

8. The Next Steps

A questionnaire is provided for you to comment on the Preferred Options during the consultation period which runs from 5th October 2007 to 16th November. Although there will be a further opportunity to comment, it is important that you let us have your comments at this stage so that they can help inform the final version of the Plan.

The Council will carefully consider all representations received, and where appropriate, try to resolve objections. The Area Action Plan will then be amended and formally submitted to the Government as a draft plan. This is likely to take place in 2008.

The Draft Area Action Plan will be made available for a further statutory 6 week consultation period, during which further representations can be made. If there are objections to the Plan these will be dealt with by an independent Government Inspector, probably in Spring 2009.

It is expected that the Area Action Plan will be adopted as a formal plan for the area by 2010.

Links to Regional & Local Strategies

Regional & Sub-regional Strategies

The emerging Regional Spatial Strategy (RSS) (Yorkshire & Humber Plan)

A1. The Leeds City Region Sub-Area policies of the draft Yorkshire and Humber RSS refer to the Aire Valley, alongside the East and South East Leeds (EASEL) area, as being a sub-regionally significant economic development and housing regeneration opportunity which will require major infrastructure investment. Requirements include:

- Support for physical infrastructure investment;
- Support for the reclamation of derelict and degraded land;
- Environmental enhancements;
- Training programmes to access employment opportunities.

Regional Economic Strategy (RES)

A2. The RES similarly makes reference to the huge development potential in the Aire Valley and the need to secure its revival and improve environmental quality.

Leeds City Region Development Programme

A3. This is the economic plan for the Leeds City Region. It identifies the city region's major economic drivers, those industrial sectors which offer the greatest opportunity to maximise employment, and its economic inhibitors, which include transport connectivity, skills shortages and the overall housing offer. A wide range of interventions are proposed to support growth sectors and addressing underlying inhibitors.

A4. A long term vision for transport accompanies the programme. This makes specific reference to the need for improved transport connectivity in the Aire Valley to support housing and employment growth. A tram-train alignment on the Leeds-Castleford railway line is one of the proposed interventions.

Local Strategies And Initiatives

Vision for Leeds (2004-2020)

A5. The Community Strategy for Leeds, The Vision for Leeds 2004-20, seeks to attract private and public sector investment to the Aire Valley in order to:

- transform derelict and contaminated land;
- create 29,000 jobs opening up opportunities for neighbouring communities;
- provide these communities with childcare, transport and training opportunities to access the jobs available.

Leeds Unitary Development Plan Review (UDP)

A6. The UDP is the current statutory development plan for the area. It identifies AVL as a Neighbourhood Renewal Area. The review of the UDP (2006) introduced a 'strategic housing and mixed use' allocation on a large site at Hunslet Riverside. The majority of the remaining development land in the area is allocated for general employment uses.

West Yorkshire Local Transport Plan

A7. The LTP sets out a programme for a wide range of improvements to local transport over the period 2006 to 2011. The area-specific transport implications of the AVL regeneration initiative are identified. Proposed employment and housing

development in AVL will increase demand for travel and create new trip patterns. This will need to be addressed through a transport strategy to deliver accessibility and tackle congestion. The ELLR is identified as a major transport scheme.

Leeds City Growth Strategy

A8. AVL sits within the Leeds City Growth Area which includes areas of central Leeds surrounding the City Centre. A strategy has been prepared for the Leeds City Growth Area which aims to improve business performance through establishing additional and better links between business in and across business clusters³.

Aire Valley Leeds Strategic Vision

A9. A regeneration programme has been in place in AVL since 2000. Early in 2002, the principles of the Strategic Vision for Aire Valley Leeds were endorsed by Leeds City Council. The Vision sets out the potential of the area, the ambitions and how regeneration of the Aire Valley could be achieved.

A10. The Vision is: *“The Aire Valley - the Window to Leeds, strengthening and delivering, through partnership, the City’s role as regional capital by diversifying its economic base and offering innovative opportunities for living, working and recreation, bringing maximum benefit to local residents and the City of Leeds as a whole.”*

A11. In 2005 a revised version of the Strategic Vision was endorsed by the City Council and 15 ‘universal principles’ to guide the regeneration of the area were agreed.

A12. Further studies have also been undertaken in the area to support the Strategic Vision including a housing market assessment, a health impact assessment and a design guide (see also Section 3).

EASEL Initiative and AAP

A13. The East and South East Leeds (EASEL) regeneration area takes in the communities of Harehills, Gipton, Seacroft, Halton Moor, Osmondthorpe and Richmond Hill to the north of AVL. The EASEL Initiative is a joint public-private venture to regenerate the area, by ensuring that appropriate land is available for new housing, greenspace, employment, schools, shops, health, sports and community facilities. An Area Action Plan is being prepared for the area to complement the EASEL initiative this will show the location and type of land use change within the area over the next 15-20 years. Providing appropriate linkages between the communities of EASEL and new development in AVL will be vital to the successful regeneration of both areas.

