

SECTION 4: AREA PLANS & PLACEMAKING

4.1 INTRODUCTION

- 4.1.1 In the delivery of the spatial strategy and plan-wide policies, five area plans have been identified (see Map 6A for area plan boundaries), concerning the following areas:
- South Bank,
 - East Bank, Richmond Hill & Cross Green
 - Hunslet
 - Central Aire Valley (including LCREZ, Cross Green Industrial Estate & Stourton)
 - Skelton Gate.
- 4.1.2 Each of these areas has its own unique characteristics and individual opportunities and challenges. The area plans present proposals for each of these individual areas, which respond to the identified issues and future potential at a local level but reflect the aspirations for the AVLAAP as a whole. In doing so the plans make land use allocations, including for housing, mixed use development, offices, general employment, retail and transport uses which to be are to be identified on the Policies Map and set out site-specific development requirements.
- 4.1.3 An important aspect of these individual proposals is to ensure that they collectively contribute to supporting, enhancing and where necessary, developing the local identity for individual areas and their communities.

4.2 LEEDS SOUTH BANK AREA PLAN

- 4.2.1 Leeds South Bank is one of Europe's most exciting sustainable growth locations, whose regeneration will transform Leeds City Centre over the next two decades.
- 4.2.2 Leeds South Bank covers all the land to the south of the River Aire in the city centre, including Holbeck Urban Village. This plan area covers the South Bank Central (based around the former Tetleys brewery site) and Leeds Dock and the surrounding area to the north of Hunslet Lane. Other areas of Leeds South Bank lie outside the AAP boundary.
- 4.2.3 The plan shows how the spatial strategy and plan wide policies will be applied in this area, whilst retaining a flexible approach required to facilitate the regeneration of a major growth point of the city to effectively allow the area to respond to emerging trends and demands including the proposed HS2 station.

SPATIAL VISION

A transformed South Bank will be a fully integrated destination within Leeds City Centre; home to a new City Park, a regional business centre, an education hub, linked to a national transport interchange and supported by sustainable mixed use development.

The catalysts for regeneration are the construction of a HS2 rail station and delivery of a nationally recognised City Park which will be integrated into the wider redevelopment of South Bank. The area will be supported by other improvements to the city's transport infrastructure, including the NGT trolleybus, and green pedestrian and cycle routes will link the area to the traditional core of the city centre, waterfront, station and surrounding communities. This will provide opportunities to stimulate growth across business sectors and place South Bank at the heart of the city region's economic growth.

A focus on placemaking will create an attractive, welcoming and safe environment, offering a choice of living accommodation, work and leisure opportunities and a vibrant waterfront achieved through redevelopment of brownfield sites and reinvention of existing areas such as Leeds Dock.

OBJECTIVES

1. Deliver one of Europe's largest regeneration projects through visionary and distinctive placemaking and exemplary standards in sustainability
2. Subject to the decision on final location of the HS2 station, deliver a world class gateway and transport interchange for HS2 services and other modes of transport.
3. Create a new sustainable business and residential district of city region and national significance and support the growth of a diverse range of business sectors. A place which is home to people of all ages, including families, and a place which is a commercial, cultural and educational uses in the centre of the city.

4. Create a major new City Park in the heart of the area, to be designed and delivered on a phased basis alongside new development supported by a wider network of tree-lined green routes and spaces.
5. Identify sites and opportunities to deliver at least 1,500 new homes including more housing which is suitable and attractive for families supported by appropriate services and facilities.
6. Identify sites and opportunities to bring forward new office/business uses, including potential for Grade A commercial floorspace and flexible workspaces to meet the wider needs of the city.
7. Capitalise on the area's existing and proposed data centres and superfast broadband proposals and support the area's role as a rapidly growing hub for the city's creative, digital and tech industries; creating new jobs and growing the city region economy.
8. Create and enhance pedestrian / cycle routes within the area to provide better connectivity with the traditional core of the city centre, to key destinations within the area such as the new City Park and Leeds Dock, to the waterfront and to surrounding communities in east and south Leeds.
9. Support the continued transformation of Leeds Dock into a vibrant and self-sustaining cultural, leisure and business destination, events space and local convenience centre.
10. Make better use of the waterfront as a leisure and recreation destination linked to other visitor attractions located along the River Aire corridor.

THE LOCAL AREA

PLACE

- 4.2.4 This area covers the central and eastern part of Leeds South Bank. The plan area is bounded by Neville Street and Victoria Road to the west, the River Aire to the north, the Inner Ring Road / South Accommodation Road in the east and Hunslet Lane / Hunslet Road in the south.
- 4.2.5 Most of the area lies within the Core Strategy defined boundary of Leeds City Centre, but the character of the area contrasts with the established city centre core north of the river, reflecting the area's industrial history and heritage.
- 4.2.6 The main gateway to the area from the traditional city centre core to the north is via Leeds Bridge which links to Briggate. The area includes a number of buildings of historical and architectural interest including the Grade II* listed Salem Church (which has been converted into a data centre occupied by AQL), a number of listed public houses and the listed Leeds Bridge structure itself.
- 4.2.7 Further west, the waterfront area is home to the Asda's UK HQ on Meadow Lane. To the east, the area comprises a mix of residential and commercial uses, including relatively recent developments / conversions at Dock Street, Brewery Wharf and Leeds Dock and student accommodation at Liberty Wharf on Clarence Road.
- 4.2.8 To the south of Bowman Lane the character of the area becomes more industrial and commercial in nature, characterised by car dominated, large impermeable blocks with bland inactive frontages. This area was home to the Tetley's Brewery dating from 1822 which dominated this part of the area. Since the brewery's closure, most

