS WITHIN THE CITY CENTRE IN ORDER TO <u><b>IMPROVE ACCESS TO JOBS AND SERVICES, TO ENCOURAGE GREATER USAGE AND</b></u> MAKE WALKING AND CYCLING EASIER, SAFER AND MORE ATTRACTIVE, <u><b>NEW DEVELOPMENT WILL BE EXPECTED:</b></u></p> <p><u><b>i) TO MAKE CONTRIBUTIONS (AND CONTRIBUTIONS THROUGH THE COMMUNITY INFRASTRUCTURE LEVY ONCE INTRODUCED),</b></u></p> <p><u><b>ii) IF PROPOSALS ARE LOCATED IN THE LINE OF OR ADJACENT TO A NEW ROUTE OR A ROUTE PLANNED FOR IMPROVEMENT, TO MAKE APPROPRIATE ROUTE ENHANCEMENTS OR APPROPRIATE OFF SITE CONTRIBUTIONS.</b></u></p>
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- Map change

**Updated Map 11: Emerging City Centre Transport Strategy**

## **5.2 MANAGING THE NEEDS OF A SUCCESSFUL DISTRICT**

<p><b><u>Housing</u></b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraph 5.2.3 amended as follows:</li> </ul> <p>5.2.3 In providing a basis for housing supply in the early years of the plan (the first 5 years), there are a number of sites</p>
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**Policy H1:**  
**Managed**  
**Release Of Sites**

which benefit from a planning permission and in addition there are housing allocations released as part of the UDP (phases 2 and 3). These sites are not regarded as being subject to phasing as part of Policy ~~H1~~ P4, as they are regarded as currently available for development. Only sites which do not have an extant planning permission (for housing) or allocation, will be identified as new allocations and phased, through LDF allocations documents (Site Allocations DPD and Aire Valley Area Action Plan).

- Paragraph 5.2.4 amended as follows:

5.2.4 In reflecting the District's strong historical performance in the delivery of previously developed land (PDL), Policy ~~H1~~ P4 identifies a target of 65% (taken from the Regional Spatial Strategy "The Yorkshire and Humber Plan" 2008). According to the amount of deliverable PDL land identified in the SHLAA, 65% presents a realistic target for the first 5 years of the Plan. Beyond this period, although sources of PDL supply are still likely to come forward, more greenfield land as part of the overall balance, will be needed to sustain the housing supply, consequently the target drops to 55%.

- Insert new paragraph after 5.2.6 as follows:

**5.2.7 Deliverable sites for the purposes of this policy will include released greenfield sites which are capable of delivering dwellings within 5 years taking account of the cost and time needed to deliver any necessary infrastructure or remediation.**

- Policy amended as follows:

**POLICY H1: MANAGED RELEASE OF SITES**

LDF ALLOCATION DOCUMENTS WILL ~~PHASE~~<sup>1</sup> THE RELEASE OF ALLOCATIONS ACCORDING TO THE FOLLOWING CRITERIA IN ORDER TO ENSURE SUFFICIENCY OF SUPPLY, GEOGRAPHICAL DISTRIBUTION IN ACCORDANCE WITH SPATIAL POLICY 7, AND ACHIEVEMENT OF A PREVIOUSLY DEVELOPED LAND TARGET OF 65% FOR THE FIRST 5 YEARS AND 55% THEREAFTER. SUBSEQUENT PHASES (AFTER THE FIRST 5 YEARS OF THE PLAN) **SUBJECT TO THESE CONSIDERATIONS, PHASES WITH THE EARLIEST RELEASE** SHOULD BE MADE UP OF SITES WHICH BEST ADDRESS THE FOLLOWING CRITERIA:

- i) LOCATION IN REGENERATION AREAS,

	<p>ii) LOCATIONS WHICH HAVE THE BEST PUBLIC TRANSPORT ACCESSIBILITY,</p> <p>iii) LOCATIONS WITH THE BEST ACCESSIBILITY TO LOCAL SERVICES,</p> <p>iv) LOCATIONS WITH LEAST IMPACT ON GREEN BELT OBJECTIVES, SITES WITH LEAST NEGATIVE AND MOST POSITIVE IMPACTS ON <b><u>EXISTING AND PROPOSED</u></b> GREEN INFRASTRUCTURE, GREEN CORRIDORS, GREEN SPACE AND NATURE CONSERVATION,</p> <p>CONSIDERATION WILL BE GIVEN TO BRINGING FORWARD LARGE SITES, OF MORE THAN 750 DWELLINGS, TO FACILITATE, EARLY DELIVERY IN THE PLAN PERIOD.</p> <p>IN SPECIAL CIRCUMSTANCES, ALLOCATED SITES MAY BE PERMITTED TO BE RELEASED IN ADVANCE OF THEIR PHASING OUTLINED ABOVE, SO LONG AS THE PERMITTED SITE DELIVERS INFRASTRUCTURE AND HOUSING INVESTMENT THAT IS NEEDED WITHIN REGENERATION PRIORITY AREAS. IN SUCH CASES, SUITABLE MECHANISMS WILL BE AGREED TO ENSURE THAT DELIVERY WITHIN THE REGENERATION PRIORITY AREA OCCURS EITHER BEFORE, OR IN CONJUNCTION WITH THE DELIVERY OF THE PERMITTED SITE.</p> <p>WHERE A FIVE YEAR SUPPLY (<b><u>PLUS APPROPRIATE NPPF BUFFER</u></b>) OF DELIVERABLE HOUSING SITES CANNOT BE DEMONSTRATED THROUGH ANNUAL MONITORING, CONSIDERATION WILL BE MADE TO RELEASE THE SUBSEQUENT PHASE OR PHASES OF SITES TO HELP ADDRESS THE SHORTFALL. <del>THE ANY</del> RELEASE OF FURTHER PHASES OF HOUSING LAND MAY <b><u>WILL ONLY</u></b> BE CONSIDERED IF IT IS FOUND THAT EITHER:</p> <p>i) DELIVERY ON PDL IN THE PAST YEAR HAS MET THE TARGET;</p> <p>ii) DELIVERY ON PDL IS EXPECTED TO MEET THE TARGET FOR THE NEXT FIVE YEARS; OR</p> <p>iii) A SUFFICIENT NUMBER OF SITES (EQUIVALENT TO THE FIVE YEAR SUPPLY FIGURE MINUS THE WINDFALL ALLOWANCE) ARE REASONABLY CAPABLE OF BEING DEVELOPED.</p> <p><b><u><sup>1</sup> TO ESTABLISH A SERIES OF SEQUENTIAL BANDINGS OF SITES</u></b></p>
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<p><b>Policy H2: New Housing Development On Non Allocated Sites</b></p>	<ul style="list-style-type: none"> <li>• Policy amended as follows:</li> </ul> <p><b><u>POLICY H2: NEW HOUSING DEVELOPMENT ON NON ALLOCATED SITES</u></b></p> <p>NEW HOUSING DEVELOPMENT WILL BE ACCEPTABLE IN PRINCIPLE ON NON-ALLOCATED LAND, PROVIDING THAT:</p> <ol style="list-style-type: none"> <li>THE NUMBER OF DWELLINGS DOES NOT EXCEED THE CAPACITY OF TRANSPORT, EDUCATIONAL AND HEALTH INFRASTRUCTURE, AS EXISTING OR PROVIDED AS A CONDITION OF DEVELOPMENT.</li> <li>FOR DEVELOPMENTS OF 5 OR MORE DWELLINGS THE LOCATION SHOULD ACCORD WITH THE ACCESSIBILITY STANDARDS IN TABLE 2 OF APPENDIX 2</li> <li>GREEN BELT POLICY IS SATISFIED FOR SITES IN THE GREEN BELT</li> </ol> <p>IN ADDITION, GREENFIELD LAND:</p> <ol style="list-style-type: none"> <li>SHOULD NOT BE DEVELOPED IF IT HAS INTRINSIC VALUE AS AMENITY SPACE OR FOR RECREATION OR FOR NATURE CONSERVATION, <del>AND</del> <b>OR</b> MAKES A VALUABLE CONTRIBUTION TO THE VISUAL, HISTORIC AND/OR SPATIAL CHARACTER OF AN AREA, OR</li> <li>MAY BE DEVELOPED IF IT CONCERNS A PIECE OF DESIGNATED GREENSPACE FOUND TO BE SURPLUS TO REQUIREMENTS BY THE OPEN SPACE, SPORT &amp; RECREATION ASSESSMENT (PPG17AUDIT).</li> </ol>
<p><b>Housing Density</b></p>	<ul style="list-style-type: none"> <li>• Paragraph 5.2.8 amended as follows:</li> </ul> <p>A minimum density policy is needed for Leeds to ensure sustainable housing development. This means efficient use of land in order to avoid more green field land being developed than is necessary and in order to achieve a higher populations in proximity to centres. Lower density schemes will be accepted in exceptional circumstances relating to townscape and character. Exceptional townscape reasons for lower densities will need to consider quality of townscape character including recognition through conservation area character statements, neighbourhood design statements and other published assessments. For clarity, 'urban areas' within Policy H3 includes both the Leeds main urban area as well as major settlements, and 'smaller settlements' includes sites within and adjacent to them. For all other areas, no minimum density applies because other housing Policies only allow</p>

<p>Affordable Housing</p>	<p>for a small amount of housing development in these areas. <u>The density policy will apply to all forms of housing development, including specialist housing, but not residential institutions (Class C2)</u></p> <ul style="list-style-type: none"><li>Paragraph 5.2.12 amended as follows:  Since affordable housing planning policy was first developed in the early 1990s, Leeds has always been able to demonstrate a need for affordable housing (UDP paras 7.5.14 – 19, Assessment 2001/02, Assessment 2003, Assessment 2007 and Assessment 2011). Following national practice guidance, need for affordable housing was calculated to be 480 per annum 2003 and 1889 per annum in 2007. The most recent Strategic Housing Market Assessment (2011) identifies an annual need of 1158 affordable housing dwellings. Not all of this need will be met by the planning system, other methods of delivery such as grant funded schemes also play an important role in the delivery of affordable housing. <u>Given the high level of need, action to secure affordable housing (or contributions) from all developments of new dwellings, will be taken.</u></li><li>Paragraph 5.2.17 amended as follows:  <u>Within this context,</u> Policy H5 provides an overall framework for the provision of affordable housing. It is appropriate that details such as thresholds and targets is provided through a Supplementary Planning Document. This will reflect market conditions and can be reviewed as economic conditions change and the life of the Core Strategy within the context of Policy H5. <u>For schemes that are below the threshold to require the provision of on-site affordable housing, the City Council will seek contributions toward affordable housing in conjunction with the Community Infrastructure Levy.</u></li></ul>
<p><u>Policy H5:</u> <u>Affordable</u> <u>Housing</u></p>	<ul style="list-style-type: none"><li>Policy amended as follows:  <p><b><u>POLICY H5: AFFORDABLE HOUSING</u></b></p><p><u>THE COUNCIL WILL SEEK AFFORDABLE HOUSING EITHER ON-SITE, OFF-SITE OR FINANCIAL CONTRIBUTIONS FROM ALL DEVELOPMENTS OF NEW DWELLINGS.</u> HOUSING DEVELOPMENTS ABOVE A CERTAIN THRESHOLD SHOULD INCLUDE A PROPORTION OF AFFORDABLE HOUSING TO BE <u>NORMALLY</u> PROVIDED ON THE DEVELOPMENT SITE. THE AFFORDABLE HOUSING PROVISION SHOULD</p></li></ul>