City Centre AAP

A14. An Area Action Plan is being prepared for Leeds City Centre to form part of the Local Development Framework. The City Centre boundary directly adjoins the western edge of AVL.

Justification for Selecting Preferred Options & Rejecting Alternatives

Preferred Option 1: Employment Uses

B1. Preferred Option 1 expands on Option IW2 for industrial and distribution uses which was identified in the Alternative Options consultation document (April 2006) and stated:

IW2 - Allocate sufficient land for industrial and warehousing uses to meet the longer term needs of Leeds and re-allocate remaining areas for other land uses

B2. This option was considered to be the most consistent with national and regional policies. Such policies do not support an approach which seeks to retain an employment land supply over and above that which is needed to meet identified needs, particularly where the land can potentially be released for future housing development. This approach was also favoured by those responding to the Alternative Options consultation and is consistent with the principles established in the Aire Valley Strategic Vision.

B3. The findings of the Employment Land Review (ELR) and assessment of employment land supply identify an oversupply of employment land in Leeds. The release of some employment land in AVL, which is currently constrained, for other types of development is considered to be justified.

B4. It is appropriate for the Preferred Option to identify the amount of employment land to be retained/allocated in AVL. 200 hectares represents over 60% of the estimated requirement for employment land in Leeds to 2023 (330 hectares). This approach recognises the importance of AVL as an employment location, particularly for businesses which require large sites and good access to the motorway network.

B5 The areas identified in Part 1B of the Preferred Option represent those areas which have deliverable sites that are suitable for non-office employment uses. Not all sites will be suitable for the full range of employment uses, for example, distribution depots generally require large sites and immediate access to the motorway or the strategic road network. Industrial uses cannot be located in close proximity to existing or proposed housing areas. However, research and development and light industrial uses can help to act as a buffer between these uses.

B6. The Preferred Option supports the Leeds City Growth Area business clusters concept⁴. The AAP cannot identify specific sites to facilitate the growth of clusters but it can support and promote the concept by providing a wide range of employment sites in the area. Consideration needs to be given to the promotion of employment sites in locations which are likely to prove attractive to the technology and research and development sectors, for example, waterfront locations.

Rejected Option

Option IW1 – Allocate most of the development land in AVL for industrial and warehousing uses.

B7. The findings of the ELR show that it is unrealistic to expect that there will be sufficient demand to take up the amount of land available in AVL for these uses. There are also significant issues relating to the viability and deliverability of some sites. To retain an oversupply of employment land in AVL without considering its potential for other land uses would be inconsistent with national and regional planning policies and would reduce regeneration opportunities.

⁴ The City Growth Strategy identifies clusters in Leeds in the following manufacturing sectors: life science/medical technology; food processing; environmental technology; pharmaceuticals; aerospace, vehicles and defence; and printing and publishing.

B8. The sustainability appraisal of the options found that this option had less beneficial economic, social and environment effects than the Preferred Option. Other uses, particularly those that generate higher land values, can help to pump-prime infrastructure investment which in turn will make the area more attractive for industrial/distribution investment. Different types of development can also help to make public transport more viable and support local facilities for use by people living and working in the area.

Preferred Option 2: Housing

B9. Preferred Option 2 expands on **Option H2B** for housing development, which was identified in the Alternative Option consultation document and stated:

Option H2 – In addition to the sites identified in Option H1, allocate the following sites for new housing development:

- *Bellwood and Haigh Park Road;*
- *Skelton Business Park.*

Edge of City Centre locations

B10. Housing development was proposed in this location under both of the Alternative Options for housing. This reflects the growing popularity of the City Centre as a residential location. Many industrial sites are now being redeveloped for apartments and supporting facilities on the edge of the City Centre.

B11. The identified sites in Areas 1 and 2, located on both sides of the River Aire, are predominately brownfield with relatively good access to the facilities and services of the City Centre and surrounding residential areas, consistent with Government planning policies for housing. A planning permission is already in place for the conversion of the historic Hunslet Mills and development of the surrounding land for apartments. Applications have also been submitted for a number of other sites in the area.

Housing development in the eastern part of AVL

B12. A large housing allocation on one of three sites identified in the Alternative Options consultation was highlighted as the most popular option by consultees.