buildings have been demolished, but the Tetley building has been retained and has opened as a new centre for contemporary art and learning. The former Yorkshire Chemicals site lies immediately to the south east of the Tetley site. The industrial buildings have been demolished and a new campus for Leeds College of Building has been built on part of the site west of Black Bull Street. The New Lane area lies to the west of the Tetley site west of Meadow Lane. The site includes a range of office and industrial buildings effectively within an island surrounded by major roads, including Great Wilson Street, Victoria Road and Meadow Lane.

- 4.2.9 The area to the south east of Leeds Dock remains industrial in character and is dominated by a glass manufacturing plant at South Accommodation Road and the Braime Pressings factory at Hunslet Road. The Leeds City Museum Centre is located within this area off Clarence Road and there are some vacant and derelict sites along Carlisle Road, Sayner Lane and Clarence Road, including a waterfront site formerly occupied by the Hydro works.
- 4.2.10 Leeds City Station is a short walk from the South Bank. Pedestrian connections will be further improved by the opening of the Leeds Station Southern Entrance at Little Neville Street. This provides direct pedestrian access to the South Bank for rail users. Holbeck Urban Village and Bridgewater Place lie to the west of the area within the wider Leeds South Bank regeneration area. The Apex office park and Crown Point Retail Park lie to the south of Hunslet Lane within the city centre. Crown Point is a significant retail destination with large format stores but is poorly connected to the main shopping area north of the river by pedestrian routes which are indirect, poorly signed and severed by wide, busy roads. This discourages linked trips between the two destinations.
- 4.2.11 Further along Hunslet Lane / Hunslet Road, Leeds City College have opened the Printworks campus at the former Alf Cookes building, this forms part of the emerging education hub in the South Bank.
- 4.2.12 The East Bank area (see Section 4.3) lies on the opposite river bank. Crown Point Bridge and a footbridge close to Leeds Dock provide connections over the river, but there are no crossing points further downstream until the large vehicular bridge crossing at South Accommodation Road. The Hunslet Riverside area and Hunslet Town Centre lie to the south east of the area. Holbeck and Beeston sit further south, outside the AAP area. These areas have poor pedestrian and cycling connections to the city centre due to the barriers created by the M621 and railway.

PEOPLE

- 4.2.13 The area is home to a substantial residential community of 3,700 people (2012 estimate). The vast majority of residents live within the waterfront developments at Dock Street, Brewery Wharf and Leeds Dock, as well as in student accommodation at Liberty Dock.
- 4.2.14 Most of the residential accommodation in this area consists of one or two bedroom flats, with few units suitable for family use. Consequently, the area attracts a younger working age population who prefer city living and has a far lower proportion of children and older people than the city average. Other noted characteristics of the population in the South Bank compared to the average in Leeds include:
- A greater proportion of residents living in the private rented sector and a lower number of owner occupiers

- Higher levels of economic activity and lower unemployment
- Lower levels of car ownership as a result of limited private car parking offered in new development and high levels of accessibility to public transport, jobs, shopping and leisure opportunities in the city centre.
- Better health and education attainment.

AREA SPECIFIC POLICIES AND PROPOSALS

- 4.2.15 Proposals, planning policies and principles set out in this section aim to help deliver the creation of a distinctive, well connected, sustainable business and residential community in the South Bank.
- 4.2.16 Most of the South Bank area lies within the city centre boundary defined in the Core Strategy, and within this area the strategic planning context is set out in Core Strategy Spatial Policy 3 which establishes the role of the city centre as a key economic driver, including the proposals to create a new City Park in the South Bank. In areas outside the city centre, the general approach set out under Core Strategy Policy SP5 will apply.
- 4.2.17 The Core Strategy includes area-specific policies for the city centre. Policy CC1 sets out development requirements for the city centre, including specific targets for the delivery of office floorspace and new homes and the approach to location of major comparison retail development. Policy CC2 sets out the priorities for development in the south of the city centre, including the overall aims of better integrating and connecting the northern and southern halves of the area, and delivery of large scale office development, a new City Park, residential, cultural and leisure uses, and strong pedestrian corridors to connecting to Crown Point Retail Park and Leeds Dock. Policy CC3 sets out proposals to improve local connections, which is a key issue in the South Bank, including connections to Holbeck, Beeston and other parts of the AAP area including Richmond Hill, Cross Green and Hunslet. Core Strategy Map 11, City Centre Transport Strategy, illustrates the emerging proposals to reconfigure the highway network and reduce the dominance of traffic in the South Bank area.
- 4.2.18 Regeneration of this area is a long-term project and proposals will come forward which are unforeseen at the time the plan is prepared, for example the location of the proposed HS2 station (see Section 3.5). The ultimate integration of HS2 and its infrastructure into the South Bank will require flexibility in the planning approach for the South Bank, especially at its immediate hinterland.
- 4.2.19 Area specific policies and proposals are identified on the accompanying area map (Map 7).