	<p>PROVIDE FOR A TENURE MIX IN TERMS OF SUBMARKET AND SOCIAL RENTED HOUSING. OVER THE PLAN PERIOD TO 2028 THE THRESHOLD, AMOUNT OF AFFORDABLE HOUSING AND TENURE SPLITS MAY VARY DEPENDING ON HOUSING NEEDS AND MARKET CONDITIONS APPLICABLE AT THE TIME. AN AFFORDABLE HOUSING SUPPLEMENTARY PLANNING DOCUMENT WILL THEREFORE PROVIDE UP TO DATE GUIDANCE ON <u>THRESHOLDS</u>, TARGETS, <u>AFFORDABILITY MIX AND</u> PROVISION SOUGHT, WHICH MAY VARY DEPENDING ON THE LOCAL AREA. AN ANNUAL UPDATE TO THE SPD OF AFFORDABLE HOUSING PRICE BENCHMARK FIGURES WILL ALSO BE PROVIDED.</p> <p>THE BROAD RANGE OF PROVISIONS <u>FOR A SUPPLEMENTARY PLANNING DOCUMENT</u> WILL BE:</p> <ul style="list-style-type: none"> <li>i) A THRESHOLD BETWEEN 10 AND 15 DWELLINGS WILL APPLY – <u>ON-SITE</u> AFFORDABLE HOUSING WILL BE SOUGHT ON ANY DEVELOPMENT AT OR ABOVE THE THRESHOLD. THERE IS NO SITE SIZE THRESHOLD.</li> <li>ii) OVERALL TARGETS FOR AFFORDABLE HOUSING WILL VARY FROM 5 TO 50%.</li> <li>iii) AFFORDABILITY OF AFFORDABLE HOUSING TO BE DESIGNED TO MEET IDENTIFIED NEEDS OF HOUSEHOLDS AS FOLLOWS; <ul style="list-style-type: none"> <li>• 40% AFFORDABLE HOUSING FOR HOUSEHOLDS ON LOWER QUARTILE EARNINGS</li> <li>• 60% AFFORDABLE HOUSING FOR HOUSEHOLDS ON LOWER DECTILE EARNINGS</li> </ul> <p><del>DURING THE CORE STRATEGY PLAN PERIOD, AFFORDABLE HOUSING SPDS WILL DETERMINE WHAT PARTICULAR THRESHOLDS, TARGETS AND AFFORDABILITY MIX WILL APPLY TO WHICH AREAS OF LEEDS</del></p> </li> <li><u>iv) OFF SITE CONTRIBUTIONS TO TAKE INTO ACCOUNT GEOGRAPHICAL VARIATIONS IN THE HOUSING MARKET AND THE SEPARATE REQUIREMENTS OF THE COMMUNITY INFRASTRUCTURE LEVY.</u></li> </ul> <p>THE AFFORDABLE UNITS SHOULD BE A PRO-RATA MIX IN TERMS OF SIZES AND TYPES OF THE TOTAL HOUSING PROVISION, UNLESS THERE ARE SPECIFIC NEEDS WHICH INDICATE OTHERWISE, AND THEY SHOULD BE SUITABLY INTEGRATED THROUGHOUT A DEVELOPMENT SITE.</p> <p>APPLICANTS MAY CHOOSE TO SUBMIT INDIVIDUAL</p>
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<p>Houses in Multiple Occupation, Student Accommodation, and Flat Conversions</p>	<p>VIABILITY APPRAISALS TO VERIFY THAT THE AFFORDABLE HOUSING TARGET CANNOT BE MET. IN SUCH CASES, AFFORDABLE HOUSING PROVISION MAY BE REDUCED ACCORDINGLY.</p> <p><b><u>AFFORDABLE HOUSING PROVISION SHOULD BE ON SITE, UNLESS OFF SITE PROVISION OR A FINANCIAL CONTRIBUTION CAN BE ROBUSTLY JUSTIFIED.</u></b></p> <p>ELDERLY PERSONS SHELTERED HOUSING AND LOW COST MARKET HOUSING SHOULD NOT EXPECT THE REQUIREMENT FOR AFFORDABLE HOUSING TO BE AUTOMATICALLY WAIVED OR REDUCED, ALTHOUGH INDIVIDUAL VIABILITY APPRAISALS WILL BE TAKEN INTO ACCOUNT.</p> <p>SECURE ARRANGEMENTS IN THE FORM OF S106 AGREEMENTS, MUST BE AGREED TO ENSURE DELIVERY AND THAT AFFORDABILITY EMBODIED WITHIN AFFORDABLE HOUSING IS MAINTAINED FOR FUTURE PEOPLE OF LEEDS IN HOUSING NEED.</p> <ul style="list-style-type: none"> <li>• Insert New paragraph before 5.2.18 amended as follows:</li> </ul> <p><b><u>5.2.19 Houses in Multiple Occupation (HMOs) are an increasingly popular part of the housing market within Leeds. As rooms can be rented individually they provide affordable accommodation used primarily by students, young people and those on lower incomes. Whilst the need for this type of accommodation is not in dispute, HMOs tend to be grouped together in certain inner city areas, becoming the dominant type of housing which can lead to social and environmental problems for local communities.</u></b></p> <ul style="list-style-type: none"> <li>• Paragraph 5.2.18 amended as follows:</li> </ul> <p><b><u>5.2.20</u></b> <del>As a city with two universities and a number of specialist colleges,</del> According to <b><u>figures published by</u></b> Unipol, Leeds had 43,500 students in 2010/11 of which approximately 30,500 sought accommodation through the private rented sector. <b><u>The City's Universities and specialist colleges are an important part of the Leeds economy, but</u></b> significant growth in student numbers in the past has led to high concentrations of student housing in areas of Headingley, Hyde Park and Woodhouse. This generated concerns about loss of amenity to long term residents <b><u>as well as wider concerns about the loss of housing suitable for families.</u></b></p>
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	<ul style="list-style-type: none"> <li>Paragraph 5.2.19 amended as follows:</li> </ul> <p><b><u>5.2.21</u></b> Leeds' SHMA 2010 suggests a levelling off in growth in student numbers in the early years of the Plan which raises question marks over the future of approximately 4000 surplus student bed-spaces. <del>However, demand is expected to continue for many students wanting to live in shared private residential houses, which are now classed as HMOs.</del> <b><u>Demand for student accommodation is variable and is expected to fluctuate over the plan period. Although there is always expected to be a significant demand from many students wanting to live in shared private residential houses which are now classed as HMOs.</u></b></p> <ul style="list-style-type: none"> <li>Paragraph 5.2.21 amended as follows:</li> </ul> <p><b><u>5.2.23</u></b> Changes of occupation of houses from dwelling-house (class C3 of the use class order) to <b><u>small</u></b> shared house (class C4) will require planning permission in the area affected by the HMO Article Four Direction. This includes all of inner Leeds and adjoining suburbs. <b><u>Changes of occupation to large shared houses (sui generis) already require planning permission in every part of the city. The government has recognised that high concentrations of HMOs in an area can lead to the following impacts:</u></b></p> <ul style="list-style-type: none"> <li><b><u>• Increased anti-social behaviour, noise and nuisance</u></b></li> <li><b><u>• Imbalanced and unsustainable communities</u></b></li> <li><b><u>• Negative Impacts on the physical environment and streetscape</u></b></li> <li><b><u>• Pressures upon parking provision</u></b></li> <li><b><u>• Increased crime</u></b></li> <li><b><u>• Growth in the private sector at the expense of owner-occupation</u></b></li> <li><b><u>• Pressure on local community facilities</u></b></li> <li><b><u>• Restructuring of retail, commercial services and recreational facilities to suit the lifestyles of the predominant population.</u></b></li> </ul> <ul style="list-style-type: none"> <li>Paragraph 5.2.21 amended as follows:</li> </ul> <p><b><u>5.2.24</u></b> Core Strategy policy needs to balance the need for growth in HMOs with the need to avoid <del>over</del> <b><u>high</u></b> concentrations which cause loss of amenity and undermine the health and stability of communities. Ease of access to work and universities without needing a car also needs to be considered. <b><u>New HMOs should be located in sustainable locations which allow ease of access to</u></b></p>
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	<p><b><u>work and education by means of sustainable transport, whilst reducing the need to use the private car. Proposals for new HMOs should look to address detailed local amenity issues as discussed in paragraph 5.2.22, including local parking pressures and impacts on neighbours.</u></b></p> <ul style="list-style-type: none"> <li>• Insert new paragraph before 5.2.21 as follows:</li> </ul> <p><b><u>5.2.25 Leeds has a diverse housing stock ranging from large Victorian terraces to modern city centre flats. Some houses tend to be more suitable for families and when these are in areas with high concentrations of HMOs they should remain available for occupation by families. Factors to consider include the size of the dwelling, the amount of garden and private amenity space available, location of the property and any prolonged period of vacancy.</u></b></p> <ul style="list-style-type: none"> <li>• Paragraph 5.2.23 amended as follows:</li> </ul> <p>Conversion of houses into flats will be one of the means of meeting need for smaller households. However, this has to be reconciled with the importance of protecting local amenity and creating good standard dwellings with sufficient parking space and security. <b><u>Factors to take into account when assessing sufficiency of parking include:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>The amount of parking available on and off site</u></b></li> <li>• <b><u>Existing parking pressures</u></b></li> <li>• <b><u>The number of units proposed</u></b></li> </ul> <p>‘Deconversion’ of previously converted flats back into dwelling houses is sometimes sought in order to cater for large families. This will usually be considered acceptable and, if involving only 2 units to 1, does not normally need planning permission.</p> <ul style="list-style-type: none"> <li>• Policy amended as follows:</li> </ul> <p><b><u>POLICY H6: HOUSES IN MULTIPLE OCCUPATION (HMOS), STUDENT ACCOMMODATION, AND FLAT CONVERSIONS</u></b></p> <p>A) WITHIN THE AREA OF LEEDS COVERED BY THE ARTICLE IV DIRECTION FOR HOUSES IN MULTIPLE OCCUPATION (HMOS), DEVELOPMENT PROPOSALS FOR NEW HMOS WILL BE DETERMINED:</p> <ol style="list-style-type: none"> <li>TO ENSURE THAT A SUFFICIENT SUPPLY OF HMOS IS MAINTAINED IN LEEDS,</li> <li>TO ENSURE THAT HMOS ARE DISTRIBUTED IN</li> </ol>
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	<p>AREAS WELL CONNECTED TO EMPLOYMENT AND EDUCATIONAL DESTINATIONS ASSOCIATED WITH HMO OCCUPANTS,</p> <p>iii) TO AVOID DETRIMENTAL IMPACTS THROUGH HIGH CONCENTRATIONS OF HMOS, WHICH WOULD UNDERMINE THE BALANCE AND HEALTH OF COMMUNITIES.</p> <p><b><i>iv) TO ENSURE THAT PROPOSALS FOR NEW HMOS ADDRESS RELEVANT AMENITY AND PARKING CONCERNS.</i></b></p> <p><b><i>v) TO AVOID THE LOSS OF EXISTING HOUSING SUITABLE FOR FAMILY OCCUPATION IN AREAS OF EXISTING HIGH CONCENTRATIONS OF HMOS.</i></b></p> <p><del>ADDITIONAL POLICY MAY BE NEEDED IN THE FUTURE TO DELIVER THE STRATEGIC AIMS OF POLICY H6. BASED ON THESE CRITERIA, SUPPLEMENTARY PLANNING ADVICE WILL SET CEILINGS FOR THE PROPORTION OF HMOS DESIRABLE IN DIFFERENT GEOGRAPHIES OF LEEDS.</del></p> <p>B) DEVELOPMENT PROPOSALS FOR PURPOSE BUILT STUDENT ACCOMMODATION WILL BE CONTROLLED:</p> <p>i) TO HELP EXTEND THE SUPPLY OF STUDENT ACCOMMODATION TAKING PRESSURE OFF THE NEED FOR PRIVATE HOUSING TO BE USED,</p> <p>ii) TO AVOID THE LOSS OF EXISTING HOUSING SUITABLE FOR FAMILY OCCUPATION,</p> <p>iii) TO AVOID EXCESSIVE CONCENTRATIONS OF STUDENT ACCOMMODATION (IN A SINGLE DEVELOPMENT OR IN COMBINATION WITH EXISTING ACCOMMODATION) WHICH WOULD UNDERMINE THE BALANCE AND WELLBEING OF COMMUNITIES,</p> <p>iv) TO AVOID LOCATIONS WHICH ARE NOT EASILY ACCESSIBLE TO THE UNIVERSITIES BY FOOT OR PUBLIC TRANSPORT OR WHICH WOULD GENERATE EXCESSIVE FOOTFALL THROUGH QUIET RESIDENTIAL AREAS <b><i>WHICH MAY LEAD TO DETRIMENTAL IMPACTS ON RESIDENTIAL AMENITY.</i></b></p> <p>C) DEVELOPMENT PROPOSALS FOR CONVERSION OF EXISTING HOUSES INTO FLATS WILL BE ACCEPTED WHERE ALL THE FOLLOWING CRITERIA APPLY:</p> <p>i) THE PROPERTY IS NOT A BACK-TO-BACK DWELLING;</p> <p>ii) THE PROPERTY IS OF SUFFICIENT SIZE (MIN. 100M SQ GROSS) AND THE INTERNAL LAYOUT IS SHOWN TO BE SUITABLE FOR THE NUMBER OF UNITS PROPOSED;</p>
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<p><b>Policy H7 : Accommodation For Gypsies, Travellers And Travelling Show People</b></p>	<ul style="list-style-type: none"> <li>iii) THE IMPACT ON NEIGHBOURING DWELLINGS IS NOT LIKELY TO BE DETRIMENTAL TO THE AMENITY OF THEIR OCCUPANTS BY VIRTUE OF THE CONVERSION ALONE OR CUMULATIVELY WITH A CONCENTRATION OF CONVERTED DWELLINGS, HMOS, OR RESIDENTIAL INSTITUTIONS;</li> <li>iv) WHERE THERE IS A DEMAND FOR FAMILY SIZED ACCOMMODATION AND THE PROPERTY HAS (OR HAS THE POTENTIAL FOR PROVISION OF) GOOD ACCESS TO SUITABLE SPACE FOR PRIVATE RECREATION, PROVISION IS NORMALLY MADE FOR AT LEAST ONE FAMILY SIZED UNIT IN THE PROPOSED MIX OF FLATS;</li> <li>v) SUFFICIENT EASILY ACCESSIBLE AND APPROPRIATELY LOCATED OFF AND ON STREET CAR AND CYCLE PARKING IS INCORPORATED;</li> <li>vi) THE PROPOSED DWELLINGS PROVIDE SATISFACTORY INTERNAL LIVING ACCOMMODATION IN TERMS OF DAYLIGHT, OUTLOOK AND JUXTAPOSITION OF LIVING ROOMS AND BEDROOMS;</li> <li>vii) EACH DWELLING HAS SAFE AND SECURE (AND WHERE POSSIBLE, LEVEL) ACCESS FROM THE STREET AND ANY PARKING AREAS AND SUITABLE ACCESSIBLE ENCLOSURES ARE PROVIDED FOR REFUSE STORAGE.</li> </ul> <ul style="list-style-type: none"> <li>• Paragraph 5.2.26 amended as follows:</li> </ul> <p>Following consideration of the GTAA findings, relevant guidance, local circumstances and the analysis of immediate short/medium term priorities, the initial focus of the City Council has been to address the housing needs of the Leeds based 'roadside' families, who have a housing need for 12 pitches <u><i>in advance of producing future Site Allocations plans.</i></u></p> <ul style="list-style-type: none"> <li>• Policy amended as follows:</li> </ul> <p><b><u>POLICY H7 : ACCOMMODATION FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOW PEOPLE</u></b></p> <p>THE CITY COUNCIL WILL IDENTIFY SUITABLE SITES (OF AROUND NO MORE THAN 12 <del>15</del> PITCHES PER SITE) TO ACCOMMODATE GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE, THROUGH A SITE ALLOCATIONS DPD, SUBJECT TO THE FOLLOWING CRITERIA:</p> <ul style="list-style-type: none"> <li>i) SITES MUST BE LOCATED NEAR MAJOR ROADS AND</li> </ul>
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	<p>HAVE REASONABLE ACCESS TO PUBLIC TRANSPORT, HEALTH CARE, SCHOOLS, SHOPS AND LOCAL SERVICES (AND SHOULD NOT BE LOCATED ON LAND THAT IS DEEMED UNSUITABLE FOR GENERAL HOUSING SUCH AS LAND THAT IS CONTAMINATED, ADJACENT TO REFUSE SITES, LANDFILL SITES, HEAVY INDUSTRY OR ELECTRICITY PYLONS.),</p> <p>ii) SITES SHOULD AVOID ZONES OF HIGH FLOOD RISK <b><u>(ZONE 3 FLOOD RISK AREAS)</u></b>,</p> <p>iii) THE FOLLOWING ORDER OF PREFERENCE FOR CATEGORIES OF LAND SHOULD BE FOLLOWED: BROWNFIELD, GREENFIELD AND GREEN BELT,</p> <p>iv) ALTERATIONS TO THE GREEN BELT BOUNDARY TO ACCOMMODATE SITES WILL ONLY BE CONSIDERED IN EXCEPTIONAL CIRCUMSTANCES, TO MEET A SPECIFIC IDENTIFIED NEED. IN SUCH CIRCUMSTANCES AND AS PART OF THE SITE ALLOCATIONS DPD, <del>AND</del> SITE WILL BE SPECIFICALLY ALLOCATED AS A GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITE ONLY.</p> <p>v) SITES SHOULD AVOID DESIGNATED AREAS, INCLUDING NATURE CONSERVATION SITES AND SPECIAL LANDSCAPE AREAS AND SHOULD NOT INTRODUCE UNACCEPTABLE OFF-SITE IMPACTS SUCH AS MIGHT OCCUR FROM RECREATIONAL PRESSURES ON SUCH SITES.</p>
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## b) **Supporting Employment Opportunities**

<b>Supporting Employment Opportunities</b>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraph 5.2.31 amended as follows:</li> </ul> <p><b><u>5.2.36</u></b> The Leeds Employment Land Review (2010 Update) identifies there are 85 sites in the existing portfolio for general employment use, amounting to 400 hectares. Almost 50% of this land area comprises of UDP allocated employment land. The LDF Allocations documents will seek to identify the additional 143 hectares of land for general employment uses.</p> <p><b><u>For clarity, general employment land relates to all the</u></b></p>
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<p><b>Policy EC1: General Employment Land</b></p>	<p><b><u>B Class employment sectors except for offices. EC1 refers to research and development (B1b class), light industry (B1c), general industry (B2) and storage or distribution (B8).</u></b></p> <ul style="list-style-type: none"> <li>• Paragraph 5.2.33 amended as follows:</li> </ul> <p><b><u>5.2.38</u></b> An oversupply position will have been reached if more land is allocated and/or has planning permission in the district than is needed to meet the outstanding requirement until the end of the Plan period and this also represents more than ten years worth of supply. <del>Consideration needs to be given to the availability of employment land and premises in local areas of the district.</del> In the event of an oversupply, consideration should be given as to whether the excess land is more appropriately used for other forms of development, with first priority given to other forms of economic development which accord with <b><u>other than those set out</u></b> in part A &amp; B of the Policy. <b><u>Along with the total amount of employment land, consideration also needs to be given to the availability of employment land and premises in local areas of the district.</u></b></p> <ul style="list-style-type: none"> <li>• Policy amended as follows:</li> </ul> <p><b><u>POLICY EC1: GENERAL EMPLOYMENT LAND</u></b></p> <p>(A) GENERAL EMPLOYMENT LAND WILL BE IDENTIFIED, IN THE FIRST INSTANCE, TO MEET THE IDENTIFIED NEED FOR LAND TO ACCOMMODATE RESEARCH AND DEVELOPMENT, INDUSTRY, WAREHOUSING AND WASTE USES OVER THE PLAN PERIOD (AS IDENTIFIED IN SPATIAL POLICY 9) INCLUDING A MARGIN OF CHOICE FOR THE MARKET BY:</p> <ol style="list-style-type: none"> <li>CARRYING FORWARD EXISTING ALLOCATIONS AND OTHER COMMITMENTS THAT HAVE BEEN ASSESSED TO BE SUITABLE, AVAILABLE AND DELIVERABLE FOR GENERAL EMPLOYMENT USE OR,</li> <li>IDENTIFYING NEW ALLOCATIONS OF GENERAL EMPLOYMENT LAND TO ADDRESS DEFICIENCIES IN THE EXISTING SUPPLY OVER THE DISTRICT AND WITHIN LOCAL AREAS IN THE FOLLOWING LOCATIONS, SUBJECT TO THE SUITABILITY, AVAILABILITY AND DELIVERABILITY OF THAT LAND: <ul style="list-style-type: none"> <li>• IN ACCESSIBLE LOCATIONS WITHIN THE MAIN URBAN AREA, MAJOR SETTLEMENTS AND SMALLER SETTLEMENTS; INCLUDING SITES WITH GOOD ACCESS TO THE MOTORWAY, RAIL AND WATERWAYS NETWORKS;</li> <li>• WITHIN REGENERATION AREAS IDENTIFIED IN</li> </ul> </li> </ol>
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<p>Office Development</p>	<p>SPATIAL POLICY 4.</p> <ul style="list-style-type: none"> <li>• WITHIN ESTABLISHED INDUSTRIAL AREAS;</li> <li>• WITHIN URBAN EXTENSIONS LINKED TO NEW HOUSING PROPOSALS TO HELP DELIVER SUSTAINABLE MIXED USE COMMUNITIES.</li> </ul> <p>iii) PHASING THE RELEASE OF THE LAND CONSISTENT WITH THE OVERALL STRATEGY FOR MAJOR REGENERATION AND HOUSING GROWTH.</p> <p>iv) IDENTIFYING FREIGHT STORAGE / DISTRIBUTION OPPORTUNITIES AS PART OF THE OVERALL EMPLOYMENT LAND REQUIREMENT SET OUT IN SPATIAL POLICY 9. THE SITE SEARCH WILL BE FOCUSED IN THE FOLLOWING LOCATIONS:</p> <ul style="list-style-type: none"> <li>• ALONG RAIL CORRIDORS, PARTICULARLY IN THE AIRE VALLEY</li> <li>• ALONG THE AIRE AND CALDER NAVIGATION</li> </ul> <p>(B) OTHER USES (<i>I.E.</i> SUI GENERIS) WITH SIMILAR LOCATIONAL REQUIREMENTS TO THE EMPLOYMENT USES SET OUT UNDER (A) WHICH ARE GENERALLY LESS WELL SUITED TO LOCATING IN CENTRES, RESIDENTIAL AREAS OR OTHER ENVIRONMENTALLY SENSITIVE AREAS ARE ACCEPTABLE ON GENERAL EMPLOYMENT SITES.</p> <p>(C) IN THE EVENT OF AN OVERSUPPLY POSITION BEING REACHED DURING THE PLAN PERIOD, GENERAL EMPLOYMENT LAND ALLOCATIONS WILL BE ACCEPTABLE FOR USES OTHER THAN THOSE SET OUT IN PARTS (A) AND (B) OF THIS POLICY PROVIDING THE PROPOSAL ACCORDS WITH OVERALL STRATEGY AND OTHER PLAN POLICIES.</p> <ul style="list-style-type: none"> <li>• Paragraph 5.2.34 amended as follows:</li> </ul> <p><b><u>Office Development Office-based land requirement</u></b></p> <p><b><u>5.2.39 Paragraph 4.7.18</u></b> to Spatial Policy 9 identifies <i>that a minimum of 706,250sq.m of office floorspace will be provided over the Plan period. This provision will comprise of new and existing locations. The Leeds Employment Land Review (2010 Update) identified current commitments on sites which amount appropriately to 840,000sqm. However</i> over a third of the existing supply is located outside the City Centre, <i>resulting in further floorspace being needed to help prioritise the locating of offices in centres. These permissions</i> this includes the remaining land at partially developed sites, such as the business park at Thorpe Park and office development at</p>
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## Leeds Valley Park.

- Paragraph 5.2.35 amended as follows:

**5.2.40** It is anticipated that current commitments, in the form of planning permissions, will be used to help meet the overall requirements identified above. ~~Current commitments on sites which the Leeds Employment Land Review (2010 Update) identified as appropriate to be retained amount to approximately 840,000 sq.m.~~ In order to provide flexibility when determining renewals of existing out of centre office applications, 160,000 sq.m of floorspace will be identified in or on the edge of the City and town centres. This will therefore bring the total office floorspace required up to 1,000,000 sq.m

- Paragraph 5.2.36 amended as follows:

**5.2.41** *The breakdown of* the existing supply of commitments ~~(840,000 sq.m)~~ includes for out of centre sites amount to 322,470 sq.m, with a further 19,290 sq.m is located in or on the edge of town centres and 498,736sq.m is located in the City Centre. ***Spatial Policy 9 states that an additional*** ~~Therefore the remainder of the 160,000 sqm will be identified will be located in, or on the edge of City and Town centres.~~ ***Policy CC1: City Centre Development proposes to accommodate at least 655,000sq.m of office-based development, equating to 98% of the total provision with a further 3,710sq.m to be identified in or on the edge of town centres (2%).*** The proposed total of offices in or on the edge of town centres reflects the current percentage of commitments, scaled up to the new requirements. ~~(for example 2.3% of the current total commitments are in or on edge of town centre and this rate will be carried forward).~~

**The proposed distribution of office allocations will be:**

Location	Gross Total Floorspace		Net total Floorspace*
	Existing planning permissions	Proposed new locations	
Out of Centre	322,470 sq.m	-	322,000 sq.m
In or On Edge of Town Centres	19,290 sq.m	3,710sq.m	23,000 sq m
City Centre	498,736 sq.m	156,264sq.m	655,000 sq m
<b>Total proposed allocations</b>	<b>approx. 840,000 sq.m</b>	<b>approx. 160,000sq.m</b>	<b>approx. 1,000,000sq.m</b>

\*All figures are rounded to the nearest 1,000sq.m

- Paragraph 5.2.37 amended as follows:

~~5.2.42~~ To encourage further office development to locate in centres, and in the context of the extensive availability of out of centre sites; ***Spatial Policy 2 already advises that*** new proposals for offices will generally be encouraged to locate in or on the edge of the city and town centres. ***However*** the Council does recognise that in a district as large and varied as Leeds, and noting the changing emphasis of national guidance, many employment areas exist out of centre. Such locations play a valuable role in the Leeds economy in offering a choice of location for business and in providing local job opportunities. ***Indeed*** they can often be as accessible to a substantial local labour market as many of the smaller town centres. They can represent highly sustainable options particularly when located in the main urban area.

- Paragraph 5.2.38 amended as follows:

~~5.2.43~~ As noted above, no new out of centre office locations will be identified for allocation. ***National planning guidance expects out of centre or edge of centre office proposals to be subject to a sequential test to determine whether preferable sites exist either in-centre (first preference) or edge of centre (second preference).*** To complement this, and for the avoidance of doubt, ***sequential assessment for out-of-centre renewals and new development will be required subject to floorspace threshold requirements as set out in paragraph 5.2.41.*** the centres first approach will apply to the creation of new out of centre office areas even where this involves the renewal of existing planning permissions.

- Paragraph 5.2.39 amended as follows:

~~5.2.44~~ City Centre sites should be considered in sequential assessments for ***All sequential assessments for large scale proposals will be directed in the first instance to the City Centre.*** throughout the District, as Such development would be expected to attract employees commuting from a wide catchment area, and below this scale of development a smaller catchment area may be identified based on likely travel to work patterns. All centres within the identified catchment should be tested including the City Centre, if appropriate.

The Policy below will be applied in accordance with the



definitions for 'small', 'medium' and 'large' scale office development set out in the table below.