B13 New housing in AVL needs to be provided in a form and in a location which promotes sustainable patterns of development, in particular it needs to:

- be within reasonable walking distance of local services and facilities required by any community;
- be accessible to larger facilities by a range of transport modes;
- be well connected to surrounding employment opportunities;
- create an attractive and safe environment;
- provide a balanced mix of dwelling types, sizes and tenures in order to create a mixed community;
- maximise the opportunity to create a new image for the Aire Valley.

B14. The accessibility assessment of the sites in the eastern part of AVL showed that they are not located within a reasonable walking distance of essential local services such as a primary school, local shops or health facilities. Therefore, for housing to be sustainable in this area, such facilities need to be provided within new developments. This means the development must be large enough, in terms of the number of new residents, to support the facilities. A larger development will provide and support a wider range of local services but the need for a primary school largely determines the minimum scale of development. Education Leeds have calculated that about 900 family-sized dwellings (either houses or three bedroom flats) are needed to support a one-form entry primary school. This is the minimum scale of housing development that can be justified in the eastern part of AVL.

Character Area 11

B15. The Skelton Business Park site is large enough to accommodate the minimum number of houses identified above, although this would be severely prejudiced by implementation in full of the existing planning permission for offices. The site has fewer development constraints than the alternative housing sites and, crucially, is not significantly affected by the odour nuisance associated with Knostrop WWTW.

B16. However, the site is greenfield which means that special justification is needed to bring it forward for housing development before existing greenfield housing allocations in the UDP, which are phased to be implemented post 2012. The justification is seen as part of a package of measures to promote the sustainable regeneration of the AVL area. The development of housing on this site requires the provision of a high quality public transport service in order to ensure that future residents do not have to rely on the car, to access jobs and services. The higher development values generated by housing development, compared to employment, can provide the infrastructure necessary to deliver a public transport service to the site. Public transport services running between this site and the City Centre provide the catalyst for the development of other sites in Character Areas 5 and 6 to their maximum potential. The public transport proposals are linked to the provision of a park and ride facility in Area 11 which is covered in more detail under Preferred Option 4 (Transport).

B17. This proposal allows for the development of some of the existing planning consent for offices and supporting facilities alongside new housing as a mixed use development.

Character Area 6

B18. Within the Bellwood / Skelton Grange / Stourton Riverside area, up to 90 hectares of brownfield land is potentially available for housing development in the longer term. A larger development will bring further benefits in terms of providing and supporting local facilities and public transport. An indicative layout shows how some 3,000 homes could be developed by applying the principles of good urban design. This would maximise the quality and value offered by the waterfront and the creation of a new neighbourhood centre (see Section 5.3).

B19. New housing in this location can only be developed if some of the key operations at Knostrop WWTW are modified or contained within new buildings. These modifications would contribute to significant environmental improvements in the area, but are likely to be expensive and will take a considerable time to implement. This means that new housing would not be realistic until later on in the plan period (at least 10 years).

B20. The AAP needs to be sufficiently flexible to ensure that proposals within it can be delivered. As this option is reliant on the remodelled Knostrop treatment plant, the feasibility of which is still being determined, the plan needs to accommodate a scenario where the necessary improvements do not occur. In this instance the alternative position will be to develop only those areas identified in Parts 2A and 2B (i) of Preferred Option 2 for housing. The additional 90 hectares in Area 6 would be available for the development of the employment uses identified under Preferred Option 1. This would have negative implications for the provision of new infrastructure and the delivery of the regeneration programme (see Section 7).

Rejected Options

Option H1 - Focus new housing development on the fringe of the City Centre, including the Hunslet Riverside site.

Option H2 – In addition to the sites identified in Option H1, allocate the following sites for new housing development:

A. Skelton Moor Farm

B21. Option H1 has been rejected as being too restrictive. It would represent a missed opportunity to bring a wider mix of uses into the eastern part of the area to support its comprehensive regeneration.

B22. By preferring the Bellwood / Skelton Grange / Stourton Riverside area and Skelton Business Park as the locations for new housing development in the eastern part of AVL, the site at Skelton Moor Farm is rejected. The Skelton Moor Farm site is a key employment opportunity for which it has a planning consent. It is relatively unconstrained and can be delivered early in the plan period. In contrast housing proposals on the site would be constrained by the presence of the Knostrop WWTW in the same way as the Bellwood / Skelton Grange / Stourton Riverside area. To delay the delivery of new employment opportunities would be inconsistent with the stated objectives of the AAP.

Preferred Option 3: Town Centre Uses

New Centres

B23. The proposed locations for new centres are focused within the areas identified for major housing development in Preferred Option 2. Future residents of the area will be the main users of the facilities in the centre so it must be located within easy walking distance of where they are going to live. There is further opportunity to focus other town centre uses, such as offices, cafes, restaurants, bars and leisure uses in and around these centres. These uses will help to support the role of the centre and add activity throughout the day and into the evening.