Transport & connections

- 4.2.20 There is potential for the new HS2 station location to provide an exciting new focus for plans for the South Bank area, forming one of the largest regeneration projects in Europe. The location of the HS2 station and its route remain subject to assessment before clarity can be given on how they will be integrated into the area in a way that meets the city's ambitions for placemaking and growth. In conjunction with the NGT trolleybus scheme, these major transport infrastructure investments will transform accessibility with two NGT stops proposed in the South Bank area.

- 4.2.21 The Leeds Station Southern Entrance at Little Neville Street will significantly improve the ease of pedestrian access between the station and the South Bank area, helping to support the sustainable growth of the area, as an employment and leisure destination.
- 4.2.22 Part of the area is dominated by major roads such as Great Wilson Street, Hunslet Lane, Black Bull Street and Crown Point Road which create severance resulting in a poor environment for pedestrians and cyclists. The completion of the Inner Ring Road link to the M621 offers an opportunity to better manage the network by reducing through traffic and creating improved conditions and environment for pedestrians and cyclists.

POLICY SB1: PEDESTRIAN AND CYCLE CONNECTIVITY IN THE SOUTH BANK

The following measures are proposed to improve pedestrian and cycle connections within the area, to the traditional core of the city centre, the waterfront, surrounding communities and to reduce the physical and visual impact of vehicular traffic infrastructure. Where appropriate and directly related to the development, proposals on identified sites, allocations and other sites will be required to provide or contribute towards provision of these improvements:

1. Provision of new pedestrian/cycle crossings and other measures to narrow the roads at Meadow Lane, Crown Point Road and Black Bull Street, where appropriate;
2. Reconfiguration of Great Wilson Street / Meadow Lane / Victoria Road / Hunslet Lane to enable better north-south and east-west connectivity, reduce severance and improve crossings, potentially in conjunction with planning and delivery of the HS2 project and subject to further consultation and feasibility work;
3. Provision of a pedestrian/cycle river bridge at Water Lane linking new green space at Sovereign Square to the South Bank;
4. Provision of a pedestrian/cycle river bridge and route to link the Low Fold site (AV38), Leeds Dock and the South Bank Central area;
5. Provision of a north-south shared pedestrian / cycle link between Leeds Bridge and the education hub sites utilising the alignment of the former Hunslet Road and linking with the proposed City Park;
6. Provision of other green pedestrian / cycle links through development sites, as shown indicatively on the area map, to improve the permeability of the area and to connect with key destinations and adjoining communities.

New City Park and green infrastructure

- 4.2.23 Delivery of high quality green space and other green infrastructure is fundamental to the aspirations for a regenerated South Bank area. Future proposals are led by an ambition to create a high quality new park for the city that redefines the southern gateway to the city centre and creates a focal point for new development.
- 4.2.24 The provision of green infrastructure will enhance the city centre's commercial offer, its credentials as a liveable place, and support local employment, health and well-being and community development and add to the critical mass of the city centre's attractions as a destination in its own right. Economic benefits include potential for increased inward investment and boosted land values.
- 4.2.25 Within an urban setting, it also offers a number of environmental benefits and will help improve the environmental resilience of development against the predicted impacts of climate change. Benefits include mitigation against 'urban heat islands', opportunities for biodiversity, and reduced flood risk.

New City Park

- 4.2.26 The Council and key stakeholders in Leeds South Bank have agreed to the creation of a new City Park as an integral part of the expansion of the city centre. It is anticipated that the park will be designed in a number of separate phases to create a park of approximately 3.5 hectares located within the South Bank Planning Statement Area (AV94).
- 4.2.27 The City Park will be realised by working with others to coordinate the inclusion of land from adjoining sites as they are developed over time, utilising the Council's own land resources, and through the acquisition of third party land. Core Strategy Policy G5 requires larger development sites (over 0.5 ha) to contribute at least 20% of its site area as open space.
- 4.2.28 The extent and specific location of the proposed City Park dictate that delivery will be dependent on development phasing and take-up of sites. This would allow an expansion of green space in the vicinity of Bridge End, Meadow Lane and land at the former Tetley's Brewery site (based on the contribution of 20% of the site area). Additional provision on the Embankment, and potential for an open space at the end of the proposed new bridge crossing to Sovereign Square could also be delivered as opportunities arise in the future.
- 4.2.29 To enhance the accessibility of the City Park, a key principle of its delivery will be provision of linked spaces connecting to adjoining areas (such as Holbeck, Beeston Hill, Richmond Hill and city centre core) utilising tree-lined routes and enhanced road crossings.

POLICY SB2: NEW CITY PARK

A new City Park of approximately 3.5 hectares is proposed in the South Bank Planning Statement Area (AV94), to be delivered in phases. The design and delivery of the City Park should accord with the following principles:

1. Create an accessible, safe, secure and child friendly space with improved connectivity within the city centre and with adjoining areas for pedestrians and cyclists;
2. Provide a high quality environment which balances the passive and active recreational needs of visitors, office workers and residents;
3. Form a park landscape with large canopy trees and extensive grassed area;
4. Potentially include a civic event space with positive interfaces with surrounding ground floor building uses;
5. Create opportunities for public art and cultural attractions;
6. Create opportunities for biodiversity enhancement;
7. Connect with the wider green infrastructure network;
8. Be designed in accordance with sustainability, climate change and flood alleviation considerations, such as incorporation of surface run-off mitigation measures.