Scale	Office Floorspace (Gross Internal)	Approx no. of employees	Commentary
Small	Under 1,500 sq m	Less than 75	No significant travel impact
Medium	1,501 – 5,000 sq m	75-250	Gives rise to a 'significant travel impact'
Large	Over 5,000 sq m	More than 250	Regionally significant development

- Paragraph 5.2.41 amended as follows:

***5.2.46 Proposals for office development must accord with the following sequential and impact assessment requirements where appropriate,***

Scale	Office Floorspace (Gross Internal)	Sequential Assessment	Impact Assessment	Other Requirements
Small	Under 250 sq m located within rural areas or villages	No	No	Accessibility standards *
Small	Under 250 sq m located within urban areas	Yes	No	n/a
Medium	251 – 2,499 sq m	Yes	No	n/a
Large	Over 2,500 sq m	Yes	Yes	n/a

*\* Table 1 in Appendix 2 of the Core Strategy sets out the accessibility standards and indicators for employment uses.*

***Locations which are subject to a sequential assessment are identified on Map 13:***

- Insert new paragraphs after 5.2.41 as follows:

***5.2.46 It is considered appropriate for small scale offices and office extensions to be supported in regeneration areas and in accessible rural locations away from town and local centres, without the need for a sequential test. The threshold size of small scale is defined as 250sq.m. Therefore in regeneration areas and in those areas not served by a centre in rural areas or villages (as shown on Map 4) small scale office development (up to 250sq.m)***

<p>Policy EC2: Office Development</p>	<p><i>will be permitted without the need to undertake a sequential test. Locations outside of the Settlement Hierarchy will need to demonstrate compliance to accessibility standards as outlined in Table 1, Appendix 2 of the Core Strategy. All office development larger than 250sq.m will need to undertake a sequential assessment.</i></p> <p><i>5.2.47 Within this context, limited additional office development may be acceptable in out of centre locations where they are demonstrably sustainable, where proposals are of an appropriate scale to existing development and will not compromise the centres first approach.</i></p> <p><i>5.2.48 National planning guidance advises when assessing applications for office development outside of town centres, an impact assessment will be required if the development is over 2,500sq.m. For the purposes of the Core Strategy it is considered appropriate to apply this threshold to large scale office development.</i></p> <ul style="list-style-type: none"> <li>• Policy Amended as follows:</li> </ul> <p><b><u>POLICY EC2: OFFICE DEVELOPMENT</u></b></p> <p>APPROPRIATE LOCATIONS FOR ALLOCATIONS AND WINDFALL OFFICE DEVELOPMENT;</p> <p><del>TOWN CENTRES AND EDGE OF TOWN CENTRES ARE PROMOTED AS LOCATIONS FOR OFFICE DEVELOPMENT. A TARGET OF 655,000SQM FOR THE CITY CENTRE</del></p> <p>(i) AND 23,000 SQM (EQUIVALENT TO 2.3% OF IDENTIFIED NEED OVER THE PLAN PERIOD) OF NEW OFFICE FLOORSPACE IS SET FOR LOCATIONS IN OR ON THE EDGE OF TOWN CENTRES TO GUIDE ALLOCATION DOCUMENTS.</p> <p><del>(ii) THE CITY CENTRE WILL BE THE FOCUS FOR MOST OFFICE DEVELOPMENT WILL BE WITHIN AND/OR EDGE OF THE CITY CENTRE AND DESIGNATED TOWN AND LOCAL CENTRES. LOCATIONS ON THE EDGE OF THE CITY CENTRE WILL ALSO BE APPROPRIATE FOR OFFICES AS PART OF MIXED USE DEVELOPMENT.</del></p> <p>DUE TO THE AVAILABILITY OF DEVELOPMENT OPPORTUNITIES IN CENTRE AND EDGE OF CENTRE,</p>
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<p>Safeguarding existing industrial and warehouse employment sites and premises</p>	<p>OUT OF CENTRE PROPOSALS WOULD NORMALLY BE RESISTED HOWEVER THERE ARE <u>WITH THE EXCEPTIONS OF WHICH ARE:</u></p> <p>(ii) EXISTING COMMITMENTS FOR OFFICE DEVELOPMENT WILL BE CARRIED FORWARD TO MEET THE IDENTIFIED FLOORSPACE REQUIREMENT OVER THE PLAN PERIOD, UNLESS IT WOULD BE MORE SUSTAINABLE FOR THE LAND TO BE RE-ALLOCATED TO MEET IDENTIFIED NEEDS FOR OTHER USES.</p> <p>(iii) TO PROVIDE FLEXIBILITY FOR BUSINESSES, SMALLER SCALE OFFICE DEVELOPMENT (UP TO 1,500 <u>250</u> SQM) WILL BE ACCEPTABLE IN OUT OF CENTRE LOCATIONS IN THE FOLLOWING LOCATIONS NOT BE SUBJECT TO SEQUENTIAL AND IMPACT ASSESSMENTS IN THE FOLLOWING LOCATIONS:</p> <ul style="list-style-type: none"> <li>i. REGENERATION AREAS IDENTIFIED UNDER SPATIAL POLICY 4</li> <li>ii. OTHER ACCESSIBLE LOCATIONS (DEFINED IN POLICY T2) WITHIN THE MAIN URBAN AREA, MAJOR SETTLEMENTS AND SMALLER SETTLEMENTS.</li> <li><u>ii. SETTLEMENTS WITHIN THE HIERARCHY WHICH DO NOT HAVE A DESIGNATED CENTRES AS OUTLINED IN MAP 4</u></li> <li><u>iii. VILLAGES OR RURAL AREAS THAT ARE NOT INCLUDED IN THE SETTLEMENTS HIERARCHY, WHICH WILL ALSO BE SUBJECT TO THE ACCESSIBILITY STANDARDS AS DEFINED BY TABLE 1 IN APPENDIX 2.</u></li> </ul> <p><u>MAP 13: SHOWS WHICH LOCATIONS ARE SUBJECT TO A SEQUENTIAL ASSESSMENT</u></p> <p>(v) IN EXISTING MAJOR EMPLOYMENT AREAS, WHICH ARE ALREADY A FOCUS FOR OFFICES, SOME SMALL SCALE OFFICE FLOORSPACE MAY BE ACCEPTABLE WHERE THIS DOES NOT COMPROMISE THE CENTRES FIRST APPROACH.</p> <ul style="list-style-type: none"> <li>• Insert New paragraph after 5.2.42</li> </ul> <p><u>5.2.51 Policy EC3 applies to proposals on sites currently or last in use for employment purposes within the B Class Uses (B1a – offices, B1b - Research &amp; Development, B1c - Light industry, B2 - General Industrial; and B8 - Storage or Distribution). The issue to be determined is whether there is a planning need for the site to remain in employment uses. There is a</u></p>
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	<p><i><b>shortage of employment sites in certain locations but potential oversupply in others. The conclusions relating to land supply in the Leeds Employment Land Review (2010 Update) and subsequent updates will be a key consideration when making assessments of proposals for the development of existing employment sites.</b></i></p> <ul style="list-style-type: none"> <li>• Paragraph 5.2.43 amended as follows:</li> </ul> <p><i><b>5.2.52</b></i>... During the Plan period it is very likely that non-employment uses (i.e. outside the B use classes) will be proposed on allocated employment sites or involving redevelopment of existing employment sites. Leeds as with other major cities can be characterised as a place where both ‘strong’ and ‘weak’ markets coexist. Therefore as part of an integrated approach at local level, these market conditions will require an appropriate planning response (as set out in Policy EC3) to consider necessary interventions to manage them. <i><b>Policy EC3 sets the criteria for the release of land from employment allocations and the release of land or buildings at present or last in employment uses, whilst maintaining safeguards for the supply of employment land and premises where the need is clear.</b></i></p> <ul style="list-style-type: none"> <li>• Insert new paragraphs after 5.2.43 as follows:</li> </ul> <p><i><b>5.2.53 This is a criteria based policy which applies to the consideration of planning applications. Part A, which includes bullet points (i) to (iii), relates to sites not identified in area of shortfall and therefore assessed on a District-wide basis. Whilst Part B (iv) refers to only sites located within areas of shortfall.</b></i></p> <p><i><b>Part A: For all sites across the District</b></i></p> <p><i><b>(i) Relates to points (ii) and (iii) where existing premises/site are considered non-viable in marketability terms. Non-viable may be defined as:</b></i></p> <ul style="list-style-type: none"> <li>• <i><b>property or land has remained empty or vacant for a period of time despite being marketed, or</b></i></li> <li>• <i><b>the employment space no longer serves the needs of businesses, and may be incompatible with neighbouring uses through noise and amenity issues.</b></i></li> </ul> <p><i><b>(ii) Relates to any proposals on employment land, sites or premises which already have an employment</b></i></p>
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	<p><i>allocation* or identified in the Employment Land Review in place for B Use Class employment type.</i></p> <p><i>(*Current land/premises allocated for employment uses will be safeguarded until their long term future is reviewed and determined through the LDF Allocation documents.)</i></p> <p><i>Employment needs are identified in Spatial Policy 8 which defines the key job sectors whilst Spatial Policy 9 sets out the amount of land needed to deliver these employment sectors over the plan period.</i></p> <p><i>Applies to land or premises previously or currently used for employment but which are not allocated.</i></p> <p><i>(iii) The nature of the mixed use proposal should deliver the Core Strategy employment objectives as identified in Spatial Policy 8 and 9.</i></p> <p><b><i>Part B: Proposals in Shortfall Areas</i></b></p> <p><i>Part B refers to sites in shortfall areas. Applications will be assessed using an appropriate definition of “surrounding area” as agreed between the Council and the applicant with reference to Table 1 – Accessibility Standards and Indicators for Employment and Social Infrastructure Uses in Appendix 2.</i></p> <p><i>The availability of sites and past take up in the surrounding area will be assessed to determine how much supply should be maintained to achieve the economic objectives of the Core Strategy.</i></p> <p><b><i>5.2.54 Local need is calculated for the total amount of land that will be required in an area based on projected population change. This calculation will identify surplus and deficit of any local provision.</i></b></p> <ul style="list-style-type: none"> <li>• Delete Paragraph 5.2.45</li> </ul> <p><del>5.2.45 The areas to be used for this purpose are the ten sub areas referred to as Area Committees covering all of the areas in Leeds: Inner North West; Outer North West; Inner West; Outer West; Inner North East; Outer North East; Inner East; Outer South Outer East and Inner South. Each sub area includes a number of settlements which are</del></p>
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<p><b>Policy EC3: Safeguarding Existing Employment Land And Industrial Areas</b></p>	<p>covered by the committees.</p> <ul style="list-style-type: none"> <li>Replace paragraphs 5.2.43 with</li> </ul> <p><b><i>5.2.56 The Leeds Employment Land Review (2010 Update) identifies the following local sub areas - Inner North East, Inner North West, Inner West, Outer North West and Outer North East where there are currently shortfalls in employment land provision.</i></b></p> <p><b><i>5.2.57 Many of these areas where deficiencies exist are in locations where land is not available and accessibility is also an important issue, particularly the needs of businesses to access transportation networks. Subsequent updates of the Leeds Employment Land Review will monitor and bring up to date any changes to these areas.</i></b></p> <ul style="list-style-type: none"> <li>Policy amended as follows:</li> </ul> <p><b><u>POLICY EC3: SAFEGUARDING EXISTING EMPLOYMENT LAND AND INDUSTRIAL AREAS</u></b></p> <p><del>THE EMPLOYMENT LAND REVIEW IDENTIFIES THE FOLLOWING LOCAL SUB AREAS - INNER NORTH EAST, INNER NORTH WEST, INNER WEST, OUTER NORTH WEST AND OUTER NORTH EAST WHERE THERE ARE CURRENTLY SHORTFALLS IN EMPLOYMENT LAND PROVISION.</del></p> <p><b><i>A) PROPOSALS FOR A CHANGE FROM B USE CLASSES ON SITES WHICH WERE LAST USED OR ALLOCATED FOR EMPLOYMENT TO OTHER ECONOMIC DEVELOPMENT USES INCLUDING TOWN CENTRE USES OR TO NON-EMPLOYMENT USES WILL ONLY BE PERMITTED WHERE:</i></b></p> <p><b><i>DEVELOPMENT OF SITES FOR NON-EMPLOYMENT USES, WHICH WERE LAST USED OR ALLOCATED FOR EMPLOYMENT WILL ONLY BE PERMITTED WHERE:</i></b></p> <p><b><i>(i) EXISTING BUILDINGS AND LAND ARE CONSIDERED TO BE NON-VIABLE IN TERMS OF MARKET ATTRACTIVENESS, BUSINESS OPERATIONS, AGE, CONDITION AND/OR COMPATIBILITY WITH ADJACENT USES AND</i></b></p> <p><b>(ii) THE PROPOSAL WOULD NOT RESULT IN THE LOSS OF A DELIVERABLE EMPLOYMENT SITE NECESSARY TO MEET THE EMPLOYMENT NEEDS DURING THE</b></p>
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	<p>PLAN PERIOD ('EMPLOYMENT NEEDS' <b><u>ARE AS</u></b> IDENTIFIED IN SPATIAL POLICIES 8 &amp; 9); <b><u>AND OR</u></b></p> <p>(iii) <del>IN AREAS OF SHORTFALL</del> THE PROPOSAL WILL DELIVER A MIXED USE DEVELOPMENT WHICH CONTINUES TO PROVIDE FOR A <del>GOOD</del> RANGE OF LOCAL EMPLOYMENT OPPORTUNITIES AND WOULD NOT UNDERMINE THE VIABILITY OF THE REMAINING EMPLOYMENT SITE; <b><u>AND</u></b></p> <p><b><u>B) WHERE A PROPOSAL IS LOCATED IN AN AREA OF SHORTFALL AS IDENTIFIED IN THE MOST RECENT EMPLOYMENT LAND REVIEW, NON-EMPLOYMENT USES WILL ONLY BE PERMITTED WHERE:</u></b></p> <p>THE LOSS OF THE EMPLOYMENT PROVISION ON THE SITE CAN BE MITIGATED <b><u>SUFFICIENTLY</u></b> BY THE AVAILABILITY OF IDENTIFIED SITES <b><u>EXISTING EMPLOYMENT LAND AND PREMISES</u></b> IN THE *SURROUNDING AREA WHICH ARE SUITABLE TO MEETING THE EMPLOYMENT NEEDS OF <b><u>THE AREA</u></b> (<del>SURROUNDING AREA WILL BE DEFINED BY DRIVE TIME AND PUBLIC TRANSPORT ACCESSIBILITY IN POLICY T2</del>); <b><u>AND</u></b></p>
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## 5.3 PLACE MAKING

<p><b>TOWN AND LOCAL CENTRES</b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>• Paragraph 5.3.4 amended as follows:</li> </ul> <p>5.3.4 <del>Town centres are at the heart of communities within Leeds and contribute towards the character and identity of communities. They provide for weekly and day-to-day shopping and service needs close to where people live and work. A town centre has a range of uses including A1 (Shops) to A4 (Drinking Establishments), D1 (Non residential Institutions), D2 (Assembly &amp; Leisure), C1 (Hotels) and C2 (Residential uses and in some cases B1. Typically, the range could include a supermarket/superstore, financial services, a Council presence either in the form of a library or council offices, healthcare presence and community facilities, for example, a community hall. A town centre has a good range of retail of both convenience and comparison, including the presence of local independent traders. Apart from the purpose built town centres built during the 1950s and 1960s (e.g. Bramley and Crossgates), town centres have evolved over time and are surrounded by residential development, without major barriers to hinder their accessibility from these communities (e.g. major road or rail network). The range of uses and the presence of independent traders are important characteristic of a town centre.</del></p> <p>5.3.5 <del>The defined primary shopping frontage in town centres is predominantly A1 uses. Saved UDP Policy SF7 seeks to maintain this core focus for town centres with a 70/30 split between A1 and other uses. Greater flexibility is given to the mix of uses within the secondary frontage with applications being determined on their merits with the purpose to safeguard the overall retailing character of shopping centres. This approach to primary and secondary shopping frontages is taken forward within the Core Strategy as part of the definition of town centres.</del></p> <p>5.3.6 <del>Local centres cater for daily shopping needs, and often provide shopping provision to complement weekly shopping. They consist largely of a mix of A1-A4, and may have D1 and D2 present. The range of uses and the scale of units is much less than what a town centre can offer and depending on the size of the local centre, there is often no council, health or community facility. Higher Order Local Centres may have a small supermarket (see Policy P2 for</del></p>
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	<p>scale), and some service and community facilities whereas lower order local centres may only have a small local convenience store of a size that trades outside of Sunday licensing restrictions and a mix of shops, including a post office, and a public house.</p> <p><del>5.3.7 Policy P1 sets out the town and local centre designations. Richmond Hill All (area) is the location of a new town centre, to support Hunslet town centre in the Aire Valley Eco Settlement. Kippax has been redefined as a local centre as the facilities there do not reflect those of a town centre and are more akin to a higher order local centre. The term district centre has been removed and all those centres that were previously district centres within the UDP are now classed as town centres. Local centre is a new designation to replace Policy S4 centres within the UDP and the number of designated local centres has increased to recognise their importance in providing day to day local service needs. Due to the significant differences in scale and function of local centres across Leeds a two-tier approach to local centres is established in the Core Strategy, recognising that there can be significant differences in the scale and function of local centres.</del></p> <p><b><u>5.3.4 Town centres are at the heart of communities within Leeds and contribute towards the character and identity of communities. They provide for weekly and day-to-day shopping and service needs close to where people live and work. The range of uses and the presence of independent traders are important characteristics of a town centre, as are their historic characters and provision of public realm. Apart from the purpose built town centres constructed during the 1950s and 1960s (e.g. Bramley and Cross Gates), town centres have evolved over time, and in some cases have a long history with many historic features remaining. They are embedded in the communities which they serve, with the town centres of stand alone settlements particularly having an important role in serving their local catchments.</u></b></p> <p><b><u>5.3.5 The main element of town centres is the ‘A’ use classes (e.g. shops, financial services, restaurants, public houses and bars). In Leeds town centres have a good range of convenience and comparison retail, including the presence of local independent traders, and the great majority contain a medium sized supermarket (around 1,000 sqm trading floorspace), or a superstore (larger than 2,500 trading floorspace). They also contain financial services such as banks, estate</u></b></p>
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	<p><i>agents, and employment offices, and restaurants or cafes. The town centres in Leeds also contain either a library or Council offices, some form of health provision, and community facilities such as a community hall or place of worship (D1 use). The large majority also include office employment (Class B1a) and leisure uses (Class D2) such as gyms or indoor sports facilities.</i></p> <p><b>5.3.6</b> <i>The defined primary shopping frontages in town centres are those with predominantly A1 uses. Saved UDP Policy SF7 seeks to maintain this core focus for town centres with a 70:30 split between A1 and other uses. Greater flexibility is given to the mix of uses within secondary frontages, with applications being determined on their merits with the purpose to safeguard the overall retailing character of shopping streets and maintain vitality of town centres as a whole. This approach to primary and secondary shopping frontages is taken forward in principle within the Core Strategy with the detail to be established in the Site Allocations DPD.</i></p> <p><b>5.3.7</b> <i>‘Local centre’ is a new designation to replace the UDP ‘Policy S4 centres’ and the number of designated local centres has increased to recognise their importance in providing day-to-day local shopping and service needs. Local centres cater for daily shopping needs, and provide shopping provision to complement weekly shopping, known as ‘top up’ shopping. The range of uses and the scale of units is less than that offered by town centres and there may be no Council, health or community facility, although they provide financial services such as banks and estate agents and a third contain office uses.</i></p> <p><b>5.3.8</b> <i>Due to the significant differences in scale and function of local centres across Leeds the Core Strategy establishes a two-tier approach to split them into higher and lower order. 1,500 sqm of total gross retail floorspace is the general threshold above which a local centre is higher order (notwithstanding any site specific issues which give rise to individual anomalies). Higher order centres also generally have a small supermarket up to 1,500 sqm, and some service and community facilities. They normally have more health centre and library type uses than lower order local centres.</i></p> <p><b>5.3.9</b> <i>Lower order centres only have a small convenience</i></p>
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**Policy P1:  
Town And Local  
Centre  
Designations**

*store which allows trade outside of Sunday licence restrictions (up to 280 sqm trading floorspace), fewer restaurants and cafes, and less of a mix of other shops and small scale community facilities. They ordinarily have to contain at least 500 sqm of A1 retail, and at least an additional 500 sqm across all other appropriate uses, otherwise they are simply neighbourhood parades.*

*5.3.10 Policy P1 sets out the town and local centre designations. The term 'district centre' no longer applies and all those centres that were previously district centres within the UDP are now classed as town centres. Kippax has been redefined from its UDP town centre classification, to be a higher order local centre as its facilities do not reflect those of a town centre. The Richmond Hill All Saints area is proposed as the location of a new town centre (subject to further evidence and assessment), to complement Hunslet town centre in the Aire Valley Eco Settlement.*

- Policy amended as follows:

**POLICY P1: TOWN AND LOCAL CENTRE DESIGNATIONS**

TOWN AND LOCAL CENTRES ARE DESIGNATED IN THE FOLLOWING LOCATIONS:

TOWN CENTRES	HIGHER ORDER LOCAL CENTRES	LOWER ORDER LOCAL CENTRES
ARMLEY	BEESTON	ADEL
BRAMLEY	BOSTON SPA	ALWOODLEY, KING LANE
CHAPEL ALLERTON	HAREHILLS CORNER	BEESTON HILL
<b><u>COLTON (SELBY ROAD)</u></b>	KIPPAX	BURLEY LODGE
CROSS GATES	MOORTOWN CORNER	BUTCHER HILL
DEWSBURY ROAD	<b><u>CHAPELTOWN ROAD</u></b>	CHAPELTOWN ROAD
FARSLEY	MONTREAL, HARROGATE ROAD	<b><u>COLD COTES CIRCUS*</u></b>
GARFORTH	CHAPELTOWN,	<b><u>CHAPELTOWN,</u></b>

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		PUDSEY	<b><u>PUDSEY</u></b>
	GUISELEY	HOLLINS PARK	COLLINGHAM VILLAGE CENTRE
	HALTON	HORSFORTH, NEW ROAD SIDE	DRIGHLINGTON
	HAREHILLS LANE	KIRKSTALL ROAD	EAST ARDSLEY
	HEADINGLEY	MIDDLETON PARK CIRCUS	GALLOWAY LANE, PUDSEY
	HOLT PARK	<b><u>STREET LANE,</u></b> <b><u>ROUNDHAY</u></b>	GUISELEY, OXFORD ROAD
	HORSFORTH TOWN STREET		HAWKSWORTH ESTATES CENTRE
	HUNSLET		HOLBECK
	KIRKSTALL		HORSFORTH, STATION ROAD
	MEANWOOD		HYDE PARK CORNER
	MIDDLETON		<del>IRELAND WOOD</del>
	MOOR ALLERTON		LINCOLN GREEN
	MORLEY		LOWER WORTLEY
	OAKWOOD		RAWDON, LEEDS ROAD
	OTLEY		ROYAL PARKS
	PUDSEY		SLAID HILL
	RICHMOND HILL, AREA*		STANNINGLEY BOTTOM
	ROTHWELL		<del>STREET LANE,</del> <del>ROUNDHAY</del>
	SEACROFT		TOMMY WASS
	WETHERBY		WEETWOOD, FAR HEADINGLEY
	YEADON		WOODLESFORD
	<b><i>* NEWLY IDENTIFIED CENTRES IN THE CITY CENTRE, TOWN AND LOCAL CENTRES STUDY</i></b>		

**Policy P2:  
Acceptable Uses  
In And On The  
Edge Of Town  
Centres**

- Policy amended as follows:

**POLICY P2: ACCEPTABLE USES IN AND ON THE EDGE OF TOWN CENTRES**

TOWN CENTRES OFFER SHOPPING AND SERVICES INTENDED TO MEET WEEKLY AND DAY-TO-DAY REQUIREMENTS. THE USES SET OUT BELOW ARE

ACCEPTABLE IN PRINCIPLE IN AND, SUBJECT TO A SEQUENTIAL ASSESSMENT EDGE OF CENTRE, AND WILL BE DIRECTED TOWARDS THE CENTRES LISTED IN POLICY P1.