B24. The Hunslet Riverside area (Area 2) could provide around 2,500 new homes. Two sites have the potential to provide a new centre; the Knowsthorpe site (Area 2B) on the northern bank of the River Aire and the Copperfields site (Area 2A).

B25. The Knowsthorpe site is largely derelict. A new centre could serve a housing development on the site as well as developments across the river at Hunslet Mills and Yarn Street. This would be dependant on the development providing a pedestrian bridge to link the sites. The scale of the centre would have to be such that it did not adversely impact on Hunslet District Centre.

B26. The Copperfields site will be physically separated from the rest of Hunslet Riverside by the construction of the ELLR. The site has important linkages to the neighbouring Cross Green residential area. The Cross Green and Richmond Hill areas are currently underprovided in terms of local retail facilities. Development on the Copperfields site provides the opportunity to create a new centre serving the new development and the wider community.

B27. The proposal for 2,500-3,000 new dwellings on the Bellwood / Skelton Grange / Stourton Riverside sites (Area 6) provides the opportunity for a larger neighbourhood centre in the area. A development of this scale would not be sustainable without its own local retail facilities. The scale of this centre would make the area an appropriate location for other town centre uses, particularly office development.

B28. The Skelton Business Park site has planning permission for support facilities including retail, community and leisure facilities up to a maximum

of 5,000 square metres. It is anticipated that this amount of development would be sufficient to meet the needs of the new residential community. This is most appropriately provided in the form of a neighbourhood centre well related to the new housing, commercial development and the park and ride facility/transport interchange.

Retail and Financial & Professional Services

B29. It is important the scale of retail uses are related to the quantity of residential and employment development proposed in the area. Major destination retail development in AVL was rejected at the Alternative Options stage. This was based on the findings of a detailed retail study which was carried out as part of developing the Aire Valley Strategic Vision. It is considered to be an unrealistic option which would be harmful to the viability of important regeneration proposals in the City Centre, such as the Eastgate and Harewood Quarter and contrary to national retail planning policies set out in PPS6.

Offices

B30. Preferred Option 3B is based on a revised version of **Option O3** for office development which was identified in the Alternative Options consultation document and stated:

Option O3 - Promote office development on 'out-of-centre' sites in AVL (in additional to locations identified in Options 1 and 2)

B31. To promote unrestricted out-of-centre office development on all employment sites would be inconsistent with the approach set out in PPS6 and is likely to encourage travel to work by car. The revised Preferred Option therefore adopts a criteria-based approach to development outside existing centres. The emphasis of this approach is on promoting mixed use development focused on new centres and on sites which can help to encourage greater use of public transport.

B32. The Leeds Employment Land Review showed that the predicted demand for office development in Leeds until at least 2023 can be met by existing sites with planning consent. Further office development should therefore be directed towards designated centres in accordance with PPS6. By proposing new centres the Preferred Option provides an opportunity for further office development in AVL, that would be consistent with PPS6, and which would be well integrated with public transport routes serving new residential communities. It is

important that such office development relates to the centre in terms of its scale and layout as well as its proximity.

B33. The influence of the City Centre now extends beyond its boundaries, reflected in the type and scale of proposals on edge of City Centre sites. The Clarence Road area of AVL (Area 1) is one such area. In view of AVL's status as an employment location of regional importance, offices within mixed use developments are justified by local circumstances. This area is relatively accessible to City Centre facilities and services, including Leeds City Railway Station, and is preferable to out-of-centre sites according to the sequential test in PPS6.

B34. It is also considered there is a further justification for applying a criteria-based approach, linked specifically to proposed public transport improvements in AVL. As an employment location of sub-regional importance, the delivery of highly accessible employment opportunities in AVL is crucial. This means providing high frequency public transport routes through the area. Office development may have a role to play in supporting a high quality public transport system by increasing patronage relative to other forms of employment development. Opportunities are identified based around hubs in the public transport network, specifically the terminus/interchange for a high frequency route and the proposed railway station. The acceptability of office development would depend on the delivery of these improvements.

Leisure, Entertainment, Arts, Culture & Tourism Facilities

B35. Preferred Option 3C is based on an amalgamation of Options L1, L2 and L3 for leisure development which were identified in the Alternative Options consultation document and stated:

Option L1 – Focus new leisure development in locations within or on the edge of the City Centre.

Option L2 – Provide small-scale leisure facilities as part of larger developments in the wider AVL area (in addition to the locations identified in Option 1).

Option L3 – Identify a site or sites to accommodate major new leisure development in the wider Aire Valley Leeds area (in addition to the locations identified in Option 1).