Other green routes and spaces

- 4.2.30 To supplement the new City Park proposal, a network of new and improved green routes and spaces is identified on the area map. The network incorporates the planting of street trees and other landscaping to define key pedestrian/cycle routes and the provision of new linear green spaces and open space within development sites (based on the green space requirements set out in Core Strategy Policy G5).
- 4.2.31 The proposed network will contribute to improving connectivity between the north and south banks of the river, with for example a green corridor connection to Sovereign Square; to the waterfront; the new City Park; and to surrounding communities. By creating this attractive network of routes, the aim is to encourage people to walk and cycle more and to secure the environmental improvements associated with high quality green infrastructure.

POLICY SB3: NEW AND ENHANCED GREEN ROUTES AND SPACES IN THE SOUTH BANK

In conjunction with proposals for pedestrian / cycle route improvements set out in Policy SB1 and the new City Park (Policy SB2), the network of new and improved green routes and spaces shown on the area map is proposed to be delivered on a phased basis alongside development proposals.

This will include the planting of new street trees along pedestrian and cycle routes and major road frontages and the creation of linear green space and other open space where appropriate.

Where appropriate and directly related to the development, proposals on identified sites, allocations and other sites will be required to provide or contribute towards provision of the above improvements.

Heritage

- 4.2.32 Significant parts of the area still retain the original historic grain; contributing towards a rich quality of place. Placemaking in these locations should seek to retain, preserve and reclaim valued historic street patterns where possible, whilst acknowledging the area's potential to deliver large floorplate, commercial developments.
- 4.2.33 There are a number of listed buildings within the area, notably Salem Chapel and Chadwick Lodge (within the SBPSA) and the Braime Pressings building on Hunslet Road. There are also a number of non-designated heritage assets (including the Tetley building) of positive character in the area. These are identified on the area map.
- 4.2.34 New development should enhance the setting of these distinct buildings. High quality paving materials should be used in the vicinity of listed and non-designated heritage assets.

Low carbon energy

- 4.2.35 The South Bank area is identified as a potential location within a heat network on Map 6 under Phase 2 of the proposed network. This is based on a potential connection to the RERF in Cross Green and further potential to recover low grade heat from data centres located in the area (see Section 3.7).
- 4.2.36 Given the scale and mix of development proposed in the South Bank, the area will provide a concentration of heat load and potential for new development to be connected into a future network on a phased basis. This is reflected in site requirements where appropriate in accordance with Core Strategy Policy EN4 and Policy AVL15 of this plan.

USES & DEVELOPMENT

Economy & jobs

- 4.2.37 The South Bank regeneration will not only help anchor the economic and jobs growth of the city, but will be a driving force in delivering economic and employment growth across the city region. The proximity to the proposed HS2 terminus and Leeds Station, aligned with the quantum of development land, means that the area is likely to be able to attract and accommodate a wide range of economic sectors through sensitive development.
- 4.2.38 The South Bank area was a key part of the city's industrial economy and there remains some industrial activity within the area. The AQL data centre at Salem Chapel, has had a transformational impact on the area's and city's digital infrastructure. This infrastructure means that the area is likely to generate more interest from technology, creative and digital businesses, as well as the financial and professional sectors which can also benefit from this infrastructure. Current proposals for Leeds Dock and emerging businesses opportunities, will offer the potential to further enhance these innovative sectors and agglomeration benefits.
- 4.2.39 Overall, it is estimated that the area can support the delivery of at least 10,000 new jobs. This includes a contribution from sites identified under Policy AVL1, including two schemes to convert existing vacant floorspace at Leeds Dock to office uses (Sites

AV10 & AV11 on the area map), and through promotion of mixed use development for a range of town centre uses on development sites across the area.

New homes

- 4.2.40 Most existing properties in the South Bank are 1 and 2 bedroom units, and a mix of owner occupier and build to let units. There is limited housing stock on offer that is suitable for families and there is potential for the development of a greater proportion of 3, 4 and 5 bedroom properties to further diversify the community and create a truly sustainable location. The waterfront offers a particular opportunity for high quality and distinctive residential units.
- 4.2.41 There are limited community facilities for the residential population, although residents are in close proximity to the facilities of adjoining areas and the city centre. There is similarly a lack of soft landscaping and green infrastructure to support the population.
- 4.2.42 As demand for family city living and larger residential units grows, future developments can help to provide the social infrastructure required to sustain the expanding local population. For example, the potential need for primary school provision as family housing reaches a critical mass.

Culture, leisure and visitor attractions

- 4.2.43 South Bank is home to major culture, leisure and visitor attractions, including the Royal Armouries at Leeds Dock and the Tetley building. The promotion of mixed use development has seen a concentration of restaurants, cafes and bars developing and the area is served by a hotel. This is encouraging a night-time economy to develop, but full potential is stifled by the severance of the area and the quality of the adjoining urban realm.
- 4.2.44 There remains scope for further visitor, leisure and cultural destinations across the South Bank that attracts visitors or other residents of Leeds. The achievement of mixed use riverside activity is key to the regeneration and vitality of the city centre waterfront.