- SHOPS, SUPERMARKETS AND SUPERSTORES
- NON-RETAIL SERVICES
- RESTAURANTS AND CAFES, DRINKING ESTABLISHMENTS AND HOT FOOD TAKEAWAYS,
- INTENSIVE LEISURE AND CULTURAL USES INCLUDING THEATRES, MUSEUMS, CONCERT HALLS, CINEMAS, LEISURE CENTRES, GYMS AND HOTELS
- HEALTH CARE SERVICES
- CIVIC FUNCTIONS AND COMMUNITY FACILITIES
- OFFICES
- HOUSING ~~WOULD BE ACCEPTABLE~~ **IS ENCOURAGED** IN CENTRES ABOVE GROUND FLOOR IN THE PRIMARY AND SECONDARY SHOPPING FRONTAGES OR OUTSIDE THE SHOPPING FRONTAGES, PROVIDING IT DID NOT COMPROMISE THE FUNCTION OF THE TOWN CENTRE.

- Policy amended as follows:

**POLICY P3: ACCEPTABLE USES IN AND ON THE EDGE OF LOCAL CENTRES**

LOCAL CENTRES OFFER SHOPPING AND SERVICES THAT MEET DAY-TO-DAY REQUIREMENTS THE USES SET OUT BELOW ARE ACCEPTABLE IN PRINCIPLE IN AND, SUBJECT TO A SEQUENTIAL ASSESSMENT, EDGE OF CENTRE, AND WILL BE DIRECTED TOWARDS THE CENTRES LISTED IN POLICY P1:

- WITHIN HIGHER ORDER LOCAL CENTRES SMALL SUPERMARKETS WOULD BE ACCEPTABLE IN PRINCIPLE UP TO AROUND ~~1,500 SQM~~ **1,858 SQUARE METRES GROSS (20,000 SQUARE FEET)**. WITHIN LOWER ORDER LOCAL CENTRES SMALL FOOD STORES THAT ARE COMPATIBLE WITH THE SIZE OF THE CENTRE WOULD BE ACCEPTABLE.

**Policy P3:  
Acceptable Uses  
In And On The  
Edge Of Local  
Centres**

	<p>THESE SIZE THRESHOLDS ARE GIVEN AS GUIDANCE AND WOULD BE SUBJECT TO LOCAL CIRCUMSTANCES. A LARGER STORE MAY BE APPROPRIATE IF IDENTIFIED NEED CANNOT BE MET WITHIN A NEARBY TOWN CENTRE,</p> <ul style="list-style-type: none"> <li>• A BASIC RANGE OF FACILITIES INCLUDING SHOPS, BANKS, HEALTH CARE FACILITIES, PUBLIC-FACING COUNCIL SERVICES AND COMMUNITY FACILITIES THAT SERVE A LOCAL CATCHMENT AREA</li> <li>• RESTAURANTS, CAFES AND HOT FOOD TAKEAWAYS</li> <li>• OFFICES</li> <li>• HOUSING IS <b>ENCOURAGED</b> ACCEPTABLE WITHIN LOCAL CENTRES ABOVE GROUND FLOOR OR OUTSIDE OF THE SHOPPING FRONTAGES PROVIDING IT MAINTAINS THE VITALITY AND VIABILITY OF THE RETAIL AREA.</li> </ul> <p><b><u>WITHIN LOWER ORDER LOCAL CENTRES, PROPOSALS FOR THE CHANGE OF USE OF EXISTING RETAIL UNITS TO NON RETAIL UNITS (INCLUDING RESTAURANTS, CAFES AND HOT FOOD TAKEAWAYS) WILL BE RESISTED WHERE THE VITALITY AND VIABILITY OF THE CENTRE TO MEET DAY TO DAY LOCAL NEEDS WILL BE UNDERMINED AND INCREASE THE NEED TO TRAVEL, OR WHERE THE PROPOSAL WILL LEAD TO A CONCENTRATION OF NON RETAIL USES IN A LOCALITY WHICH WILL DETRIMENTALLY IMPACT ON THE COMMUNITY. PROPOSALS FOR SUCH USES WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:</u></b></p> <ul style="list-style-type: none"> <li>(i) <b><u>THE CUMULATIVE IMPACT OF SUCH DEVELOPMENT, PARTICULARLY UPON THE AMENITY OF THE AREA AND TRAFFIC GENERATION, ESPECIALLY WHERE CONCENTRATIONS OF SUCH USES ALREADY EXIST,</u></b></li> <li>(ii) <b><u>WHERE A PROPOSAL INVOLVES EVENING OPENING, ACCOUNT WILL BE TAKEN OF THE PROPOSAL IN RELATION TO THE PROXIMITY OF THE PREMISES (AND ASSOCIATED PARKING REQUIREMENTS), TO NEARBY RESIDENTIAL ACCOMMODATION, THE NATURE AND CHARACTER OF THE NEIGHBOURHOOD PARADE AND EXISTING NOISE LEVELS;</u></b></li> <li>(iii) <b><u>THE AVAILABILITY OF PUBLIC TRANSPORT, CONVENIENT ON/OFF STREET CAR AND CYCLE PARKING PROVISION AND IMPACT ON HIGHWAY SAFETY. WHERE THERE IS INSUFFICIENT CAR PARKING OR WHERE TRAFFIC MOVEMENTS ARE SUCH AS TO CREATE A TRAFFIC HAZARD,</u></b></li> </ul>
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<p><b>Policy P4: Shopping Parades &amp; Small Scale Stand Alone Food Stores Serving Local Neighbour Hoods And Communities</b></p>	<p><b><u>PLANNING CONSENT IS LIKELY TO BE REFUSED.</u></b></p> <ul style="list-style-type: none"> <li>• Policy amended as follows:</li> </ul> <p><b><u>POLICY P4: SHOPPING PARADES &amp; SMALL SCALE STAND ALONE FOOD STORES SERVING LOCAL NEIGHBOURHOODS AND COMMUNITIES</u></b></p> <p>LOCAL SERVICE FACILITIES, INCLUDING EXTENSIONS TO EXISTING RETAIL USES TO IMPROVE THEIR VIABILITY, WILL BE SUPPORTED</p> <p>WITHIN SHOPPING PARADES IN RESIDENTIAL AREAS, PROVIDING THAT THEY ARE OF A SIZE COMPATIBLE WITH THE SCALE AND FUNCTION OF THE SHOPPING PARADE, DO NOT COMPROMISE THE MAIN RETAIL FUNCTION OF THE PARADE TO SERVICE DAY-TO-DAY SHOPPING REQUIREMENTS, AND OTHER RELEVANT PLANNING POLICIES.</p> <p>PROPOSALS FOR STAND ALONE FOR SMALL SCALE FOOD STORES UP TO 372 SQ M (<del>4,000 SQUARE FOOT</del>) GROSS WITHIN RESIDENTIAL AREAS, WILL BE ACCEPTABLE IN PRINCIPLE WHERE THERE IS NO LOCAL CENTRE OR SHOPPING PARADE WITHIN A 500 METRE RADIUS THAT IS CAPABLE OF ACCOMMODATING THE PROPOSAL WITHIN OR ADJACENT TO IT. CONSIDERATION WILL ALSO BE TAKEN OF THE NUMBER OF EXISTING SMALL STORES IN THE VICINITY TO AVOID CUMULATIVE IMPACT ON PARADES AND CENTRES.</p> <p>PROPOSALS FOR THE CHANGE OF USE OF EXISTING RETAIL UNITS TO NON RETAIL UNITS (INCLUDING RESTAURANTS, CAFES AND TAKE-AWAY HOT FOOD SHOPS) WILL BE RESISTED WHERE THE VITALITY AND VIABILITY OF THE RANGE OF SHOPS TO MEET DAY TO DAY LOCAL NEEDS WILL BE UNDERMINED AND INCREASE THE NEED TO TRAVEL OR WHERE THE PROPOSAL WILL LEAD TO A CONCENTRATION OF NON RETAIL USES IN A LOCALITY WHICH WILL DETRIMENTALLY IMPACT ON THE COMMUNITY. PROPOSALS FOR SUCH USES WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:</p> <p>(i) THE CUMULATIVE IMPACT OF SUCH DEVELOPMENT, PARTICULARLY UPON THE AMENITY OF THE AREA AND TRAFFIC GENERATION, ESPECIALLY WHERE CONCENTRATIONS OF SUCH USES ALREADY EXIST,</p>
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Meeting the need  
for food stores  
and other retail  
uses within Leeds

- (ii) WHERE A PROPOSAL INVOLVES EVENING OPENING, ACCOUNT WILL BE TAKEN OF THE PROPOSAL IN RELATION TO THE PROXIMITY OF THE PREMISES (AND ASSOCIATED PARKING REQUIREMENTS), TO NEARBY RESIDENTIAL ACCOMMODATION, THE NATURE AND CHARACTER OF THE NEIGHBOURHOOD PARADE AND EXISTING NOISE LEVELS;
- (iii) THE AVAILABILITY OF PUBLIC TRANSPORT, CONVENIENT ON/OFF STREET CAR AND CYCLE PARKING PROVISION AND IMPACT ON HIGHWAY SAFETY. WHERE THERE IS INSUFFICIENT CAR PARKING OR WHERE TRAFFIC MOVEMENTS ARE SUCH AS TO CREATE A TRAFFIC HAZARD, PLANNING CONSENT IS LIKELY TO BE REFUSED.

- Paragraph 5.3.17 amended as follows:

**5.3.20** The Core Strategy supports new retail provision in a sustainable manner, directing it towards all the town and local centres across the District (as identified in Policy P1), where there is a known deficiency rather than following a market share approach which would allow for further out of centre development in locations where existing out of centre retail uses already attract higher proportions of spending. A market share approach would undermine the vitality and viability of centres that have known deficiencies and only give support to locations that are successful contrary to the 'centres first' approach that the Core Strategy advocates. The Site Allocations DPD will provide the basis to identify opportunities across the District to improve existing retail provision and to support additional capacity over the plan period. As part of this broad approach Policy P5 identifies a number of centres with opportunities for regeneration and investment (which also reflect recent food store permissions). These centres are not exclusively the only centres where food store provision will be encouraged but provide a basis to help direct investment to local areas, where appropriate. Whilst the Core Strategy will continue to support successful centres the focus of new provision will be directed towards centres in areas of known deficiency to enable people to shop locally and reduce travel, with good access to sustainable transport, and to improve the success of these centres.



**Policy P5:  
Approach To  
Accommodating  
New Food Stores  
Across Leeds**

- Policy amended as follows:

**POLICY P5: APPROACH TO ACCOMMODATING NEW FOOD STORES ACROSS LEEDS**

- (I) FOOD STORES WILL BE DIRECTED TOWARDS THE TOWN AND LOCAL CENTRES IDENTIFIED IN POLICY P1.
- (II) SITES ON THE EDGE OF TOWN AND LOCAL CENTRES WILL BE CONSIDERED WHERE THERE ARE NO AVAILABLE, VIABLE OR SUITABLE SITES WITHIN CENTRES.
- (III) A NUMBER OF TOWN CENTRES COULD PERFORM MORE SUCCESSFULLY AS MAJOR LOCATIONS FOR WEEKLY SHOPPING NEEDS IF THEY INCLUDED A MAJOR FOOD STORE **INVESTMENT IN NEW FOOD STORE PROVISION AND** OR REDEVELOPMENT OF EXISTING FACILITIES TO EXPAND THEIR RETAIL OFFER OR EXPAND THEIR FUNCTION. APPROPRIATE PROVISION WITHIN CENTRE OR ON THE EDGE OF CENTRE, ~~SUBJECT TO POLICY P8 (A)~~ WILL BE ENCOURAGED, AND WILL BE SUPPORTED WHERE SITES CAN BE IDENTIFIED IN THE FOLLOWING LOCATIONS:
  - ARMLEY
  - CHAPEL ALLERTON
  - CROSS GATES
  - DEWSBURY ROAD
  - FARSLEY
  - HEADINGLEY
  - HOLT PARK
  - HORSFORTH TOWN STREET
  - A NEW TOWN CENTRE IS PROPOSED IN THE RICHMOND HILL AREA, TO SUPPORT THE PROVISION AT HUNSLET, WHICH IS THE MAIN CENTRE FOR THE AIRE VALLEY ECO-SETTLEMENT. THE NEW CENTRE WILL MEET THE LOCAL DEFICIENCY IN CONVENIENCE GOODS SHOPPING AND IMPROVE THE PROVISION OF NON-RETAIL SERVICES AND LOCAL FACILITIES THAT CANNOT BE MET BY HUNSLET TOWN CENTRE. DELIVERY OF THIS CENTRE IS SUBJECT TO POLICY P7.
  - A SITE FOR CONVENIENCE RETAILING WILL BE SOUGHT IN THE HOLBECK AREA TO MEET AN EXISTING DEFICIENCY AND COMPLEMENT WIDER REGENERATION INITIATIVES.

<p><b>Policy P6: Approach To Accommodating New Comparison Shopping In Town And Local Centres</b></p>	<ul style="list-style-type: none"> <li>Policy amended as follows:</li> </ul> <p><b><u>POLICY P6: APPROACH TO ACCOMMODATING NEW COMPARISON SHOPPING IN TOWN AND LOCAL CENTRES</u></b></p> <p>(i) IN ADDITION TO THE PRIMARY SHOPPING QUARTER OF THE CITY CENTRE, THE TOWN AND LOCAL CENTRES IDENTIFIED IN POLICY P1 ARE ACCEPTABLE LOCATIONS FOR COMPARISON GOODS PROVIDING THAT THEY ARE OF A SCALE COMPATIBLE WITH THE SIZE OF THE CENTRE, SUBJECT TO POLICY P8 (A).</p> <p>(ii) SITES ON THE EDGE OF TOWN AND LOCAL CENTRES WILL BE ACCEPTABLE IN PRINCIPLE WHERE THERE ARE NO SUITABLE SITES WITHIN CENTRES SUBJECT TO POLICY P8 (A)</p>
<p><b>Sequential and Impact Assessments for main town centre uses and intensive leisure,</b></p>	<p><b><u>Sequential and Impact Assessments for <i>main</i> town centre uses and intensive leisure.</u></b></p> <ul style="list-style-type: none"> <li>New paragraph before 5.3.21 as follows:</li> </ul> <p><b><u>5.3.24</u></b> <del>Now that the previous national guidance is superseded by the NPPF, the Council needs a more local interpretation of town centres policy in order to make it locally distinctive to Leeds. Therefore Policy P8 refines the NPPF</del> <i>In conformity with the NPPF, the Core Strategy provides a locally distinctive refinement of the town centres policies and sets out local thresholds for sequential and impact tests, including catchment areas. If thresholds were not set then the Council would potentially have to apply a sequential test (and possibly an impact test) against every main town centre use proposal, whereas P8 reduces the severity of the tests for developments of a smaller scale and is therefore proactive towards growth and regeneration. Setting these policy criteria also provide more clarity in advance rather than waiting for discussions to be held at planning application stage, it allows consistency of decisions and transparency.</i></p> <ul style="list-style-type: none"> <li>Paragraph 5.3.21 amended as follows:</li> </ul> <p><b><u>5.3.25</u></b> In assessing proposals for <i>main</i> town centre uses the Council will require development proposals to follow a sequential approach to site selection. This requires development proposals for town centre uses to assess</p>

sites for their availability, viability, and suitability within existing centres of their catchment area in the first instance. Where no in-centre sites exist, preference will be given to 'edge of centre' locations which are well connected to the centre by means of easy pedestrian access. Edge of centre is defined as up to 300 metres from the primary shopping area for retail uses. For non retail uses edge of centre is defined as up to 300 metres from the town centre boundary. For local centres where there is no defined primary shopping area, edge of centre is defined as up to 300 metres from identified shopping frontages. Sites on the edge of centres should be well connected to the centre and not be constrained by major roads, railway lines or waterways.

- Policy Amended as follows

**POLICY P8: SEQUENTIAL AND IMPACT ASSESSMENTS FOR TOWN CENTRE USES**

Leeds Council has adopted a centre first approach to town centre uses as set out in Policy P2. Proposals for town centre uses must accord with the following sequential and impact assessment requirements where appropriate:

A) Any new proposals for town centre uses within a defined centre of a gross floor space of 10% or more of the total gross retail floor space in the centre will be subject to an impact assessment to ensure that the proposal would not undermine the vitality and viability of the centre in which it is located, or any centres within the catchment area, as a whole.

B) Proposals for edge of centre or out of centre A1 uses / stores within residential areas:

Total gross size of built development	Sequential Assessment	Impact Assessment	Catchment Area (radius) inbound off peak drive time
Below 200 square metres	NO	NO	N/A
200—372 square metres	YES	NO	500 metre walking
373—1,499 square metres	YES	NO*	5 minute inbound off peak drive time
1,500 square metres and above	YES	YES	10 minute inbound off peak drive time

\* unless the gross floor space of the proposal is more than 10% of the total floor space of each of the centres within the catchment area, then a local impact assessment is required.