B36. An assessment of the alternative leisure options found that none was fully consistent with national and regional planning policies. Option L1 does not consider the potential for major leisure or cultural facilities which may not be able to be accommodated within the City Centre or on its edge due to their size. Option L2 does not specifically relate to the provision of new facilities to proposed new neighbourhood centres in order to minimise the need to travel by car. Option L3 needs to be qualified in terms of the sequential approach set out in PPS6. New out-of-centre facilities would only be appropriate if they could not be provided within an existing centre.

B37. A combination of the three options is preferred. The Preferred Option is based on the sequential approach set out in PPS6 and takes into account the creation of new centres supporting residential communities and employees within AVL. The proposed approach is intended to service the needs of the new and existing living and working population. This is to ensure the development services its own needs whilst minimising unnecessary travel and protecting existing centres which service a wider area, in particular Leeds City Centre and Hunslet District Centre.

B38. AVL may be an appropriate location for major new leisure and cultural facilities serving a city-wide or sub-regional market. The Leeds Initiative commissioned a study to consider the potential for an arena/concert hall/conference/exhibition facility within Leeds district. Some of the sites under consideration lie within AVL. In addition, the Government appointed Casino Advisory Panel recently recommended that Leeds should be awarded a 'large' casino licence, for which a site will need to be identified.

B39. Therefore decisions taken outside the AAP process, such as an updated position on a site for a Leeds Arena and a large casino, will ultimately influence delivery. The AAP needs to reflect this by identifying suitable locations for out-of-centre leisure development in AVL, subject to the sequential approach.

Rejected Options

Option O1 – Promote new office development in those areas in AVL that are within 600m of the main railway station.

B40. The changes to the AAP boundary have removed any overlap with the City Centre AAP boundary. As a result there are no areas within the AAP boundary that would now meet this criteria. This option is therefore no longer relevant.

Option O2 – Promote some office development in mixed use development on the fringe of the City Centre (in addition to locations identified in Option 1).

B41. This option has been incorporated as a criterion under the Preferred Option. The option was found to be sustainable in the SA but it was considered that there was an opportunity to create a new centre in AVL beyond the fringes of the City Centre. There is also a need for the AAP to take account of existing out-of-centre planning permissions.

Preferred Option 4: Transport

B42. Preferred Option 4 expands on **Option T3** for transport which was identified in the Alternative Options consultation document and stated:

Option T3 - Planned programme to implement a balanced package of measures geared to support travel plans by providing a mix of public and private transport investments.

B43. The preferred approach is underpinned by the principle that infrastructure will be planned in a structured manner from the outset to deliver clearly identified goals in terms of travel mode share and transport impacts and outcomes. It is specifically designed to balance transport impacts with wider impacts on the environment and community.

B44. If new development is “up and running” before good public transport is available there is less likelihood that it will be seen as a viable alternative to the car and materially affecting “modal share” will become more difficult. The planned programme will be developed against predicted outcomes from proposed development, in terms of setting out the needs and the role of public transport and the provision of networks for pedestrians and cyclists to enable people to access and move around the

area. It has regard to the adjacent M1 and M621 motorway routes, local rail lines and the proximity of local communities and Leeds city centre.

B45. This option is preferred as the means for providing the most effective means of securing a strategy that:

- integrates with the wider transport network to form a package of transport improvements and services;
- provides a planned approach that can achieve the maximum benefits from supporting measures to enable informed decision making and travel choices;
- achieves the early delivery of public transport services so they are in place as developments are occupied;
- secures the optimum investment to ensure that sustainable modes can be a realistic travel choice for residents and workers alike;
- supports a joined up approach to the development of a well designed road network within the AVL that integrates with the surrounding established communities whilst avoiding adverse impacts such as rat running;
- implements new and necessary infrastructure such as a new all purpose bridge at Skelton Grange Road – which are identified on the Core Transport Infrastructure Plan (Plan 3);
- provides a high level of connectivity into the South Leeds communities and northwards into East Leeds to maximise the benefits from and to the EASEL regeneration project;
- identifies opportunities to move freight off the road and onto the rail and waterways network to help reduce vehicle trips and congestion on the road network;
- provides long term resilience to accommodate future transport and planning policy changes to meet for example environmental targets in relation to air quality and climate change;
- delivers a joined up approach to funding which can reflect both the needs of individual development sites and the overall need of funding an integrated transport network and services.

B46. Projections suggest that without the integrated package of transport measures identified in the Preferred options; public transport, cycling and walking will only account for around 5% of all trips to and within the area. However, by investing in public transport infrastructure and services and a high quality network for cyclists and pedestrians

and through applying best practice travel choice measures, the role of these modes can be increased over time to 40-50% of all trips. This would help the AVL area to develop to its full potential.

Rejected Options

Option T1 – Continue the development of transport infrastructure on an incremental basis responding to development as it proceeds.