'Education Hub'

- 4.2.45 A new campus for Leeds City College opened at the site of the Grade II listed Alf Cooke Printworks in 2013 and the Leeds College of Building campus at Black Bull Street opened in 2015. A free school (the Ruth Gorse Academy) is proposed on the eastern side of Black Bull Street, further contributing to an 'education hub' within the South Bank Central area as indicated on the area map. The colleges will bring students to the area from Leeds and beyond.
- 4.2.46 It is important to secure improved pedestrian and cycle access to the sites and links to public transport services including the Leeds Station Southern Entrance and the proposed NGT trolleybus system. It is also expected that the secondary school will serve the family housing that the plan is encouraging to be developed in the area.

Uses on development sites in the city centre

- 4.2.47 As illustrated on the area map, most of the South Bank area lies within the defined city centre boundary. Core Strategy Policy CC2 encourages development of a range of town centre uses (except for major retail) in the south of the city centre, including offices, leisure and cultural facilities. Housing is also promoted alongside these uses and will make an important contribution towards delivering the city centre housing requirement set out in Spatial Policy 7. The focus within the city centre is to promote mixed use development which includes housing and a wider mix of town centre uses across sites. The site capacities set out under Policy AV7 give an indication of the expected delivery of housing within individual sites. Within larger sites, which are to be developed on a phased basis, there will not be an expectation that housing is provided in every scheme or phase providing this does not prejudice delivery of housing requirements overall.

POLICY SB4: APPROPRIATE USES IN MIXED USE SITES WITHIN THE SOUTH BANK (CITY CENTRE SITES)

Subject to site-specific considerations and delivery of enhanced pedestrian connections and a city centre urban grain, the following uses are appropriate on sites within the parts of the South Bank area within the defined city centre boundary.

- 1. Housing, with a broad mix of units, types and sizes (including family-sized units) to increase the diversity of the city centre housing offer.**
- 2. Offices**
- 3. Hotel/conference accommodation**
- 4. Educational uses**
- 5. Small-scale convenience retail**
- 6. Cafés, restaurants, bars, leisure and entertainment.**
- 7. Community uses, including uses such as small scale healthcare, childcare or other community facilities.**
- 8. Cultural uses, including galleries, museums or visitor centres.**

SITE ALLOCATIONS AND REQUIREMENTS

South Bank Planning Statement Area (SBPSA)

- 4.2.48 The SBPSA lies at the western boundary of South Bank. The area consists of four key sites: the former Tetley's Brewery, New Lane, Bridge End and Asda House. Together these sites provide one of the most significant growth and development opportunities in the city. There are likely to be further opportunities associated with the location of the proposed HS2 route and station and site specific requirements arising from the planning of HS2. Given some uncertainty over the availability, timing and future uses of parts of the area, the allocation made under Policy AVL7 has been applied over the entire SBPSA to guide future development whilst maintaining a greater degree of flexibility than for other sites in the plan.
- 4.2.49 The main area of development is expected to be focused on the former Tetley's Brewery site and adjoining land to the east of Crown Point Road. This site is suitable for major phased development for a mix of uses, including housing and offices and will be expected to contribute areas of land toward the City Park as part of the requirement set out under Core Strategy Policy G5 and Policy SB3 of this plan. Within the area, new pedestrian and cycle routes will be provided to link the site, including the City Park, into the wider network (existing and proposed) including Leeds Bridge and Sovereign Square to the north, Leeds Dock to the east and the education hub and Crown Point retail park to the south. This will potentially require a new crossing points over main roads as part of the overall strategy to downgrade the dominance of roads in the area.

4.2.50 The South Bank Planning Statement (adopted 2011) provides more detailed site-specific informal planning guidance for this area to support the uses and site requirements set out below.

Under Policy AVL7 and SB3, the South Bank Planning Statement Area (AV94) is allocated as a major regeneration opportunity providing a phased housing and mixed use development incorporating the following uses:

- **A new City Park of approximately 3.5 hectares to be delivered in phases in accordance with the principles set out in Policy SB3.**
- **Office uses, particularly in the western part of the area.**
- **Housing, particularly in the eastern part of the area.**
- **National transport infrastructure (such as a high speed rail station).**
- **Other uses set out under Policy SB1 to support the principle uses above and on ground floors to promote the creation of active frontages along road frontages, routes and public spaces.**
- **Other major development of national, regional or city region significance which otherwise accords with Core Strategy strategic and city centre policies.**

Site requirements

- **The site is suitable for older persons housing / independent living in accordance with Policy AVL7.**
- **Provision of the relevant sections of the shared cycle / pedestrian routes shown indicatively on the area map to create links within the area to the proposed City Park and between the area and adjoining residential neighbourhoods to the east and south, Holbeck Urban Village, Leeds Station Southern Entrance, the northern core of the city centre, Leeds Dock, Crown Point retail park and the education hub.**
- **Layout to promote the creation of active frontages along main roads, the City Park and other open spaces where possible.**
- **Part of the site is within/adjacent to a Conservation Area. Development should have regard to the Conservation Area Appraisal and management plan.**
- **The site includes listed buildings to be retained within the development and where consideration to the setting of the listed buildings is required.**
- **The undesignated heritage assets within the site shown on the Area Map should be retained.**
- **The site is located within Phase 2 of the indicative heat network shown on Map 6.**
- **The site, or part of the site, is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.**

Former Yorkshire Chemicals Site, Black Bull Street

- 4.2.51 A 0.3 hectare area of vacant land remains available for future development on the former Yorkshire Chemicals site following the Leeds College of Building development on the land to the south of this site. The site also adjoins other identified development land immediately to the north within the SBPSA. A pedestrian/cycle route has been provided between the site and new college building which the site should link to.