~~C) Proposals for edge of centre or out of centre A1 uses / shopping, outside residential areas:~~

<b>Total gross size of built development</b>	<b>Sequential Assessment</b>	<b>Impact Assessment</b>	<b>Catchment Area (radius) inbound off peak drive time</b>
0—1,499 square metres	YES	NO*	5 minute inbound-off peak-drive time
1,500 square metres and above	YES	YES	10 minute inbound-off peak-drive time

~~\* unless the gross floor space of the proposal is more than 10% of the total floor space of each of the centres within the catchment area, then a local impact assessment is required.~~

~~D) Proposals for edge of centre or out of centre A2—A5 (including bulky goods) and non-retail services within residential areas:~~

<b>Total gross size of built development*</b>	<b>Sequential Assessment</b>	<b>Impact Assessment</b>	<b>Catchment Area (radius) inbound off peak drive time</b>
0—1,499 square metres	YES	NO*	5 minutes
1,500 square metres and above	YES	YES	10 minutes and City Centre

~~\* unless the gross floor space of the proposal is more than 10% of the total floor space of each of the centres within the catchment area, then a local impact assessment is required.~~

~~E) Proposals for edge of centre or out of centre A2—A5 (including bulky goods), and non-retail services outside residential areas:~~

<b>Total gross size of built development*</b>	<b>Sequential Assessment</b>	<b>Impact Assessment</b>	<b>Catchment Area (radius) inbound off peak drive time</b>
0—1,499 square metres	YES	NO*	10 minutes and City Centre (including edge of)
1,500 square metres and above	YES	YES	15 minutes and City Centre (including edge of)

~~\*\* unless the gross floor space of the proposal is more than 10% of the total floor space of each of the centres within the catchment area, then a local impact assessment is required.~~

~~F) Proposals for edge of centre or out of centre intensive leisure and culture within residential areas~~

Total gross size of built development*	Sequential Assessment	Impact Assessment	Catchment Area (radius) inbound off peak drive time
0-1,499 square metres	YES	NO*	10 minutes and City Centre (including edge of)
1,500 square metres and above	YES	YES	15 minutes and City Centre (including edge of)

\* unless the gross floor space of the proposal is more than 10% of the total floor space of each of the centres within the catchment area, then a local impact assessment is required.

G) Proposals for edge of centre or out of centre intensive leisure or culture outside of residential areas

Total gross size of built development*	Sequential Assessment	Impact Assessment	Catchment Area (radius) inbound off peak drive time
0-1,499 square metres	YES	NO*	10 minutes and City Centre (including edge of)
1,500 square metres and above	YES	YES	15 minutes and City Centre (including edge of)

\* unless the proposal is more than 10% of the total floor space of each of the centres within the catchment area, then a local impact assessment is required.

H) Proposals for extensions of up to 200 square metres to existing units will not require sequential or impact assessments. Proposals for extensions to existing units above 200 square metres will be required to conduct sequential and impact assessments based on the gross floor space of the resulting unit in accordance with the thresholds set out above.

I) Proposals for more than one unit will be required to carry out assessments based on their total gross floor area. Pre application discussions with Council officers will be required to agree a catchment search area for proposals for a mix of convenience and comparison units.

J) All proposals will be required to accord with Policy T2 on accessibility standards.

*For clarification, in Policy P8 the total gross size of built development is based on a 65/35 split of net sales area to storage/back office area. Proposals for development with a greater split will be required to submit justification for why their operations needs require this and will be judged on the merits of the application. 500 metres easy walking distance equates to a 10 minute walk time, which takes into account gradient and barriers such as road, rail and waterways. The catchment*

	<del>area includes all centres located within it, including the City Centre if it falls within the catchment area. Off peak is between 10am and 2pm.</del>
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- Policy amended as follows:

**POLICY P8: SEQUENTIAL AND IMPACT ASSESSMENTS FOR MAIN TOWN CENTRE USES\***

**LEEDS CITY COUNCIL HAS ADOPTED A CENTRES FIRST APPROACH TO MAIN TOWN CENTRE USES\* AS SET OUT IN POLICY SP2. PROPOSALS MUST ACCORD WITH THE FOLLOWING SEQUENTIAL AND IMPACT ASSESSMENT REQUIREMENTS:**

**A) PROPOSALS FOR UP TO 200 SQM EXTENSIONS TO EXISTING UNITS OR UP TO 200 SQM CHANGE OF USE WILL NOT REQUIRE SEQUENTIAL OR IMPACT ASSESSMENTS. THIS WILL NOT APPLY WHERE THE COUNCIL CONSIDERS THAT A COMBINATION OF CONVERSIONS / EXTENSIONS / NEW BUILD IS BEING USED TO ATTEMPT TO AVOID THE BELOW THRESHOLDS. PROPOSALS FOR EXTENSIONS OR CHANGE OF USE TO EXISTING EDGE OR OUT OF CENTRE UNITS ABOVE 200 SQM WILL BE REQUIRED TO CONDUCT ASSESSMENTS BASED ON THE GROSS FLOORSPACE OF THE RESULTING UNIT IN ACCORDANCE WITH THE THRESHOLDS SET OUT BELOW.**

**B) PROPOSALS FOR EDGE OF CENTRE OR OUT OF CENTRE A1 WITHIN RESIDENTIAL AREAS:**

<b><u>TOTAL GROSS SIZE OF BUILT DEVELOPMENT</u></b>	<b><u>SEQUENTIAL ASSESSMENT</u></b>	<b><u>IMPACT ASSESSMENT</u></b>	<b><u>CATCHMENT AREA (RADIUS)</u></b>
<b><u>BELOW 200 SQM</u></b>	<b><u>NO</u></b>	<b><u>NO</u></b>	<b><u>N/A</u></b>
<b><u>200 – 372 SQM</u></b>	<b><u>YES</u></b>	<b><u>NO</u></b>	<b><u>500 METRE WALKING</u></b>
<b><u>373 – 1,499 SQM</u></b>	<b><u>YES</u></b>	<b><u>NO</u></b>	<b><u>5 MINUTE INBOUND OFF PEAK DRIVE TIME</u></b>
<b><u>1,500+ SQM: CONVENIENCE</u></b>	<b><u>YES</u></b>	<b><u>YES</u></b>	<b><u>10 MINUTE INBOUND OFF PEAK DRIVE TIME</u></b>
<b><u>1,500+ SQM: COMPARISON</u></b>	<b><u>YES</u></b>	<b><u>YES</u></b>	<b><u>10 MINUTE INBOUND OFF PEAK DRIVE TIME, AND IN ADDITION THE CITY CENTRE (AND EDGE OF), AND THE MAIN CENTRES OF NEIGHBOURING AUTHORITIES AS APPROPRIATE DEPENDING ON DISTANCE AND THE SCALE OF THE PROPOSAL</u></b>

**C) PROPOSALS FOR EDGE OF CENTRE OR OUT OF CENTRE A1 OUTSIDE RESIDENTIAL AREAS:**

<b><u>TOTAL GROSS SIZE OF BUILT DEVELOPMENT</u></b>	<b><u>SEQUENTIAL ASSESSMENT</u></b>	<b><u>IMPACT ASSESSMENT</u></b>	<b><u>CATCHMENT AREA (RADIUS) INBOUND OFF PEAK DRIVE TIME</u></b>
<b><u>0 - 1,499 SQM</u></b>	<b><u>YES</u></b>	<b><u>NO</u></b>	<b><u>5 MINUTE</u></b>

<b>1,500+ SQM: CONVENIENCE</b>	<b>YES</b>	<b>YES</b>	<b>10 MINUTE</b>
<b>1,500+ SQM: COMPARISON</b>	<b>YES</b>	<b>YES</b>	<b>10 MINUTE INBOUND OFF PEAK DRIVE TIME, AND IN ADDITION THE CITY CENTRE (AND EDGE OF), AND THE MAIN CENTRES OF NEIGHBOURING AUTHORITIES AS APPROPRIATE DEPENDING ON DISTANCE AND THE SCALE OF THE PROPOSAL</b>

**D) PROPOSALS FOR ALL OTHER EDGE OF CENTRE OR OUT OF CENTRE MAIN TOWN CENTRE USES\***

<b><u>TOTAL GROSS SIZE OF BUILT DEVELOPMENT</u></b>	<b><u>SEQUENTI AL ASSESS MENT</u></b>	<b><u>IMPACT ASSESS MENT</u></b>	<b><u>WITHIN RESIDENTIAL AREA: CATCHMENT AREA (RADIUS) INBOUND OFF PEAK DRIVE TIME</u></b>	<b><u>OUTSIDE RESIDENTIAL AREA: CATCHMENT AREA (RADIUS) INBOUND OFF PEAK DRIVE TIME</u></b>
<b><u>A2, A3, A4, A5 0 - 1,499 SQM</u></b>	<b><u>YES</u></b>	<b><u>NO</u></b>	<b><u>5 MINUTE</u></b>	<b><u>10 MINUTE AND CITY CENTRE (INCLUDING EDGE OF)</u></b>
<b><u>A2, A3, A4, A5 1,500+ SQM</u></b>	<b><u>YES</u></b>	<b><u>YES</u></b>	<b><u>10 MINUTE AND CITY CENTRE</u></b>	<b><u>15 MINUTE AND CITY CENTRE (INCLUDING EDGE OF)</u></b>
<b><u>MAIN TOWN CENTRE USES EXCEPT CLASS A 0 - 1,499 SQM</u></b>	<b><u>YES</u></b>	<b><u>NO</u></b>	<b><u>10 MINUTE AND CITY CENTRE (INCLUDING EDGE OF)</u></b>	
<b><u>MAIN TOWN CENTRE USES EXCEPT CLASS A 1,500+ SQM</u></b>	<b><u>YES</u></b>	<b><u>YES</u></b>	<b><u>15 MINUTE AND CITY CENTRE (INCLUDING EDGE OF)</u></b>	

**E) PROPOSALS FOR MORE THAN ONE UNIT WILL GENERALLY BE REQUIRED TO CARRY OUT ASSESSMENTS BASED ON THEIR TOTAL GROSS FLOOR AREA, UNLESS DISAGGREGATION IS MORE RELEVANT FOR THE SEQUENTIAL TEST. PRE-APPLICATION DISCUSSIONS WITH COUNCIL OFFICERS WILL BE REQUIRED TO AGREE A CATCHMENT SEARCH AREA FOR PROPOSALS FOR A MIX OF A1 CONVENIENCE AND COMPARISON UNITS.**

**F) ALL PROPOSALS WILL BE REQUIRED TO ACCORD WITH POLICY T2 ON ACCESSIBILITY STANDARDS.**

**\* NPPF glossary identifies main town centre uses as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).**

**\*N.B. offices are also subject to Policy EC2.**

**\*Use Classes Order: Class A1 - shops, A2 – financial and professional services, A3 – restaurants and cafes, A4 – drinking establishments, A5 – hot food takeaways.**

**\*All measures/thresholds in Policy P8 are Gross Internal Areas, i.e. the whole enclosed area of a building within the external walls taking each floor into account and excluding the thickness of the external walls. This includes e.g. service accommodation such as showers, stairwells, and plant rooms.** The total gross size of built development is based on a 65/35 split of net sales area to storage/back office area. Proposals for development with a greater split will be required to submit justification for why their operations needs require this and will be judged on the merits of the application. 500 metres easy walking distance equates to a 10 minute walk time, which takes into account gradient and barriers such as road, rail and waterways. The catchment area includes all centres located within it, including the City Centre if it falls within the catchment area. Off peak is between 10am and 2pm.

<p><b>Social and Community Facilities</b></p>	<ul style="list-style-type: none"> <li>Paragraph 5.3.34 amended as follows:</li> </ul> <p><u><b>5.3.39</b></u> The provision of existing and new social and community facilities is integral to creating sustainable communities. One of the aspirations within the Vision for Leeds is for all communities to be successful. To be successful local services need to be easily accessible and meet people's needs therefore the Council needs to support the provision of new community facilities <u><b>particularly</b></u> as a result of new housing growth. The delivery of such facilities should be through effective community engagement and be of high design quality to help maintain local character and distinctiveness.</p> <ul style="list-style-type: none"> <li>Paragraph 5.3.35 amended as follows:</li> </ul> <p><u><b>5.3.40</b></u> The provision of greenspace within communities has an important role to play in creating sustainable communities and there is often a link between social and community facilities and the provision of leisure and open space facilities. The Managing Environmental Resources and Green Infrastructure sections sets out the Council's requirements for greenspace across Leeds, <u><b>including Policy G3 relating to sport and recreation.</b></u></p>
<p><b>Policy P9: Community Facilities And Other Services</b></p>	<ul style="list-style-type: none"> <li>Policy amended as follows:</li> </ul> <p><u><b>POLICY P9: COMMUNITY FACILITIES AND OTHER SERVICES</b></u></p> <p>ACCESS TO LOCAL COMMUNITY FACILITIES AND SERVICES, SUCH AS EDUCATION, TRAINING, PLACES OF WORSHIP, HEALTH, <u><b>SPORT AND RECREATION</b></u> AND COMMUNITY CENTRES, IS IMPORTANT TO THE</p>



	<p>HEALTH AND WELLBEING OF A NEIGHBOURHOOD. NEW COMMUNITY FACILITIES AND SERVICES SHOULD BE ACCESSIBLE BY FOOT, CYCLING, OR BY PUBLIC TRANSPORT IN THE INTERESTS OF SUSTAINABILITY AND HEALTH AND WELLBEING. FACILITIES AND SERVICES SHOULD NOT ADVERSELY IMPACT ON RESIDENTIAL AMENITY AND SHOULD WHERE POSSIBLE, AND APPROPRIATE, BE LOCATED IN CENTRES WITH OTHER COMMUNITY USES.</p> <p>THE SCALE OF THE FACILITY OR SERVICE SHOULD BE CONSIDERED IN CONJUNCTION WITH THE LEVEL OF NEED WITHIN THE COMMUNITY AND ITS PROPOSED LOCATION WITHIN THE SETTLEMENT HIERARCHY.</p> <p>WHERE PROPOSALS FOR DEVELOPMENT WOULD RESULT IN THE LOSS OF AN EXISTING FACILITY OR SERVICE, SATISFACTORY ALTERNATIVE PROVISION SHOULD BE MADE ELSEWHERE WITHIN THE COMMUNITY IF A SUFFICIENT LEVEL OF NEED IS IDENTIFIED.</p>
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### Design, Conservation and Landscape

Design	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>• Paragraph 5.3.36 amended as follows:</li> </ul> <p><del><b>5.3.41</b> Good design is central to making successful places. The Council supports good design that conserves and responds to local character. This is evident in the Vision for Leeds 2011-2030 and the City Priority Plan (2011-2015), which states that “Our purpose is to improve life for the people of Leeds and make our city a better place”, and in the wealth of design documents the Council has adopted.</del></p> <p><b><i>Good design is a key aspect of sustainable development and essential in creating places in which current and future generations can live a high quality of life which is fulfilling and healthy. Good design goes beyond aesthetic considerations and should address the connections between people and places and the integration of new development into the built environment. Design can also assist in tackling the most cross cutting issues of sustainable development such as climate change, car dependence, community</i></b></p>
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	<p><i>cohesions and health and wellbeing. The vast majority of people who live and work in the Leeds City Region do so in an urban environment. Their quality of life depends heavily upon the quality of their environment. In order to continue its economic success in a sustainable manner, and in order to achieve its aim of being the Best City in the UK by 2030, Leeds must build upon and retain the high quality of its built and natural environment.</i></p> <ul style="list-style-type: none"> <li>• Paragraph 5.3.37 amended as follows:</li> </ul> <p><del>5.3.42</del> Leeds' townscape is rich in quality and ranges from leafy suburbs and villages to market towns, former mining towns, inner urban areas and a vibrant City Centre .<i>The urban environment of Leeds is rich in quality and ranges from leafy suburbs and rural villages to market towns, industrial towns, inner urban areas and a vibrant city centre. Good Urban Design can help understanding of these unique and special places and inform opportunities for appropriate development that is respectful and enhances our City as a whole. An overarching aim is to create and sustain people-friendly places for the benefit of the residents and businesses of Leeds and endeavouring to support developers seeking to deliver highest quality design solutions.</i></p> <ul style="list-style-type: none"> <li>• Paragraph 5.3.38 amended as follows:</li> </ul> <p><del>5.3.43</del> Leeds recommends the ten Urban Design Principles, which were adopted by the City Council (Executive Board in January 2005), for creating successful design. An essential element is to include representatives from a wide range of disciplines to form a Design Team, as for design to be successful all disciplines need to be considered from the early onset of a project. Design workshops are a useful tool for developing the design and can provide an opportunity for local people to be involved, ensuring that the end result is fit for purpose. They will help to develop the best outcome and will inform the production of Design and Access Statements. This will encourage the design and retention of attractive, walkable neighbourhoods, serving residents, businesses and visitors well. Creativity and appropriate innovation is encouraged to achieve excellent place-making for the 21<sup>st</sup> century, with sustainable solutions respecting and providing for future generations. <i>The City Council has a long-standing commitment to delivering high quality urban design. This is reflected in the Ten Urban Design Principles</i></p>
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**Policy P10:  
Design**

*(adopted by Executive Board in January 2005) as a basis to inspire and enhance the design quality in Leeds and provide a robust framework for creating successful places at all levels. Together with early stakeholder working in the form of design workshops and consultation, investing in good urban design can create economically successful development that functions well and has a lasting effect now and into the future*

- Paragraph 5.3.39 amended as follows:

**5.3.44** There are a variety of issues that require consideration at the outset of the design process which include but are not limited to; designing out crime; disabled access; the orientation of buildings to address amenity issues such as air quality, daylight, noise and privacy; waste and recycling storage; and car and cycle parking. Developers are required to cross reference other development plan policies on relevant issues such as flood risk mitigation, renewable energy measures and sustainable construction to ensure that they are integral to the design process. *The following policy sets out an overarching approach to a consideration of design. This policy approach is supported by a range of SPD's supporting design including Neighbourhoods for Living; City Centre Urban Design Strategy; Tall Buildings Strategy; Building for Tomorrow Today; and the wealth of Village and Neighbourhood Design Statements. Neighbourhoods for Living and the City Centre Urban Design Strategy contain principles and process guidance which should be used to lead to excellence and responsive design.*

- Policy amended as follows:

**POLICY P10: DESIGN**

NEW DEVELOPMENT FOR BUILDINGS AND SPACES, AND ALTERATIONS TO EXISTING, SHOULD BE BASED ON A THOROUGH CONTEXTUAL ANALYSIS TO ~~TO~~ **AND** PROVIDE GOOD DESIGN **THAT IS** APPROPRIATE TO ITS **LOCATION** SCALE AND FUNCTION.