B47. This option has been rejected because it is incapable of responding to meet the scale of change required to deliver the aspirations set out for the area in the Preferred Options. In particular, this approach is not capable of readily addressing the needs of complex large sites in different ownerships. Its adoption would jeopardise the delivery of an integrated public transport solution for the whole area.

Option T2 - Unrestrained, demand led approach catering for all prospective travel demand into the area by both private and public transport.

B48. This approach would not place any constraints on the amount of highway capacity provided for by either private or public transport. It is therefore unrealistic and does not reflect the real constraints in terms of access from the adjacent motorway network nor the need to heed the policies contained within regional and national policy. Adoption would result in unbalanced travel patterns. The impacts elsewhere would result in increased congestion undermining the effectiveness and attractiveness of public transport options. Ultimately this approach would result in a strategy that was neither deliverable nor sustainable over the long term.

Preferred Option 5a: Waste Management Facilities

Rejected Option

B49. AVL should not be identified as an appropriate area for the SERP to be located until a district wide site evaluation exercise has been completed. The **Option W1** identified in the Alternative Options is rejected.

B50. The potential of AVL has been recognised in the site evaluation work undertaken to date. It would be inappropriate for this not to be acknowledged in the AVL Preferred Options and potentially then to be introduced at a later stage in the process. Inclusion in the plan now provides an opportunity for public comment in parallel with the further, wider site evaluation work.

Preferred Option 5b: Knostrop WWTW

B51. Compliance with the Freshwater Fish Directive means operational improvements (£60 million) will be completed by 2010 and further improvement works are being implemented to improve the odour issues. Compliance with the directive is not aimed at dealing with odour issues but none the less the removal of the filter beds will have some effect in reducing the existing and future levels of odour emissions in this part of the Aire Valley. This will result in a positive impact in reducing odour levels but is unlikely to make the prospect of more sensitive land uses a possibility. The removal of the filter beds will potentially release a further 12 hectares for development. Whilst remediation measures will be required on this land the opportunity remains to include it within new development opportunities.

Preferred Option 6: Recreation

B52. The Preferred Option expands on **Option REC3** for recreation which was identified in the Alternative Options consultation document and stated:

Option REC 3: Create a new riverside park in AVL (in addition to proposals identified in Option 2)

B53. This option goes further than Options REC1 and REC2 by creating a riverside park and promoting facilities for a wider range of recreational uses. This option includes creating linear parks along the river corridor, allowing visitors (and future residents) to walk or cycle along the length of the river from Rothwell Country Park to the City Centre and beyond. Other facilities to support water-based recreational activities, for instance rowing and canoeing, will be encouraged. New routes providing better access to the river corridor would also be provided.

B54. As a consequence of the housing preferred option, a new residential population of up to 18,000 people is envisaged. The proposed residential development alone creates a need for some 20 hectares of new greenspace based on existing council greenspace hierarchy and standards.

Rejected Options

Option REC1: Protect, maintain and promote existing recreational facilities and routes.

B55. This option has been rejected as waterfront recreational opportunities will still be difficult to access and barriers to moving along the valley will remain. This option fails to maximise the opportunities available and satisfactorily deliver the objectives of the plan. The type of recreational facilities available will be limited. The recreational needs generated by new development associated with other preferred options will not be satisfied. This option fails to maximise the opportunity to improve the local environment and ecology as part of the overall planning for the area.

Option REC 2: Open up the river corridor for recreational uses and improve access to the river corridor from the City Centre and surrounding communities.

B56. Whilst this option is clearly an improvement in the provision of facilities and recreational opportunities of option 1 it continues to omit the critical provision of additional greenspace and facilities to serve the needs of the large number of new residents and workers envisaged under the other preferred options.

B57. This option fails to provide the necessary level of provision required in relation to the new residential settlements being promoted in the housing section.

Preferred Option 7: Design & Environment

B58. The strategic themes set out proposals for the mix, scale and broad location of development in AVL and how it will be connected together and linked with other places. The full potential of the area will not be unlocked, however, unless a sense of pride and identity is instilled. In this respect good urban and landscape design is essential.

B59. Design of new development needs to protect and enhance the natural environment in AVL. There are significant areas of mature landscaping, particularly along the River Aire, which can help to form the basis of a strategic landscape network. The River Aire and Wyke Beck corridors are also important wildlife habitats.