Under Policy AVL7, the Former Yorkshire Chemicals Site, Black Bull Street (AV7) is allocated for housing and mixed use development, to include a significant proportion of housing. Other acceptable uses are set out in Policy SB1.

Site requirements

- **The site is suitable for older persons housing / independent living in accordance with Policy AVL7.**
- **The site should provide access to the pedestrian/cycle route to the south of the site shown on the area map.**
- **The site, or part of the site, is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.**
- **The site is located within Phase 2 of the indicative heat network shown on Map 6.**

Evans Halshaw, Hunslet Road

4.2.52 This 2.4 hectare site lies to the south of Black Bull Street and east of Hunslet Road and includes two parcels of land separated by Chadwick Street. The site is occupied by a car dealership, but has potential to be redeveloped for housing and mixed uses over the plan period. The site has prominent frontages onto the adjoining main road providing an opportunity to create more active frontages and for any future proposals for the site to be considered alongside any changes to the highway network as part of the planning and delivery of the city centre transport strategy. The area map also shows potential for a pedestrian/cycle route and open space to be integrated within the development.

Under Policy AVL7, the Evans Halshaw site at Hunslet Road (Site AV9) is allocated for housing and mixed use development, to include a significant proportion of housing. Other acceptable uses are set out in Policy SB1.

Site requirements

- **The site is suitable for older persons housing / independent living in accordance with Policy AVL7.**
- **Provision of open space within the development in accordance with Core Strategy Policy G5 and shown indicatively on the area map.**
- **Provision of a shared cycle / pedestrian route through the site creating a link between Black Bull Street, Chadwick Street and Sayner Road as shown indicatively on the area map.**
- **Layout to promote the creation of active frontages along road frontages including Black Bull Street, Hunslet Road, Chadwick Street and Sayner Road where possible.**
- **The site is adjacent to a listed building where consideration to the setting of the listed building is required.**
- **The site, or part of the site, is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.**
- **The site is located within Phase 2 of the indicative heat network shown on Map 6.**

Sites between Armouries Drive / Clarence Road / Carlisle Road / Chadwick Street South

- 4.2.53 These sites lie immediately to the south of Leeds Dock and represent an important stepping stone to delivering mixed use development within the wider area to the south of Leeds Dock. The sites are occupied by warehouse type buildings with some vacancies. Redevelopment of the site provides an important opportunity to increase the permeability of this area by providing a pedestrian/cycle link through the site to Leeds Dock which could be linked to the creation of an open space within the site, to be delivered as part of Core Strategy Policy G5 requirements.

Under Policy AVL7, Site AV12 (Armouries Drive / Carlisle Road) and Site AV13 (Clarence Road /Carlisle Road) are allocated for housing and mixed use development, to include a significant proportion of housing. Other acceptable uses are set out in Policy SB1.

Site requirements:

- **The sites are suitable for older persons housing / independent living in accordance with Policy AVL7.**
- **Provision of open space within Site AV12 in accordance with Core Strategy Policy G5 and shown indicatively on the area map.**
- **Provision of a pedestrian/cycle route as shown indicatively through the site creating a link between Armouries Drive and Carlisle Road.**
- **The site, or part of the site, is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.**

Clarence Road Development Sites

- 4.2.54 The land to the south of Carlisle Road and the Liberty Dock student accommodation includes three former vacant and cleared industrial sites. The development of housing on these sites is constrained by the proximity of the large glass manufacturing plant to the south of Sayner Lane which impacts on neighbouring sites in terms of noise, odour and air quality effectively limiting housing uses to the northern part of the site. Whilst the glass plant remains, a physical buffer will be required to protect residential amenity from these operational impacts. Offices or leisure uses could fulfil this buffer role. This will help protect the amenity of future residents as well as the continued operation of the plant.
- 4.2.55 The former Hydro works site (AV14) lies on the waterfront adjacent to the Trans Pennine Trail. This provides an opportunity to provide pedestrian/cycle links into the trail and to the sites to the east of Clarence Road. A pedestrian/cycle bridge is also proposed to provide a connection to the Low Fold site (AV33) with the opposite river bank. These routes are indicated on the area map as part of wider proposals to link the area. For sites AV15 and AV16, which share a common boundary, the Core Strategy Policy G4 green space requirements could be delivered as a larger space between the two sites.