NEW DEVELOPMENT WILL BE EXPECTED TO DELIVER HIGH QUALITY INNOVATIVE DESIGN THAT HAS EVOLVED, WHERE APPROPRIATE, THROUGH COMMUNITY CONSULTATION AND WHICH RESPECTS AND ENHANCES THE VARIETY OF

	<p>EXISTING LANDSCAPES, STREETS, SPACES AND BUILDINGS ACCORDING TO THE PARTICULAR LOCAL DISTINCTIVENESS AND WIDER SETTING OF THE PLACE, CONTRIBUTING POSITIVELY TOWARDS PLACE MAKING AND QUALITY OF LIFE AND BE ACCESSIBLE TO ALL. <b><i>INCLUSIVE DESIGN THAT HAS EVOLVED, WHERE APPROPRIATE, THROUGH COMMUNITY CONSULTATION AND THOROUGH ANALYSIS AND UNDERSTANDING OF AN AREA. DEVELOPMENTS SHOULD RESPECT AND ENHANCE EXISTING LANDSCAPES, STREETS, SPACES AND BUILDINGS ACCORDING TO THE PARTICULAR LOCAL DISTINCTIVENESS AND WIDER SETTING OF THE PLACE WITH THE INTENTION OF CONTRIBUTING POSITIVELY TO PLACE MAKING, QUALITY OF LIFE AND WELLBEING.</i></b></p> <p>PROPOSALS WILL BE SUPPORTED WHERE THEY ACCORD WITH THE FOLLOWING KEY PRINCIPLES;</p> <ul style="list-style-type: none"> <li>(i) THE SIZE, SCALE, <b><i>DESIGN</i></b> AND LAYOUT OF THE DEVELOPMENT IS APPROPRIATE TO ITS LOCATION AND RESPECTS THE CHARACTER AND QUALITY OF THE EXTERNAL SPACES IS APPROPRIATE TO ITS <b><i>CONTEXT</i></b> AND RESPECTS THE CHARACTER AND QUALITY OF <b><i>SURROUNDING BUILDINGS; THE STREETS AND SPACES THAT MAKE UP THE PUBLIC REALM AND THE WIDER LOCALITY,</i></b></li> <li>(ii) THE DEVELOPMENT PROTECTS THE VISUAL, RESIDENTIAL AND GENERAL AMENITY OF THE AREA INCLUDING USEABLE SPACE, PRIVACY, NOISE, AIR QUALITY AND SATISFACTORY PENETRATION OF DAYLIGHT AND SUNLIGHT, <b><i>AND</i></b> ENHANCES THE DISTRICT'S EXISTING, <b><i>HISTORIC</i></b> AND NATURAL ASSETS, IN PARTICULAR, HISTORIC <b><i>AND NATURAL SITE FEATURES AND LOCALLY IMPORTANT BUILDINGS, SPACES, SKYLINES AND VIEWS,</i></b></li> <li>(iii) THE DEVELOPMENT PROTECTS AND ENHANCE THE DISTRICT'S HISTORIC ASSETS IN PARTICULAR EXISTING NATURAL SITE FEATURES, HISTORICALLY AND LOCALLY IMPORTANT BUILDINGS, SKYLINES AND VIEWS, THE VISUAL, RESIDENTIAL AND GENERAL AMENITY OF THE <b><i>AREA THROUGH POSITIVE DESIGN THAT PROTECTS AND ENHANCES SURROUNDING ROUTES, USEABLE SPACE, PRIVACY, AIR QUALITY AND SATISFACTORY PENETRATION OF SUNLIGHT AND DAYLIGHT.</i></b></li> <li>(iv) CAR PARKING, CYCLE, WASTE AND RECYCLING STORAGE <b><i>SHOULD BE DESIGNED IN A POSITIVE</i></b></li> </ul>
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<p>Conservation</p>	<p><b><u>MANNER AND BE</u></b> ARE INTEGRAL TO THE DEVELOPMENT,</p> <p>(v) THE DEVELOPMENT CREATES A SAFE AND SECURE ENVIRONMENT THAT REDUCE THE OPPORTUNITIES FOR CRIME WITHOUT COMPROMISING COMMUNITY COHESION,</p> <p>(vi) THE DEVELOPMENT IS ACCESSIBLE TO ALL USERS.</p> <ul style="list-style-type: none"> <li>• Paragraph 5.3.41 amended as follows:</li> </ul> <p><b><u>5.4.56</u></b> In all cases change, especially harmful change, should be justified. The good management of the historic environment relies on informed conservation which identifies the historic significance of buildings and spaces and strategies to overcome harm. On the whole, considered innovation should be encouraged, except where the context demands a response which <del>mimies</del> <b><u>copies</u></b> the host. Sustainable construction is as relevant in an historic context as it is elsewhere.</p> <ul style="list-style-type: none"> <li>• Paragraph 5.3.42 amended as follows:</li> </ul> <p><b><u>5.4.57</u></b> Character assessments and management plans will be prepared and reviewed for conservation areas and other areas of significance. <b><u>Within conservation areas, development will be assessed against the respective conservation area appraisal and the Council will seek to conserve those elements which have been identified as contributing to the special interest of that conservation area.</u></b> Characterisation studies will be used to inform and understand the contribution of the historic environment.</p> <ul style="list-style-type: none"> <li>• Paragraph 5.3.43 amended as follows:</li> </ul> <p><b><u>5.3.48</u></b> The link between conservation and regeneration is strong and not mutually exclusive. Leeds has been fortunate in being awarded funding for several area-based conservation-led regeneration schemes, attracting inward investment from the public sector which has been more than matched by the private sector. There have been dramatic changes in the perceptions of the area caused by relatively small incremental enhancement which has at the same time sustained local identity and reinforced local pride. Opportunities for area-based conservation <del>based</del> <b><u>led</u></b> regeneration schemes will be identified and applications for funding will be submitted where resources allow. These schemes shall be targeted at areas of the city which possesses an historic character and where there</p>
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**Policy P11:  
Conservation**

are significant regeneration opportunities.

- Policy amended as follows:

**POLICY P11: CONSERVATION**

THE HISTORIC ENVIRONMENT, CONSISTING OF ARCHAEOLOGICAL REMAINS, HISTORIC BUILDINGS TOWNSCAPES AND LANDSCAPES, INCLUDING LOCALLY SIGNIFICANT UNDESIGNATED ASSETS AND THEIR SETTINGS, WILL BE CONSERVED **AND THEIR SETTINGS WILL BE CONSERVED, PARTICULARLY THOSE ELEMENTS WHICH HELP TO GIVE LEEDS IT DISTINCT IDENTITY:**

- **THE VICTORIAN AND EDWARDIAN CIVIC AND PUBLIC BUILDINGS, THEATRES, ARCADES, WAREHOUSES AND OFFICES WITHIN THE CITY CENTRE AND THE URBAN GRAIN OF YARDS AND ALLEYS.**
- **THE NATIONALLY SIGNIFICANT INDUSTRIAL HERITAGE RELATING TO ITS TEXTILE, TANNING AND ENGINEERING INDUSTRIES, INCLUDING ITS FACTORIES, CHIMNEYS AND ASSOCIATED HOUSING.**
- **ITS LEGACY OF PUBLIC PARKS, GARDENS AND CEMETERIES.**
- **THE 19<sup>TH</sup> CENTURY TRANSPORT NETWORK, INCLUDING THE LEEDS AND LIVERPOOL CANAL.**

DEVELOPMENT PROPOSALS WILL BE EXPECTED TO DEMONSTRATE A FULL UNDERSTANDING OF HISTORIC ASSETS AFFECTED. HERITAGE STATEMENTS ASSESSING THE SIGNIFICANCE OF ASSETS, **THE IMPACT OF PROPOSALS** AND MITIGATION MEASURES WILL BE REQUIRED TO BE SUBMITTED BY DEVELOPERS TO ACCOMPANY DEVELOPMENT PROPOSALS.

~~ARCHAEOLOGICAL INVESTIGATION AS PART OF DEVELOPMENT WILL BE ENCOURAGED AND INFORMATION GAINED SHALL BE USED TO ENHANCE THE HISTORIC ENVIRONMENT RECORD.~~

INNOVATIVE AND SUSTAINABLE CONSTRUCTION WHICH INTEGRATES WITH AND ENHANCES THE HISTORIC ENVIRONMENT WILL BE ENCOURAGED.

**CONSERVATION-LED REGENERATION SCHEMES WILL BE PROMOTED. PRIORITIES FOR NEW SCHEMES WILL IN REGENERATION PRIORITY AREAS, BUT SCHEMES OUTSIDE THESES AREAS MAY BE IDENTIFIED WHERE ELIGIBILITY CRITERIA ARE MET.**

<p><b>Landscape</b></p>	<p>THE COUNCIL MAINTAINS A BUILDINGS AT RISK REGISTER <b><u>REGISTER OF HISTORIC ASSETS</u></b> TO HELP IT PRIORITISE ACTION AND WILL SEEK TO IMPOSE PLANNING CONDITIONS OR OBLIGATIONS FOR THEIR REPAIR AND REFURBISHMENT WHERE APPROPRIATE. <b><u>WHERE APPROPRIATE, THE CITY COUNCIL WILL USE THE STATUTORY PROVISIONS OF THE PLANNING ACTS TO SECURE REPAIRS.</u></b></p> <p>ENABLING DEVELOPMENT MAY BE SUPPORTED IN THE VICINITY OF LISTED BUILDINGS AND IN CONSERVATION AREA <b><u>AREAS</u></b> WHERE LINKED TO THE REFURBISHMENT OR REPAIR OF HERITAGE ASSETS. THIS WILL BE SECURED BY PLANNING CONDITION OR PLANNING OBLIGATION.</p> <ul style="list-style-type: none"> <li>• Paragraph 5.3.47 amended as follows:</li> </ul> <p><b><u>5.3.52</u></b> Landscape does not just mean special or designated landscapes, for example Special Landscape Areas or Sites or Local Nature Areas, nor does it only apply to the countryside. Landscape can also mean landscape character which is the pattern that arises from the combination of both natural and cultural components. Landscape can be perceived as a small patch of land, a park, a garden or a single tree. <b><u>in numerous forms including large open spaces, the public realm, a park, a small patch of land, a garden or a single tree.</u></b> All are important elements in their own right.</p> <ul style="list-style-type: none"> <li>• Paragraph 5.3.49 amended as follows:</li> </ul> <p><b><u>5.3.54</u></b> Landscape is integral to the planning and design process of development. <b><u>Consideration shall be given to relevant Council Documents such as UDP saved policies and background information including the Leeds Landscape Assessment</u></b> Landscape assessments are not limited to Environmental Impact Assessments but can be appropriate for any form or scale of development. Early engagement with the City Council is encouraged to ensure that any negative impacts on landscape <b><u>(either within or beyond Leeds city boundaries)</u></b>, as a result of development proposals are averted. <del>or mitigated against</del> <b><u>Where negative impacts cannot be averted then appropriate mitigation must be provided.</u></b></p>
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## 5.4 A WELL CONNECTED DISTRICT

<p><b>Policy T1: Transport Management</b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Policy amended as follows:</li> </ul> <p><b><u>POLICY T1: TRANSPORT MANAGEMENT</u></b></p> <p>TO COMPLEMENT THE PROVISION OF NEW INFRASTRUCTURE <u>AND PROPOSAL 11 OF THE LOCAL TRANSPORT PLAN</u> THE COUNCIL WILL SUPPORT THE FOLLOWING MANAGEMENT PRIORITIES:</p> <ul style="list-style-type: none"> <li>(i) DEVELOP AND PROVIDE TAILORED, INTERACTIVE, READILY AVAILABLE INFORMATION AND SUPPORT THAT ENCOURAGES AND INCENTIVISES MORE SUSTAINABLE TRAVEL CHOICES ON A REGULAR BASIS.</li> <li>(ii) SUSTAINABLE TRAVEL PROPOSALS INCLUDING TRAVEL PLANNING MEASURES FOR EMPLOYERS AND SCHOOLS. FURTHER DETAILS ARE PROVIDED IN THE TRAVEL PLAN SPD AND THE SUSTAINABLE EDUCATION TRAVEL STRATEGY.</li> <li>(iii) PARKING POLICIES CONTROLLING THE USE AND SUPPLY OF CAR PARKING ACROSS THE CITY: <ul style="list-style-type: none"> <li>a) TO ENSURE ADEQUATE PARKING FOR SHOPPERS AND VISITORS TO SUPPORT THE HEALTH AND VITALITY OF THE CITY AND TOWN CENTRES.</li> <li>b) DELIVERING STRATEGIC PARK AND RIDE FOR THE CITY WHICH SUPPORTS THE CITY CENTRE VISION AND PROVIDES GREATER TRAVELLER CHOICE.</li> <li>c) TO SUPPORT WIDER TRANSPORT STRATEGY OBJECTIVES FOR SUSTAINABLE TRAVEL AND TO MINIMISE CONGESTION DURING PEAK PERIODS.</li> <li>d) LIMITING THE SUPPLY OF COMMUTER PARKING IN AREAS OF HIGH PUBLIC TRANSPORT ACCESSIBILITY, SUCH AS THE CITY CENTRE.</li> </ul> </li> </ul> <p>FURTHER DETAILS WILL BE PROVIDED IN THE PARKING POLICY SPD.</p>
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<p><b>Opportunities to Enhance Green Infrastructure</b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraph 5.5.1 amended as follows:</li> </ul> <p>One of the key distinguishing features of the Leeds district is the way in which the countryside runs into the main built up areas along corridors and valleys. These corridors are important for wildlife, local distinctiveness and character, but they also enable communities to access greenspace for <i>sport</i>, recreation and exercise close to where they live, including providing easy access to the countryside. These corridors and valleys are evidence that urbanising development can retain the functions and enhance the quality of Green Infrastructure. New development will need to integrate Green Infrastructure functions within the proposals.</p>
<p><b>Policy G1: Enhancing And Extending Green Infrastructure</b></p>	<ul style="list-style-type: none"> <li>Policy amended as follows:</li> </ul> <p><b><u>POLICY G1: ENHANCING AND EXTENDING GREEN INFRASTRUCTURE</u></b></p> <p>WHERE A DEVELOPMENT IS CONSIDERED TO BE ACCEPTABLE WITHIN OR ADJOINING AREAS DEFINED AS GREEN INFRASTRUCTURE ON MAP 15 OR ON ANY FUTURE LDF ALLOCATION DOCUMENTS, DEVELOPMENT PROPOSALS SHOULD ENSURE THAT:</p> <ul style="list-style-type: none"> <li>(i) GREEN INFRASTRUCTURE/CORRIDOR FUNCTION OF THE LAND IS RETAINED AND IMPROVED, PARTICULARLY IN AREAS OF GROWTH;</li> <li>(ii) WHERE APPROPRIATE, THE OPPORTUNITY IS TAKEN TO EXTEND GREEN INFRASTRUCTURE BY LINKING GREEN SPACES OR BY FILLING IN GAPS IN GREEN INFRASTRUCTURE CORRIDORS, INCLUDING (WHERE RELEVANT) EXTENDING THESE INTO LEEDS CITY CENTRE. STREET TREES AND GREEN ROOFS ARE PARTICULARLY ENCOURAGED;</li> <li>(iii) A LANDSCAPING SCHEME IS PROVIDED WHICH DEALS POSITIVELY WITH THE TRANSITION BETWEEN DEVELOPMENT AND ANY ADJOINING OPEN LAND;</li> <li>(iv) THE OPPORTUNITY IS TAKEN TO INCREASE</li> </ul>

	<p>APPROPRIATE SPECIES OF WOODLAND COVER IN THE DISTRICT.</p> <p>(v) <u><b>PROVISION FOR AND RETENTION OF BIODIVERSITY AND WILDLIFE:</b></u></p> <p>(vi) <u><b>OPPORTUNITIES ARE TAKEN TO PROTECT AND ENHANCE THE PUBLIC RIGHTS OF WAY (PROW) NETWORK THROUGH AVOIDING UNNECESSARY DIVERSIONS AND BY ADDING NEW INKS.</b></u></p>
<p><b>Policy G2:</b> <b>Creation Of New Tree Cover</b></p>	<ul style="list-style-type: none"> <li>Policy amended as follows:</li> </ul> <p><b><u>POLICY G2: CREATION OF NEW TREE COVER</u></b></p> <p>DEVELOPMENT WHICH WOULD RESULT IN HARM TO, OR THE LOSS OF, ANCIENT WOODLAND AND VETERAN TREES WILL BE RESISTED.</p> <p>IN SUPPORTING THE NEED AND DESIRE TO INCREASE NATIVE AND APPROPRIATE TREE COVER, THE COUNCIL WILL, ON ITS OWN INITIATIVE AND THROUGH THE DEVELOPMENT PROCESS, INCLUDING DEVELOPER CONTRIBUTIONS, WORK TOWARDS INCREASING APPROPRIATE SPECIES OF WOODLAND COVER IN THE DISTRICT. DELIVERY WILL INVOLVE PLANTING IN BOTH URBAN AND RURAL AREAS, AND PARTNERSHIP WITH THE FORESTRY COMMISSION, NATURAL ENGLAND AND LANDOWNERS. DEVELOPMENT IN THE URBAN AREA OF THE CITY, INCLUDING THE CITY CENTRE WILL <del>MAKE PROVISION FOR</del> <u><b>INCLUDE THE PLANTING</b></u> INCLUSION OF STREET TREES <u><b>IN APPROPRIATELY DESIGNED PITS</b></u> TO INCREASE THE AREA OF TREE CANOPY COVER.</p>
<p><b>Policy G4: New Greenspace Provision</b></p>	<ul style="list-style-type: none"> <li>Policy amended as follows:</li> </ul> <p><b><u>POLICY G4: NEW GREENSPACE PROVISION</u></b></p> <p>ON SITE PROVISION OF GREENSPACE OF 80 SQUARE METRES PER RESIDENTIAL UNIT, WILL BE SOUGHT FOR DEVELOPMENT SITES OF 10 OR MORE DWELLINGS THAT ARE OUTSIDE THE CITY CENTRE AND IN EXCESS OF 720 METRES FROM A COMMUNITY PARK, AND <u><b>FOR THOSE</b></u> WHICH ARE LOCATED IN AREAS DEFICIENT OF GREENSPACE.</p> <p>IN AREAS OF ADEQUATE SUPPLY, CONTRIBUTIONS OF AN EQUIVALENT VALUE TOWARDS SAFEGUARDING AND IMPROVEMENT OF EXISTING</p>

<p><b>Policy G5: Open Space Provision In The City Centre</b></p>	<p>GREENSPACE WILL TAKE PRIORITY OVER THE CREATION OF NEW AREAS.</p> <ul style="list-style-type: none"> <li>Policy amended as follows:</li> </ul> <p><b><u>POLICY G5: OPEN SPACE PROVISION IN THE CITY CENTRE</u></b></p> <p>WITHIN THE CITY CENTRE, OPEN SPACE PROVISION WILL BE SOUGHT FOR SITES OVER 0.5 HECTARES AS FOLLOWS:</p> <ol style="list-style-type: none"> <li>COMMERCIAL DEVELOPMENTS TO PROVIDE AN EQUIVALENT <b><u>A MINIMUM</u></b> OF 20% OF THE TOTAL SITE AREA.</li> <li>RESIDENTIAL DEVELOPMENT TO PROVIDE AN EQUIVALENT <b><u>A MINIMUM</u></b> OF 0.41 HECTARES OF OPEN SPACE PER 1,000 POPULATION.</li> <li>MIXED USE DEVELOPMENT TO PROVIDE THE <b><u>GREATER AREA</u></b> AN EQUIVALENT OF EITHER 20% OF THE TOTAL SITE AREA, OR A MINIMUM OF 0.41 HECTARES PER 1,000 POPULATION OF OPEN SPACE.</li> </ol> <p><b><u>IN AREAS OF ADEQUATE OPEN SPACE SUPPLY OR WHERE IT CAN BE DEMONSTRATED THAT NOT ALL THE REQUIRED ON SITE DELIVERY OF OPEN SPACE CAN BE ACHIEVED DUE TO SITE SPECIFIC ISSUES,</u></b> CONTRIBUTIONS TOWARDS THE CITY CENTRE PARK AND NEW PEDESTRIANISATION WILL TAKE PRIORITY.</p>
<p><b>Cemeteries and Burial Space</b></p>	<ul style="list-style-type: none"> <li>Insert new paragraph after Policy G6 as follows:</li> </ul> <p><b><u>5.5.27 The city accommodates three crematoria and 22 cemeteries. Several of these, particularly in the north west of the city, are near capacity. Provision of new cemeteries and burial space will be required during the plan period. This will be in the form of extensions to existing cemeteries combined with new smaller, based sites close to the community.</u></b></p> <ul style="list-style-type: none"> <li>Insert new policy as follows:</li> </ul> <p><b><u>POLICY G7 – CEMETERIES AND BURIAL SPACE</u></b></p> <p><b><u>DEVELOPMENT PROPOSALS FOR CEMETERY AND BURIAL FACILITIES WILL BE PERMITTED WHERE THEY CAN DEMONSTRATE:</u></b></p> <ul style="list-style-type: none"> <li><b><u>ACCESS BY PUBLIC TRANSPORT, WALKING AND CYCLING;</u></b></li> <li><b><u>EASY AND SAFE ACCESS TO PEOPLE WITH</u></b></li> </ul>