B60. The need to adapt to climate change is becoming an increasing priority at the international, national and local level. The scale of development proposed in AVL will generate demand for energy. There are many construction techniques and materials available that can help to maximise energy efficiency. New development also provides an opportunity to generate energy on-site from renewable sources, such as wind and solar power. This would reduce the day-to-day running costs of buildings as well as greenhouse gas emissions. The need for development to incorporate sustainable drainage systems is also a priority as many parts of the area are at risk of flooding.

| Acronym | Term | Explanation |
|------------|-----------------------------------|---|
| | Affordable Housing | <p>Housing which provides for the needs of local people who cannot afford to buy or rent on the open market. It may include housing for sale or rent. There is a range of different types of affordable housing and examples include:</p> <ul style="list-style-type: none"> □ Social rented housing through a local Housing Association or Local Authority □ Shared ownership when you rent part of the property, for instance 50%, and get a mortgage on the remainder □ Low cost market housing which are newly-built properties that are sold at a discounted rate, usually 75% to 85% of open market value. The discount is only repayable when the property is sold. |
| AVL | Aire Valley Leeds | <p>Aire Valley Leeds is the name given to the major regeneration project which aims to improve and regenerate over 1000 ha of land to the south east of the City Centre over the next 15-20 years.</p> <p>The Aire Valley Leeds Initiative targets its surrounding communities to benefit from the regeneration, which includes: Burmantofts, Cross Green, Gipton, Halton Moor, Harehills, Osmondthorpe, Richmond Hill, Hunslet, Beeston Hill, Middleton, Belle Isle and John O’Gaunts in Rothwell.</p> |
| AAP | Area Action Plans | <p>AAPs are development plans which are part of the Local Development Framework (LDF). They focus on a specific area, subject to significant change, such as a major regeneration project. AAPs make sure developments are the right size, mix and quality. They also protect areas sensitive to change, and aim to solve conflict in areas with development pressures.</p> <p>The AVL AAP will set out planning guidance and policies which will support the AVL Regeneration Initiative.</p> |
| | Brownfield land | <p>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 and allotments.</p> |
| | Consultation | <p>A process by which people and organisations are asked their view and are able to make their comments. The consultation period for the AVL AAP Preferred Options runs for six weeks.</p> |
| DEC | Development Enquiry Centre | <p>This is the reception for the Council’s City Development Department. It is located at:</p> <p>The Leonardo Building 2 Rossington Street Leeds LS2 8HD Tel: (0113) 247 8000 Minicom (0113) 247 4305, Fax: (0113) 247 4117 Email: planning@leeds.gov.uk Open: Monday to Friday 08:30–17:00, except Wednesdays 09:30–17:00.</p> |

Glossary

| Acronym | Term | Explanation |
|--------------|--|---|
| EASEL | East and South East Leeds | EASEL is the name given to the major regeneration project which aims to improve the area over the next 15-20 years. The EASEL area includes the communities of Burmantofts, Cross Green, Gipton, Halton Moor, Harehills, Lincoln Green, Osmondthorpe, Richmond Hill and Seacroft and is subject to its own Area Action Plan. |
| | Edge-of-centre | For shopping, a location within easy walking distance of the primary shopping area, often with parking and a main store; for offices or leisure purposes, the term may refer to something more extensive a little further out but at a still walkable distance from a public transport hub. |
| | Green Belt | Land beyond the urban edge of the built up area which is protected from new development. |
| | Greenfield land | Land that has not previously been used for urban development. It is normally used for agriculture, forestry or parks. |
| (Ha) | Hectare | One hectare (Ha) is equivalent to 10,000 square metres (100m x 100m). This is approximately the same size as a full size football pitch. |
| | Index of multiple deprivation | The most commonly used method of measuring the level of problems and issues in an area. It looks at a number of factors such as income, level of employment, health, and education. |
| | Infrastructure | Permanent resources serving society's needs, including roads, sewers, schools, railways, communication networks etc. |
| HMA | Leeds Housing Market Assessment | This study set out a picture of the need for housing across five housing market zones in Leeds, and suggests means to deliver affordable housing to meet the housing need in the future. |
| | Listed Building | Building or other structure of special architectural or historic interest included on a statutory list and assigned a grade (I, II* or II). |
| LDF | Local Development Framework | The LDF is a collection of DPD's (development plan documents) which set out the local planning authority's policies. The principle DPD is the Core Strategy (CS) which sets out the strategic policies and broad area for development of land uses within the City. The DPD's take into account the impact of development on the economy, the environment and the social make up of the area. The DPD's are supported by SPD's (Supplementary Planning Documents) which can be thematic i.e. Sustainable Drainage/Design or area based i.e. Leeds Waterfront Strategy. The LDF will eventually replace the UDP (Unitary Development Plan) . |
| | Mixed Use Development | A single development area containing a variety of differing land and building uses which are compatible and complementary to each other. |
| | Neighbourhood Centres | Neighbourhood Centres are groups of shops and other community facilities, located in the heart of communities, which provide for the needs of local residents. |