Under Policy AVL7, Sites AV14 (Hydro Works, Clarence Road), AV15 (Sayner Lane / Clarence Road) and AV16 (Sayner Lane / Carlisle Road) are allocated for housing and mixed use development, to include a significant proportion of housing. Other acceptable uses within the development include:

- **Offices (class B1a)**
- **Leisure uses (class D2)**

Site requirements

- **The sites are suitable for older persons housing / independent living in accordance with Policy AVL7.**
- **Provision of green space within the development in accordance with Core Strategy Policy G4 as shown indicatively on the area map.**
- **Provision of a shared cycle / pedestrian routes through the sites creating links between the Trans Pennine Trail and waterfront, Clarence Road, Carlisle Road and Leeds Dock as shown indicatively on the area map.**
- **Provision of a suitable buffer between housing and other sensitive uses and the glass manufacturing plant located to the south of Sayner Lane. This development should comprise of other less sensitive uses, such as office or leisure development, to provide a physical buffer and visual screening to the plant. Air quality, odour and noise reports will be required to assess the impact on the development. Additional mitigation measures may require incorporation within the proposed development.**
- **An Ecological Assessment of Site AV14 is required and where appropriate, mitigation measures will need to be provided including a buffer to the river bank reflecting the AVL Green Infrastructure Network shown on the area map.**
- **The site, or part of the site, is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.**
- **The site is located within Phase 2 of the indicative heat network shown on Map 6.**

Braine Pressings, Hunslet Road (Site AV17)

- 4.2.56 This site is currently occupied by an industrial use. The building is Grade II listed and is an important Hunslet Road landmark. Other buildings on the site are recognised as locally significant undesignated heritage assets. The site is suitable for redevelopment and conversion to housing or mixed use development subject to other policies. Retention and enhancement of the listed parts of the building and its setting will be an important requirement of any future proposals.

Under Policy AVL7, Braimes Pressings, Hunslet (Site AV17) is allocated for housing and mixed use development, to include a significant proportion of housing.

Site requirements

- **The site is suitable for older persons housing / independent living in accordance with Policy AVL7.**
- **The site includes a listed building to be retained within the development and where consideration to the setting of the listed building is required.**
- **The unlisted part of the buildings shown as undesignated heritage assets on the area map should be retained.**
- **Provision of appropriate mitigation against air quality, odour and noise issues in respect to nearby industrial operations.**
- **The site, or part of the site, is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.**

Temporary uses

- 4.2.57 Where the previous use of the land has ceased or is being reconfigured, and areas of land are left vacant and under-utilised as a result of demolition works, the Council will seek temporary 'greening', or the early laying out of the phases of the City Park where appropriate. This will incorporate the pedestrian and cycling routes identified on the area map. People will then become familiar with these routes, with temporary land uses taking place in future development area where practical.
- 4.2.58 A similar approach has been adopted on the Tetley's site with the laying out a temporary area of green space and use of the Tetley building as an art gallery. A temporary short stay car park has also been granted permission. This seeks to prevent the kind of visual blight experienced on vacant sites elsewhere around the city centre fringe, and helps to promote the South Bank as a place to visit now.

POLICY SB5: TEMPORARY USES IN THE SOUTH BANK

The following temporary uses of vacant land in the South Bank area are encouraged:

- 1. Temporary greening measures such as amenity areas of grass and planting, boundary planting, wild flower meadows, trees in containers to mark walking and cycling routes, and community allotments.**

Cultural uses including art workspace and installations (possibly making use of existing buildings), and temporary sport/recreation uses and public event spaces.

4.3 EAST BANK, RICHMOND HILL & CROSS GREEN AREA PLAN

INTRODUCTION

- 4.3.1 This area plan covers the East Bank, Richmond Hill and Cross Green residential area in the north west of AVL. The plan shows how the spatial strategy and plan wide policies will be applied in this area.

SPATIAL VISION

East Bank, Richmond Hill and Cross Green will be distinctive places which together provide a range of affordable homes close to the centre of Leeds. The area will become more liveable for people of all ages, with safer streets and green spaces, better public transport and more energy efficient homes. The area will offer opportunities which make it easier for people to lead healthy lifestyles, with better access to fresh food shopping, the ability to grow their own food locally, and participate in recreational activities.

Connections to the city centre, South Bank and the LCREZ will be made far easier by improvements to public transport, walking and cycling to provide better access to jobs and leisure opportunities. Green spaces will have been enhanced and made safer and more accessible. The setting of the area's heritage assets will be protected and enhanced through sensitive new development and the improvement of the public realm.

The East Bank area will continue to be recognised as a place for innovative and high quality urban design. New development, focused on the brownfield regeneration opportunities at Marsh Lane and along East Street, will deliver high-quality buildings and spaces, providing a range of new homes and job opportunities and creating key gateways into the city centre.

A range of family homes will be built at the former Copperfields site, alongside new green space, outdoor sports facilities, allotments and a food store. The new development will feel part of a revitalised Cross Green area with improvements to homes, streets and spaces.

OBJECTIVES

1. Improve the quality and the local environment by making streets safer, greener and more child friendly and securing more direct walking and cycling routes between East Bank, Richmond Hill and Cross Green and the city centre, Leeds Dock, South Bank, LCREZ and wider Aire Valley.
2. Secure better public transport services to connect the Richmond Hill and Cross Green areas with existing and new job opportunities in the city centre and the LCREZ.
3. Enhance the gateway to the city centre along the East Street and Marsh Lane corridors.

4. Deliver new housing, focused on key opportunities such as the Copperfields site, which provides high quality, energy efficient homes which meet local housing needs and integrate with existing communities.
5. Maximise local benefits from low carbon energy proposals within AVL, through exploring opportunities to create local heat networks and through delivery of linked regeneration and retrofitting programmes to improve energy efficiency.
6. Ensure that the Richmond Hill and Cross Green areas have a better range of local facilities to serve the area's needs and to reduce the need to travel outside the area for basic facilities such as food stores.
7. Improve the quality of the area's existing green spaces and seek opportunities to create new high quality green spaces including areas for people to grow their own food locally.