<p>Natural Habitats and Biodiversity</p>	<p><b><u>DISABILITIES;</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>THERE WOULD NOT BE DEMONSTRABLY HARMFUL IMPACT ON THE CHARACTER OF THE SURROUNDING AREA AND THE AMENITIES OF NEARBY RESIDENTIAL PROPERTIES AND OTHER USES; AND</u></b></li> <li>• <b><u>THE SCALE IS APPROPRIATE TO IDENTIFIED NEED.</u></b></li> </ul> <p>• Policy amended as follows:</p> <p><b><u>POLICY G8: PROTECTION OF IMPORTANT SPECIES AND HABITATS</u></b></p> <p>DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD SERIOUSLY HARM, EITHER DIRECTLY OR INDIRECTLY, ANY SITES DESIGNATED OF NATIONAL, REGIONAL OR LOCAL IMPORTANCE FOR BIODIVERSITY OR GEOLOGICAL IMPORTANCE OR WHICH WOULD CAUSE ANY HARM TO INTERNATIONALLY DESIGNATED SITES, <b><u>OR WOULD CAUSE HARM TO THE POPULATION OR CONSERVATION STATUS OF UK OR WEST YORKSHIRE BIODIVERSITY ACTION PLAN (UK BAP AND WY BAP) PRIORITY SPECIES AND HABITATS.</u></b> IN CONSIDERING DEVELOPMENT PROPOSALS AFFECTING ANY DESIGNATED SITES <b><u>AND UK OR WY BAP PRIORITY SPECIES OR HABITATS,</u></b> THE NEEDS OF THE DEVELOPMENT AND THE REQUIREMENTS TO MAINTAIN AND ENHANCE BIOLOGICAL AND GEOLOGICAL DIVERSITY WILL BE EXAMINED.</p> <p>OTHER THAN THE ABOVE REQUIREMENT PARTICULAR ACCOUNT WILL BE TAKEN OF:</p> <ul style="list-style-type: none"> <li>• THE EXTENT AND SIGNIFICANCE OF POTENTIAL DAMAGE TO THE INTEREST OF ANY NATIONAL, REGIONAL OR LOCAL SITE, <b><u>OR UK OR WY BAP PRIORITY SPECIES OR HABITAT;</u></b> AND</li> <li>• DEMONSTRATION THAT THE NEED FOR THE DEVELOPMENT OUTWEIGHS THE IMPORTANCE OF ANY NATIONAL, REGIONAL OR LOCAL SITE, <b><u>OR UK OR WY BAP PRIORITY SPECIES OR HABITAT;</u></b> AND</li> <li>• THE EXTENT THAT ANY ADVERSE IMPACT COULD BE REDUCED AND MINIMISED THROUGH PROTECTION, MITIGATION, ENHANCEMENT AND COMPENSATORY MEASURES IMPOSED THROUGH PLANNING CONDITIONS OR OBLIGATIONS AND WHICH WOULD BE SUBJECT TO APPROPRIATE MONITORING ARRANGEMENTS.</li> </ul>
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	<ul style="list-style-type: none"> <li>Paragraph 5.5.29 amended as follows:</li> </ul> <p>5.5.30 Networks of natural habitats provide a valuable resource. They can link sites of biodiversity importance and provide routes or stepping stones for the migration, dispersal and genetic exchange of species in the wider environment. To avoid fragmentation and isolation of natural habitats, networks need to be protected from inappropriate development, and, where possible, development should strengthen or integrate with the network. This will <i>partly</i> be achieved as part of a wider strategy for the protection and extension of Green Infrastructure, including open space and access routes such as canals and rivers, including those within the urban area and rural settlements. The existing network of habitats is shown on Map 17, which combines the results of the phase 1 habitat survey and existing national and local ecological and nature conservation designations and protections, <i>and UK Biodiversity Action Plan UK Priority Habitats and other criteria that have been agreed with West Yorkshire Ecology. In order to map the Leeds Habitat Network in more detail at a local level there may be the need for additional up-to-date Phase 1 habitat surveys.</i></p> <p><i>Biodiversity Improvements Policy - reference G8 updated to G9</i></p>
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## b) Energy and Natural Resources

Climate Change	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraph 5.5.33 amended as follows:</li> </ul> <p><b><i>5.5.34</i></b> The Leeds Climate Change Strategy (2009) was developed through the Leeds Initiative in partnership with the public, private and third sector. This contains a target to reduce emissions from Leeds by 80% between 1990 and 2050. In 2010, the Council adopted a further target to reduce emissions by 40% between 2005 and 2020. In the four years to 2009, the city reduced emissions by 14.4%, requiring a <i>further</i> reduction of approximately 2.5% per year until 2020. <i>Leeds is a growing city and all new development that is not carbon neutral adds to total emissions from Leeds (both on site emissions and emissions associated with transport). Therefore, there is a strong policy imperative to constrain emissions from all development as soon as possible.</i></p>
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<p><b>Policy EN1: Climate Change – Carbon Dioxide Reduction</b></p>	<ul style="list-style-type: none"> <li>Paragraph 5.5.34 amended as follows:</li> </ul> <p><b><u>5.5.35</u></b> The Core Strategy climate change policies are designed so that new development contributes to our ambitious carbon reduction targets. However, the Council aim to do this in a flexible way that supports developers to achieve carbon reductions at lowest cost and in a way that benefits future building occupants. Building Regulations set a minimum energy efficiency standard applicable to all buildings, and in order to keep on track to achieve the 2050 target, the Government will increase this standard over the next decade. Developers currently have to demonstrate that proposed developments are within the Target Emissions Rate. However, because of the need to maintain a decent standard of living in the face of significant growth, the Council is seeking a 20% CO2 reduction beyond the Building Regulation standard. Energy efficient buildings also reduce household fuel bills (and support initiatives for ‘affordable warmth’), improve business competitiveness and create jobs in the energy service sectors. Economies of scale mean that energy efficiency measures are less costly on larger developments, and the policies are, therefore, only applied to ‘major development.’ <b><u>It is important to note that policy EN1(i) is highly flexible, allowing developers to choose the most appropriate and cost effective carbon reduction solution for their site. We would expect developers to take a ‘fabric first’ approach and, over time, supplement this with increasing levels of on-site district heating and low/zero carbon technologies. It must be remembered that the cost implications of installing carbon reduction measures are much lower when included in a new building than when they are retrofitted.</u></b></p> <ul style="list-style-type: none"> <li>Policy amended as follows</li> </ul> <p><b><u>POLICY EN1: CLIMATE CHANGE – CARBON DIOXIDE REDUCTION</u></b></p> <p>ALL DEVELOPMENTS OF 10 DWELLINGS OR MORE, OR OVER 1,000 SQUARE METRES OF FLOORSPACE, <b><u>(INCLUDING CONVERSION WHERE FEASIBLE)</u></b> WHETHER NEW BUILD OR CONVERSION, WILL BE REQUIRED TO:</p> <p>(i) REDUCE TOTAL PREDICTED CARBON DIOXIDE EMISSIONS TO ACHIEVE 20% LESS THAN THE BUILDING REGULATIONS TARGET EMISSION RATE</p>
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<p><b>Sustainable Design and Construction</b></p>	<p>UNTIL 2016 WHEN ALL DEVELOPMENT SHOULD BE ZERO CARBON; AND,</p> <p>(ii) PROVIDE A MINIMUM OF 10% OF THE PREDICTED ENERGY NEEDS OF THE DEVELOPMENT FROM LOW CARBON ENERGY.</p> <p>CARBON DIOXIDE REDUCTIONS ACHIEVED <u>THROUGH</u> <del>IN MEETING CRITERIA (i)</del> <u>(iii)</u> WILL CONTRIBUTE TO MEETING CRITERIA (ii) <u>(i)</u>.</p> <p><b><u>CRITERIA (ii) WILL BE CALCULATED AGAINST THE EMISSIONS RATE PREDICTED BY CRITERIA (i) SO REDUCING OVERALL ENERGY DEMAND BY TAKING A FABRIC FIRST APPROACH WILL REDUCE THE AMOUNT OF RENEWABLE CAPACITY REQUIRED.</u></b></p> <p>IF IT CAN BE DEMONSTRATED THAT DECENTRALISED RENEWABLE OR LOW CARBON ENERGY GENERATION IS NOT PRACTICAL ON OR NEAR THE PROPOSED DEVELOPMENT, IT MAY BE ACCEPTABLE TO PROVIDE A CONTRIBUTION EQUIVALENT TO THE COST OF PROVIDING THE 10%, WHICH THE COUNCIL WILL USE TOWARDS AN OFF-SITE LOW CARBON SCHEME. THE OPPORTUNITY TO AGGREGATE CONTRIBUTIONS TO DELIVER LARGER SCALE LOW CARBON PROJECTS WOULD BE IMPLEMENTED INDEPENDENT OF THE DEVELOPMENT. WHEREVER POSSIBLE, THE LOW CARBON PROJECTS WOULD BE LINKED WITH LOCAL PROJECTS THAT WOULD BRING LOCAL BENEFITS.</p> <p>IT IS LIKELY THAT THE APPROACH OF POOLING OFF-SITE CONTRIBUTIONS THROUGH PLANNING OBLIGATIONS WILL BE REPLACED BY CIL IN APRIL 2014.</p> <p>APPLICANTS WILL BE REQUIRED TO SUBMIT AN ENERGY ASSESSMENT WITH THEIR APPLICATION <b><u>BASED ON EXPECTED END USER REQUIREMENTS</u></b> TO DEMONSTRATE COMPLIANCE WITH THIS POLICY. <b><u>WHERE END USER REQUIREMENTS CHANGE SIGNIFICANTLY, AN UPDATED EA SHOULD BE SUBMITTED PRIOR TO CONSTRUCTION.</u></b></p> <ul style="list-style-type: none"> <li>• Paragraph 5.5.35 amended as follows:</li> </ul> <p><b><u>5.5.36</u></b> The Vision for Leeds (2011–2030), City Priority Plan (2011–2015) and Council Business Plan (2011–2015), commit the city as a whole and the Council specifically, to make Leeds a lower carbon city. <del>Within this overall context and through the City Council's Carbon &amp; Water</del></p>
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	<p>Management Plan (March 2011), BREEAM (Building Research Establishment Environmental Assessment Method) is an aspiration but essential in any new build and Very Good in major refurbishment projects. <i>City carbon reduction targets are to reduce CO<sub>2</sub> emissions by 40% between 2005 and 2020. At the same time climate change adaptation needs to be addressed systematically and progressively in regard to the built environment and development across the city. To ensure there is a consistent approach to development improvements the Building Research Establishment's (BRE) approach has been identified as an independent and systematic methodology based on a robust environmental weighting system that covers a wide range of sustainable construction issues yet allows flexibility in relation to site and developer options.</i></p> <ul style="list-style-type: none"> <li>• Paragraph 5.5.36 amended as follows:</li> </ul> <p><b>5.5.37</b> For residential development, the relevant standard is the 'Code for Sustainable Homes' (CfSH). <i>For non residential development, the relevant standard is the Building Research Establishment Environmental Assessment Method (BREEAM).</i> The Council aims to make increasingly higher levels of the Code a requirement for major development in the district. <i>will require developers to apply these assessments to major development in the district (see Policy EN2 table) as the additional costs of attaining improved sustainable construction outcomes are best met by economies of scale. In cases involving conversions, refitting, refurbishment, and historic buildings, a pragmatic approach will be taken with the expectation that the BRE methodology will still be applied, with agreed areas of lower achievement if shown to be appropriate. The BRE methodology allows for flexibility across a wide range of environmental areas, and consistently improves key environmental issues, covering improvements to: energy and CO<sub>2</sub> emissions, water use, materials, surface water run off, waste, pollution, health and well being, management and ecological value</i></p> <ul style="list-style-type: none"> <li>• Paragraph 5.5.37 amended as follows:</li> </ul> <p><b>5.5.38</b> To take account of the Government's recommended increases in the code over time, a gradually increasing target for the Code and BREEAM requirement is proposed for Leeds. This is shown in the table within Policy EN2, and it is for developers to decide how they meet the</p>
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standard *in conjunction with addressing Policy EN1 (carbon emissions reduction and on-site Low and Zero Carbon (LTZ) energy targets)* (apart from the carbon emissions reduction requirement). The energy efficiency requirement is explained in Policy EN1. The targets for CO<sub>2</sub> reductions in Policy EN1 are challenging, being higher than those currently proposed in the code, but this is considered necessary longer term in Leeds to help tackle climate change. The dates are effective at the time of submission of a planning application, *although in cases with delayed implementation, or delayed phases, there is an expectation that those parts of the development will be built to the higher sustainable construction standards of the later date.* Further guidance, information and advice on sustainable construction in Leeds is set out in 'Building for Tomorrow for Today: Sustainable Design and Construction Supplementary Planning Document'. *which covers: site appraisal, design considerations, energy & CO<sub>2</sub> emissions, water use, materials use, surface water run-off, waste, pollution, health & wellbeing, management of the site, and ecology. Developers should also follow the guidance in the Sustainable Development Design Guide and adopt where possible the Secure by Design code.*

- Policy amended as follows:

#### **POLICY EN2: SUSTAINABLE DESIGN AND CONSTRUCTION**

TO REQUIRE DEVELOPMENTS OF 1,000 OR MORE SQUARE METRES OR 10 OR MORE DWELLINGS (INCLUDING CONVERSION) WHERE FEASIBLE) TO MEET AT LEAST THE STANDARD SET BY BREEAM OR CODE FOR SUSTAINABLE HOMES AS SHOWN IN THE TABLE BELOW. A POST CONSTRUCTION REVIEW CERTIFICATE WILL BE REQUIRED PRIOR TO OCCUPATION.

	2012	2013	2016
Leeds Code for Sustainable Homes requirement	Code level 3	Code level 4	Code level 6
Leeds BREEAM standard for non-residential buildings requirement	Very Good	Excellent	Excellent

<p><b>Low Carbon Energy Infrastructure</b></p>	<ul style="list-style-type: none"> <li>Paragraph 5.5.38 amended as follows:</li> </ul> <p><b><u>5.5.39</u></b> The Council aims to achieve a grid-connected renewable energy target of 75 MW by 2021. A breakdown of how this target could be achieved from different sources of renewable energy is included in the Natural Resources and Waste DPD. Potential exists for a number of sources of renewable energy within Leeds, including electricity from wind power, water power (hydro-power), solar energy (active solar), landfill gas, electricity and heat from biomass treatment and waste plants, and combined heat and power (CHP). Heat network distribution is expected to be extensively progressed during the plan period. As well as larger, more commercial projects for renewable energy (0.5 MW and above), potential also exists for smaller, community based projects where the benefits are fed back into the local area. <b><u>For clarity, policy EN3 is specifically designed to encourage commercial scale electricity generation. Policies EN1 and EN4 also support low carbon heating and cooling technologies.</u></b></p>
<p><b>Hydro Power</b></p>	<ul style="list-style-type: none"> <li>Paragraph 5.5.41 amended as follows:</li> </ul> <p><b><u>5.5.42</u></b> Potential exists for the development of hydropower facilities on the rivers Wharfe, Aire and Calder. Whilst these are likely to have capacity for small-scale generation producing up to 100 kW, some of the weirs are large enough to have potential to contribute to the overall requirement for grid-connected renewable energy. <b><u>All development at or adjacent to these weirs and their associated civil engineering works (such as mill buildings, leats, mill ponds, etc.) must not compromise their future viability as hydro power sites, and ideally should develop the renewable energy potential of the site as part of their development proposal.</u></b> It is believed that the rivers Wharfe and Aire have potential to physically accept up to ten small-scale waterpower devices. If all were to go ahead the total capacity is unlikely to exceed 2 MW. Such schemes will be supported subject to environmental impact assessments, and provision of integrated fish passes. The Council is progressing hydro-power schemes at Armley Mills and Thwaite Mill on the River Aire, and the other weirs also offer potential for new hydro power generation. These locations are shown on Map 18. The waterways serve a multitude of uses, from a route for freight to forming part of the landscape as well as facilitating renewable energy.</p>

<p><b>Solar Energy (Active Solar)</b></p>	<ul style="list-style-type: none"> <li>Paragraph 5.5.44 amended as follows:</li> </ul> <p>5.5.45 Approximately 8sqm of photovoltaics is needed for each 1 <del>KW</del> of installed capacity on a favourably orientated façade or roof. To install just 1 MW of electricity from photovoltaics, therefore, require 8,000 m<sup>2</sup> of panels. Leeds has a huge resource of facades and roofs facing into the southerly quadrant, enough to produce several MWs of electricity if fitted with photovoltaics. Feed in Tariffs (<del>THE</del> <b><u>FITs</u></b>) for large solar installations are now available and help provide a viable business case for retrofitting existing buildings.</p>
<p><b>Policy EN4: District Heating</b></p>	<ul style="list-style-type: none"> <li>Policy amended as follows</li> </ul> <p><b><u>POLICY EN4: DISTRICT HEATING</u></b></p> <p>WHERE TECHNICALLY VIABLE, <b><u>APPROPRIATE FOR THE DEVELOPMENT,</u></b> AND IN AREAS WITH SUFFICIENT <b><u>EXISTING OR POTENTIAL</u></b> HEAT DENSITY, DEVELOPMENT <b><u>S OF 1,000 OR MORE SQUARE METRES OR 10 DWELLINGS OR MORE (INCLUDING CONVERSIONS WHERE FEASIBLE)</u></b> SHOULD PROPOSE HEATING SYSTEMS ACCORDING TO THE FOLLOWING HIERARCHY:</p> <ol style="list-style-type: none"> <li>CONNECTION TO EXISTING <b><u>DISTRICT HEATING</u></b> NETWORKS,</li> <li>USE <b><u>CONSTRUCTION</u></b> OF A SITE WIDE DISTRICT <b><u>HEATING NETWORK SERVED BY A NEW LOW CARBON HEAT SOURCE</u></b> /COMMUNAL HEATING SYSTEM SUPPLIED WITH LOW CARBON HEAT WHERE TECHNICALLY VIABLE/FEASIBLE,</li> <li><b><u>COLLABORATION WITH NEIGHBOURING DEVELOPMENT SITES OR EXISTING HEAT LOADS/SOURCES TO DEVELOP A VIABLE SHARED DISTRICT HEATING NETWORK,</u></b></li> <li>IN AREAS WHERE <b><u>DISTRICT HEATING IS CURRENTLY NOT VIABLE, BUT</u></b> THERE IS NOT POTENTIAL FOR <b><u>FUTURE</u></b> DISTRICT HEATING <b><u>NETWORKS</u></b> ALL DEVELOPMENT PROPOSALS WILL NEED TO DEMONSTRATE HOW <b><u>SITES HAVE BEEN DESIGNED</u></b> ARE FUTURE PROOFED TO ALLOW FOR CONNECTION TO <b><u>A FUTURE</u></b> AN AREA WIDE <b><u>DISTRICT HEATING</u></b> NETWORK.</li> </ol> <p><b><u>ALL MAJOR DEVELOPMENTS WILL BE EXPECTED TO CONTRIBUTE (EITHER FINANCIALLY OR IN-KIND) TOWARDS THE CREATION OF NEW OR</u></b></p>