| Acronym | Term | Explanation |
|----------------|--------------------------------------|--|
| | Out-of-Centre | A location that is separated from a town centre but is not necessarily outside the built-up area. |
| P&R | Park and Ride | Dedicated parking facilities at or near the end of Rapid Transport routes offering visitors and commuters the chance to leave their cars in a secure place and travel easily and comfortably into the City Centre. |
| | Planning | Planning is about how we plan for and make decisions about the future of our cities, towns and countryside. Leeds City Council, as the local planning authority, is responsible for deciding whether a development - anything from an extension on a house to a new shopping centre - should go ahead. |
| | Planning Aid | Planning Aid is a voluntary service offering free, independent and professional advice and support on planning matters to community groups and individuals who cannot afford to employ a planning consultant. Yorkshire Planning Aid can be contacted on (0113) 237 8486 or email mike.dando@planningaid.rtpi.org.uk |
| | Planning Obligations | Legal agreements between a planning authority and a developer, or offered unilaterally by a developer, ensuring that certain extra works related to a development are undertaken, usually under Section 106 of the Town and Country Planning Act 1990. |
| PPG | Planning Policy Guidance note | Government guidance on national planning policy. They will be replaced with Planning Policy Statements (PPSs) . |
| PPS | Planning Policy Statement | Government statements of national planning policy. PPSs are replacing Planning Policy Guidance notes (PPGs) . PPSs are available from the Department of Communities and Local Government by contacting their Enquiry Helpdesk on 020 7944 4400, or they can be viewed online at www.communities.gov.uk . |
| | Preferred Options | <p>Area Action Plans have to go through a formal legal process. The "Preferred Options" for AVL have been developed through consultation on the Issues and Alternative Options. They take into account national, regional and local planning policies, responses received from public consultation and technical advice on a range of issues.</p> <p>The Preferred Options will guide the future development of an area; they must be realistic and following more detailed planning, capable of being put into action.</p> <p>At the Preferred Option stage, plans are available for public consultation for a six week period. Once comments have been received, changes may be made and the final Area Action Plan will be put together and submitted for independent examination.</p> |
| | Proposals Map | A Plan illustrating the policies and proposals of the Action Area Plan showing allocations of land for new development and new transport routes. |

Glossary

| Acronym | Term | Explanation |
|------------|---|---|
| | Quality bus corridor | A scheme to provide a high standard of bus service along busy routes into Leeds city centre. It uses elements such as new bus lanes, bus priority signal arrangements and improvements to passenger facilities. |
| | Rapid Transit Route | High quality public transport routes, with very similar characteristics to a tram scheme, i.e. segregated from other road traffic, highly reliable and with high quality vehicles. |
| | Regeneration Initiative | A major initiative working in partnership to regenerate an area as a whole, to address major issues, such as infrastructure, highways, the environment and derelict or contaminated land. The regeneration in the case of AVL will also bring increased employment opportunities to local people. |
| RSS | Regional Spatial Strategy | The RSS provides a framework to guide the preparation of local development documents within the Yorkshire and Humber region. |
| SA | Sustainability Appraisal | This is a document that takes into account the social, environmental and economic consequences of the Preferred Options and makes recommendations for how they can be improved. |
| | Sustainable development | The widely used definition was drawn up by the World Commission on Environment and Development in 1987: " <i>Development that meets the needs of the present without compromising the ability of future generations to meet their own needs</i> ". |
| | Trans Pennine Trail | Part of a national walking and cycling recreational route which passes through the Aire Valley following the route of the river/canal from the City Centre through Thwaite Mills and beyond towards Wakefield. |
| | Travel Plans/ Green Travel Plans | The name given to a package of practical measures offering a choice of travel to and from development sites or premises for car sharing, public transport, cycling and walking. |
| UDP | Unitary Development Plan | The Leeds UDP outlines planning policies and proposals and provides a framework for considering planning applications. It was approved in July 2006 and will be superseded by the LDF (Local Development Framework) . |
| | Use Classes Order | <p>The Town and Country Planning (Use Classes) Order 2006 puts uses of land and buildings into various categories, planning permission not being required for changes of use within the same use class. In practice changes between use classes are likely to require planning permission.</p> <p>The main use classes are: A1: shops; A2: building society/banks etc; A3: café/bars; A4: restaurant; A5: hot food take aways; B1(a) offices; B1(b) research and development; B1(c): light industry; B2 industry B8; warehousing; C1: hotels; C2: residential Institutions; C3: dwelling houses; D1: non residential institutions; D2: assembly and leisure.</p> |



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Aire Valley Leeds Area Action Plan - Preferred Options

Leeds Local Development Framework

Development Plan Document
October 2007