<p><b>Flood Risk</b></p>	<p>ENLARGEMENT OF EXISTING, <u><b>DISTRICT HEATING</b></u> NETWORKS. SUCH CONTRIBUTIONS WILL BE SECURED THROUGH THE USE OF LEGAL AGREEMENTS AND SUBSEQUENTLY FINANCIAL CONTRIBUTIONS THROUGH THE CIL ONCE INTRODUCED.</p> <p><u><b>CARBON SAVINGS AND RENEWABLE ENERGY GENERATION ACHIEVED UNDER THIS POLICY WILL CONTRIBUTE TO EN1(i) AND EN1(ii).</b></u></p> <ul style="list-style-type: none"> <li>Paragraph 5.5.51 amended as follows:</li> </ul> <p><u><b>5.5.52</b></u> The rivers Aire and Wharfe and their tributaries are a dominant feature of the Leeds district. However, parts of Leeds City Centre have a 1 in 20 year risk of flooding from the River Aire, and the Environment Agency estimates that there are over 3,862 homes and nearly 700 businesses at risk of river flooding from the River Aire alone. Redevelopment of land within this area will be generally acceptable, subject to appropriate mitigation, including the Leeds Flood Alleviation Scheme. Leeds also experiences flooding from the River Calder adjacent to the district's south eastern boundary. In considering areas of the district where future growth should take place, <del>the Council has therefore sought to avoid areas of high flood risk in accordance with the sequential approach set out by the National Planning Policy Statement 25.</del> <u><b>the sequential approach set out in the NPPF, will be applied.</b></u></p> <ul style="list-style-type: none"> <li>Paragraph 5.5.52 amended as follows:</li> </ul> <p><u><b>5.5.53</b></u> In recent years Leeds has also experienced problems created by surface water flooding. Smaller watercourses and drains are far more susceptible than the larger river systems to flash flooding as a result of localised intense rainfall. With changing climate patterns it is expected that storms of this nature will become increasingly common, potentially increasing the risk posed to properties situated in close proximity to local water courses. Policy EN5 has been developed in order to manage both fluvial and pluvial sources of flooding. Further details on the actions identified in Policy EN5 <u><b>and detailed Policies in relation to the efficient use, quality &amp; effective management of water resources</b></u> are in the Natural Resources and Waste DPD. <u><b>These Policies in turn, provide a basis for the City Council and its partners, to help manage responsibilities under the Water Framework Directive.</b></u></p>
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<p><b>Policy EN5: Managing Flood Risk</b></p>	<ul style="list-style-type: none"> <li>Policy amended as follows</li> </ul> <p><b><u>POLICY EN5: MANAGING FLOOD RISK</u></b></p> <p>THE COUNCIL WILL MANAGE AND MITIGATE FLOOD RISK BY:</p> <ul style="list-style-type: none"> <li>(i) <del>AVOIDING OR</del> <b><u>AVOIDING DEVELOPMENT IN FLOOD RISK AREAS BY APPLYING THE SEQUENTIAL APPROACH AND WHERE THIS IS NOT POSSIBLE,</u></b> MITIGATING DEVELOPMENT IN FLOOD RISK AREAS IN LINE WITH GUIDANCE IN PPS25 <b><u>BY MITIGATING MEASURES, IN LINE WITH THE NPPF,</u></b> BOTH IN THE ALLOCATION OF SITES FOR DEVELOPMENT AND IN THE DETERMINATION OF PLANNING APPLICATIONS.</li> <li>(ii) PROTECTING AREAS OF FUNCTIONAL FLOODPLAIN AS SHOWN ON THE LEEDS SFRA FROM DEVELOPMENT (EXCEPT FOR WATER COMPATIBLE USES AND ESSENTIAL INFRASTRUCTURE).</li> <li>(iii) REQUIRING FLOOD RISK TO BE CONSIDERED FOR ALL DEVELOPMENT COMMENSURATE WITH THE SCALE AND IMPACT OF THE PROPOSED DEVELOPMENT AND MITIGATED WHERE APPROPRIATE.</li> <li>(iv) REDUCING THE SPEED AND VOLUME OF SURFACE WATER RUN-OFF AS PART OF NEW BUILD DEVELOPMENTS.</li> <li>(v) MAKING SPACE FOR FLOOD WATER IN HIGH FLOOD RISK AREAS.</li> <li>(vi) REDUCING THE RESIDUAL RISKS WITHIN AREAS OF RAPID INUNDATION.</li> <li>(vii) ENCOURAGING THE REMOVAL OF EXISTING CULVERTING WHERE PRACTICABLE AND APPROPRIATE.</li> <li>(viii) THE DEVELOPMENT OF THE LEEDS FLOOD ALLEVIATION SCHEME.</li> </ul>
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## 6. **IMPLEMENTATION AND DELIVERY**

<p><b>Partnership Working and the Infrastructure Delivery Plan</b></p>	<p><b>Proposed Changes:</b></p> <ul style="list-style-type: none"> <li>Paragraph 6.8 amended as follows:</li> </ul> <p>For example, the Leeds Housing Investment Plan is a</p>
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Community Involvement	<p>document through which the city's housing investment requirements are articulated and informs its collaboration with the Homes and Communities Agency. The plan indicates the strategic context for housing investment, priority areas and investment themes which include Housing for Older People, new affordable housing, addressing empty properties, public and private sector stock requirements and meeting the housing needs of specific communities and to meet demographic change. <u><i>The Plan is an example of the importance of partnership working to deliver housing growth and investment.</i></u> It's content has been incorporated within the IDP.</p> <ul style="list-style-type: none"> <li>• Heading amended as follows:  <u><i>Working with Communities</i></u> Community Involvement</li> <li>• Paragraph 6.12 amended as follows:  Communities can choose to prepare a Neighbourhood Plan for their area, <u><i>and neighbourhood planning is supported by the City Council. Neighbourhood plans are a very important mechanism to co-ordinate implementation and delivery at the local level.</i></u> Through extensive community consultation and engagement, the community can help shape site allocations in their areas. <u><i>or identify other local priorities</i></u> They can set out clear aspirations for improvement, and identify priorities for spending.</li> <li>• Insert new section as follows:  <u><i>Allowable Solutions</i></u></li> </ul> <p><u><i>6.18 The Government has proposed the idea of Allowable Solutions as a way of providing flexibility for delivering zero carbon new buildings. Allowable Solutions is a term that can be applied to any approved carbon-saving measure that would be available to developers from 2016 to allow for the carbon that they would not normally be required to mitigate on-site through Carbon Compliance (achieved through the energy efficiency of the building fabric, the performance of heating, cooling and lighting systems, and low and zero-carbon technologies). Carbon Compliance and Allowable Solutions measures will both be needed to meet the zero-carbon Building Regulations in 2016 and each will need to be submitted, checked and verified as part of Building Control approval.</i></u></p>
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<p><b>Policy ID1: Implementation And Delivery Mechanisms</b></p>	<p><b><u>6.19 At present the current Government has made no formal announcement what will constitute an acceptable Allowable Solution, but it is anticipated that they will include:</u></b></p> <ul style="list-style-type: none"> <li><b><u>'On-site' options (but not duplicating Carbon Compliance measures) e.g. home electric vehicle charging.</u></b></li> <li><b><u>'Near-site' options (within the Local Planning Authority area in which a specific development is built) e.g. investment in creation or expansion of locally planned low carbon energy infrastructure such as district heating or renewable energy schemes.</u></b></li> <li><b><u>'Off-site' options (outside the Local Planning Authority area in which a specific development is built) e.g. investment in energy storage and demand-side management projects to assist overcoming intermittent renewable energy supply.</u></b></li> </ul> <p>• Paragraph 6.21 amended as follows:</p> <p><b><u>"Although now superseded,</u></b> PPS12 identifies that the Government recognises that the budgeting processes of different agencies may mean that less information may be available when the Core Strategy is being prepared than would be ideal. It states that "it is important therefore that the Core Strategy makes proper provision for such uncertainty and does not place undue reliance on critical elements of infrastructure whose funding is unknown. The test should be whether there is a reasonable prospect of provision. Contingency planning – showing how the objectives will be achieved under different scenarios – may be necessary in circumstances where provision is uncertain."</p> <p>• Policy amended as follows</p> <p><b><u>POLICY ID1: IMPLEMENTATION AND DELIVERY MECHANISMS</u></b></p> <p>THE COUNCIL WILL UNDERTAKE TO ENSURE THE DELIVERY AND IMPLEMENTATION OF THE CORE STRATEGY THROUGH A VARIETY OF MECHANISMS, INITIATIVES, AND INVESTMENT DECISIONS, INCLUDING:</p> <ul style="list-style-type: none"> <li>• PARTNERSHIP WORKING,</li> <li>• <b><u>WORKING WITH COMMUNITIES, INCLUDING THROUGH NEIGHBOURHOOD PLANNING,</u></b> COMMUNITY INVOLVEMENT,</li> <li>• USE OF COUNCIL ASSETS,</li> </ul>
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<p><b>Planning Obligations and the Community Infrastructure Levy</b></p>	<ul style="list-style-type: none"> <li>• SUPPORTING EVIDENCE,</li> <li>• FURTHER GUIDANCE AND DEVELOPMENT MANAGEMENT,</li> <li>• BIDDING FOR FUNDING SOURCES AND PROMOTING THE CITY FOR THIS PURPOSE,</li> <li>• THE USE OF INNOVATIVE FUNDING OPPORTUNITIES (SUCH AS TAX INCREMENTAL FINANCING TO HELP STIMULATE LOCAL INVESTMENT, BUSINESS IMPROVEMENT DISTRICTS (BIDS), EUROPEAN DEVELOPMENT FUND, NEW HOMES BONUS, COMMUNITY INFRASTRUCTURE LEVY, ASSET LEVERAGE - EITHER DIRECTLY USING CITY COUNCIL ASSETS OF THROUGH AN ASSET LIQUIDITY VEHICLE / JOINT VENTURE),</li> <li>• LINKING GREENFIELD AND BROWNFIELD DEVELOPMENT,</li> <li>• RECOGNISING THE NEED FOR CONTINGENCY PLANNING.</li> <li>• <b><u>ALLOWABLE SOLUTIONS</u></b></li> </ul> <ul style="list-style-type: none"> <li>• Paragraph 6.27 amended as follows:</li> </ul> <p><b><u>6.29</u></b> Planning obligations can either be used to provide something on site as part of a development, e.g. affordable housing, or alternatively through a financial contribution towards provision off site, e.g. towards public transport improvements. Wherever possible, in Leeds such aspects that are feasible should be provided on site as part of new developments. In certain instances where on site provision is not feasible, or the development will impact on infrastructure away from the site, a financial contribution will be considered more appropriate.</p> <p><b><u>Obligations are also used to ensure non-physical measures, such as training/skills and job creation initiatives and local labour agreements; Spatial Policy 8(vi) sets out that these will be sought across Leeds via planning agreements. Travel plans are another non-physical measure undertaken via S106 Agreements.</u></b></p> <ul style="list-style-type: none"> <li>• Paragraph 6.28 amended as follows:</li> </ul> <p><b><u>6.30</u></b> Developer contributions will also be expected to take a role in the funding and delivery of any required new infrastructure as a result of the cumulative impact of the high level of growth proposed for Leeds. Therefore, planning obligations will be used to secure matters including education and training provision, green space and</p>
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	<p>public realm, and transport provision such as highway improvements, cycle routes, <b>and</b> public transport improvements. <del>and travel plans</del> Contributions for a very wide range of aspects which are impacted as a result of new development could be sought, although the Council will bear in mind that schemes need to be viable. Residential developments will be required to provide affordable housing provision as outlined in Policy H5, and this will continue to be undertaken through a Section 106 Agreement.</p> <ul style="list-style-type: none"> <li>• Paragraph 6.29 amended as follows:</li> </ul> <p><b>6.31</b> Not all these measures will be applicable in each case. In accordance with guidance contained within Circular 05/2005 ‘Planning Obligations’ <del>and</del> the legal tests contained in the Community Infrastructure Levy (CIL) Regulations <b>and the NPPF</b>, the nature and scale of any planning obligation required has to be related to the scale and type of development proposed, and three tests have to be met:</p> <p>“A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:</p> <ul style="list-style-type: none"> <li>(a) necessary to make the development acceptable in planning terms;</li> <li>(b) directly related to the development; and</li> <li>(c) fairly and reasonably related in scale and kind to the development.”</li> </ul> <p><b><u>In relation to planning obligations the NPPF also states that local planning authorities should take account of changes in market conditions over time, and where appropriate should be sufficiently flexible to prevent planned development from being stalled.</u></b></p> <p>Paragraph 6.31 amended as follows:</p> <p><b>6.33</b> As a result, the Council is progressing with developing a CIL for Leeds and is aiming to have a CIL adopted for Leeds by April 2014 at the latest. Throughout the Core Strategy references to planning obligations and contributions include both S106 and the CIL, and any other mechanisms which the Government may introduce to collect developer contributions through the timescale of the Core Strategy. <b><u>The Council will continue to work with partner infrastructure providers in developing the CIL rates and determining its spending priorities.</u></b></p>
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- Insert new paragraph after 6.34 as follows:

***6.37 It should be noted that the possibility of using Allowable Solutions as referred to above and in relation to Policy EN1, will also need to be developed further in order to align with the ongoing use of planning obligations and the CIL. Although it is difficult to determine this until further Government guidance is produced, it is included in this Implementation Chapter in order that all policy requirements for contributions are highlighted in one section of the Core Strategy.***

## **CORE STRATEGY GLOSSARY**

	Term	Explanation
	<b>Brownfield / previously developed land</b>	Any land or premises that has previously been used or developed in association with a permanent structure. It includes gardens, but excludes parks, recreation grounds, allotments. <i>(although it should not be assumed that the whole of the curtilage should be developed). It does not include land in built-up areas such as private residential gardens, parks, recreation grounds and allotments, and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.</i>
CIL	<b>Community Infrastructure Levy</b>	A financial charge which local authorities <u>can</u> charge on most types of new development in their area, depending on viability. The money will be spent on local and sub-regional infrastructure to support the development of the area.
	<b>Core Strategy</b>	The principal document within the Local Development Framework. It sets out the spatial vision for the future of Leeds to <del>2028</del> 2026, and provides broad policies to shape development.
	<b>Density</b>	A measurement of the intensity of residential land use, usually measured by the number of dwellings per hectare (dph). <i>Housing density is calculated by dividing the area within the red line boundary of the planning approval by the total number of units granted permission.</i> The normal minimum density for housing is 30 dph.
ELE	<b>East Leeds Extension</b>	<i>A housing site allocated in the UDP around a large extent of the eastern edge of the Leeds urban area. It has potential to deliver up to 5,000 dwellings and associated infrastructure, and will be developed in phases following the planning application process.</i> A greenfield site identified in the Unitary Development Plan (UDP) Review around the eastern edge of Leeds as a reserve of land to be used in the event that brownfield sites do not come forwards at a rate to meet Regional Spatial Strategy (RSS) housing targets.
	<b>Edge of centre</b>	For retail purposes, a location that is well connected to and within easy walking distances (i.e. up to 300 metres) of the primary shopping area. For all other main town centre uses, this is likely to be within 300 metres of the town centre boundary <i>taking into account local circumstances (or for offices 500 metres from a centre's public transport interchange).</i>
GI	<b>Green Infrastructure</b>	An integrated and connected network of green spaces, which have more than one use and function. GI is both urban and rural and includes protected sites, woodlands, nature reserves, river corridors, public parks and amenity areas, <i>and sport facilities</i> , together with green corridors.
	<b>Greenfield land</b>	Land that has not previously been used for urban development. It is normally used for agriculture, forestry, <i>or parks but can also include private residential gardens.</i>
	<b>Intensive leisure</b>	Intensive leisure is defined as that which should be located within a town or local centre. It does not mean leisure which requires a rural location.
	<b>Local Centre</b>	Local centres cater for daily shopping needs, and <i>provide shopping provision to complement weekly shopping, known as 'top up' shopping.</i> often provide 'top up' shopping to complement weekly shopping. The range of uses and the scale of units is much less than in a town centre. <i>The range of uses and the scale of units is less than that offered by town centres and there may be no Council, health or community facility, although many provide financial services and offices. Due to the significant differences in scale and function of local centres across Leeds the Core Strategy establishes a two-tier approach to split them into higher and lower order local centres.</i>
	<b>Local Convenience</b>	<i>These are local centres which are within the City Centre boundary and where slightly different policies apply to the</i>

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	<b><u>Centre</u></b>	<b><u>rest of the District's local centres.</u></b>
	<b><u>Main town centre uses</u></b>	The main uses to which town centre policies apply. Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
	<b><u>Neighbourhood plan</u></b>	<b><u>A plan prepared by a parish or town Council or a Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).</u></b>
	<b><u>Non-retail services</u></b>	Laundrettes, estate agents, financial services, dry cleaners etc which help to support retail locations.
	<b><u>Open Space</u></b>	<b><u>Greenspace with the addition of civic space, usually comprising hard landscaped open areas for public gathering and churchyards.</u></b>
<b><u>PSA</u></b>	<b><u>Primary Shopping Area</u></b>	<b><u>A defined area where retail development is concentrated (generally comprising the primary frontages, and those secondary frontages which are adjoining and closely related to the primary ones).</u></b>
<b><u>PROW</u></b>	<b><u>Public Right of Way</u></b>	<b><u>A route over which the public have a right to pass, whether or not the land that it crosses is privately-owned. The rights have been legally recorded on the Definitive Map and Statement. There are three categories: Footpath, Bridleway, and Carriageway, and there are also permissive footpaths and bridleways.</u></b>
	<b><u>Rights of Way Improvement Plan (ROWIP)</u></b>	<b><u>The ROWIP is a statutory document prepared by Leeds City Council under section 60 of the Countryside and Rights of way Act 2000. It establishes the action plan for the Leeds' rights of way network over the period 2009 to 2017.</u></b>
	<b><u>Shopping frontages</u></b>	Stretches of fronts of shops designated within the city centre and town <b><u>and local</u></b> centres where the intention is to maintain minimum concentrations of retail uses at ground floor level and control the mix of supporting uses. Frontages can be classed as having primary or secondary functions.
	<b><u>Use class orders</u></b>	Planning legislation which groups together similar types of land and buildings into various categories. <b><u>The current categorisation is from the use Classes Order 2010 (Use Classes Order 1987 as amended at 2005, 2006, and 2010).</u></b>
	<b><u>Veteran Trees</u></b>	Refers to mature and significant trees, important to local amenity and biodiversity. <b><u>A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.</u></b>

**ACCESSIBILITY STANDARDS**

The Tables below show the accessibility standards for the principal development types in relation to the whole of the Core Strategy, and in particular to Policy T2, 'Accessibility Requirements and New Development'.

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

	Employment	Primary Health / Education	Secondary Health / Education	Leisure and Retail
<b>Leeds Main Urban Area, major settlements, extensions to the Leeds MUA, and extensions to major settlements</b>	<b>Accessibility Standards</b>			
	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 a 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.  In major settlement extensions, within 5 min walk of a bus stop / 10 min walk to a rail station and should ensure that arrival and departure of public transport services coincide with visiting hours / start and finish times.	Within 5 min walk of a bus stop offering a 15 min service frequency* to a major public transport interchange.
	<b>Accessibility Indicators</b>			
	In MUA and extensions to it, population within 30 min journey time.  In extensions to major settlements, population within 40 min journey time.	In MUA, population within 20 min journey time.  In extensions, population within 30 min journey time plus population within 20 min walk in major settlement extensions.	In MUA, population within 40 min journey time.  In extensions, population within 60 min journey time.	Population within 30 min journey time.

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<b>Smaller settlements and other rural areas</b>	<b>Accessibility Standards</b>			
	Within 5 min walk of a bus stop/ 10 min walk of a rail station. Ensure that arrival and departure of services coincide with work start and finish times.	Located within 10 min walk of a bus stop/ rail station. Ensure that arrival and departure of services coincide with appointments / start and finish times of schools.	Located within 10 min walk of a bus stop/ rail station. Ensure that arrival and departure of services coincide with visiting hours / start and finish times.	Located within 5 min walk of a bus stop offering 15 min service frequency* to a major public transport interchange.
	<b>Accessibility Indicators</b>			
	Population within 30 min journey time	Population within 40 min journey time.	Population within 60 min journey time.	Population within 30 min journey time.

**Table 2 - Accessibility Standards for Housing Developments in Leeds (5 dwellings or more)**

	To Local Services	To Employment	To Primary Health / Education	To Secondary Education	To Town Centres/ City Centre
<b>5 or more dwellings in all areas of Leeds District</b>	<b>Accessibility Standards</b>				
	In MUA and extensions to it, within a 10 min walk.  Elsewhere, within 15 min walk.	Within 5 min walk to a bus stop offering a 15 min service frequency* to a major public transport interchange.	Within a 20 min walk <i><b><u>or a 5 minute walk to a bus stop offering a direct service at a 15 min frequency.</u></b></i>	Within a 30 min direct walk or 5 min walk to a bus stop offering a 15 min service frequency* to a major public transport interchange.	Within a 5 min walk to a bus stop offering a direct 15 min frequency service*.
	<b>Accessibility Indicators</b>				
	In MUA and extensions to it, number/ size of facilities within 10 min walk.  Elsewhere, within 15 min walk.	In MUA and extensions to it, number/size of facilities within 30 min journey time.  Elsewhere, within 40 min journey time.	Number/size of facilities within 20 min walk.	Number/size of facilities within 30 min journey time.	Number/size of facilities within 30 min journey time.

**Notes:** Local services are defined as: small convenience shops, grocers, post offices, newsagents etc., Major public transport interchanges are defined as: the city centres of Leeds, Bradford and Wakefield, Walk times are based on a speed of 3 mph., All bus and rail frequencies relate to weekday daytime service levels. \* Or, where appropriate, 10 min walk to a rail station offering a 30 min frequency service.