THE LOCAL AREA

Place

- 4.3.2 This Area Plan covers the East Bank area and the residential communities of Richmond Hill and Cross Green. The plan area is broadly bounded by the River Aire in the south west; Marsh Lane and Crown Point Road in the north west; York Road (A64) and the Leeds – York railway line in the north east and the A63 Pontefract Lane in the south east.
- 4.3.3 The area is one of contrasts. The area close to the River Aire and along East Street has been redeveloped and refurbished to create new flats and commercial premises over the past 20 years, benefitting from the growth of the city centre, whilst the Richmond Hill and Cross Green communities further to the east suffer from deprivation including above average unemployment and poor housing conditions.
- 4.3.4 Despite being very close to the city centre the area is perceived as being 'cut-off' with very limited public transport services, shops and community facilities meaning, for example, that most people have to leave the area to do their day to day shopping.

East Bank

- 4.3.5 This area lies on the edge of the city centre to the north and east of the River Aire. The IRR (East Street and Marsh Lane) is the main thoroughfare passing through the area making it an important gateway for people travelling into the city centre. The roads create a physical barrier for people walking through the area which led to the area being categorised as part of the 'Rim of Disconnectivity' between the city centre and inner areas of the city.
- 4.3.6 The area has seen a significant amount of positive change in the last 15 to 20 years as the influence of the city centre has extended outwards. The waterfront and East Street corridor has undergone redevelopment of former industrial use for multi-storey (mainly residential) development and restoration and the reuse of historic mill buildings to provide new homes and workplaces. Notable examples of this type of development include The Gateway, Trinity One, Rose Wharf, East Street Mills and the Echo buildings.
- 4.3.7 Some vacant sites, empty buildings and older industrial and workshop uses remain along the East Street corridor providing opportunities for future development. This includes the Low Fold site in a vacant area of land between the River Aire and the Inner Ring Road which is situated in a high profile position along the waterfront.

- 4.3.8 In the northern part of the area, opposite Quarry Hill, there is an area of vacant and underused land between Marsh Lane, Shannon Street and the Leeds – York railway line which provide a major development opportunity, within the boundary of the city centre.
- 4.3.9 East of East Street the land rises upward towards the Richmond Hill area. This provides some interesting townscape features and views towards the area's historic churches and buildings. The Saxton Gardens housing scheme is located in this area consisting of seven medium-rise blocks of flats originally built in the 1950s. Two of the blocks have been totally refurbished and re-clad to provide a mix of market and affordable units with a large amount of outside space with innovative features such as allotments, a wildflower meadow and an orchard.

Richmond Hill

- 4.3.10 Richmond Hill developed as both a residential and industrial area during the 19th century as the city expanded eastwards. Today it is a mainly residential area with a mix of private and social housing and housing which ranges from Victorian terraces to modern family housing. There are also some industrial units and workshops in the area particularly along Easy Road.
- 4.3.11 The area lacks a real heart and focal point. The largest group of shops and community facilities is along Upper Accommodation Road but these do not properly function as a centre to serve the area. There is currently no food store in the area which can meet weekly shopping needs, the nearest are at Hunslet and the city centre. Consequently access to fresh food is difficult for local residents and there is a lack of a community hub where people can meet.
- 4.3.12 Even though many of the older parts of Richmond Hill have been cleared and redeveloped in the post-war period the area is still notable for its historic buildings, which due to their scale and the area's topography can be seen over wide areas of central and south Leeds. The St Saviours Church (Grade I listed) and former school building off Ellerby Road and Mount St Marys Church are particularly fine examples.
- 4.3.13 Richmond Hill Primary school is located in the area. This school was recently been redeveloped and enlarged to three form entry in 2012. Mount St Marys is a catholic secondary school located next to the church on Ellerby Road.
- 4.3.14 Richmond Hill is served by public transport but services are not frequent and do not offer direct routes to the city centre. The nearest frequent services on York Road are a considerable walking distance from most of Richmond Hill. The Core Cycle Network (City Centre – Garforth route) passes through the northern end of Richmond Hill along Pontefract Lane. This provides links to the city centre and to the LCREZ and Temple Newsam to the east.
- 4.3.15 The area's green spaces include the Bow Street Recreation Ground and the outdoor sports pitches to the north of Ellerby Road. Whilst providing for important local provision, these spaces do not meet the Core Strategy quality standards. East Leeds Amateur Rugby League Club headquarters are located on Easy Road. The club's pitch has been relocated as part of the redevelopment of Richmond Hill Primary School to the rear of Easy Road.

Cross Green

- 4.3.16 This area lies to the between a railway branch line, which separates it from Richmond Hill and the A63 which separates it from the Cross Green Industrial Estate. The area is characterised by terraced housing dating from the late Victorian period and early

20th century which includes back to back properties. Like Richmond Hill, Cross Green suffers a lack of access to local shopping and community facilities and to frequent public transport facilities.

- 4.3.17 Cross Green Lane, the main road running through the area, now has substantially lower traffic levels following the opening of the A63. St Hildas Church, a listed building and local landmark is located on Cross Green Lane.
- 4.3.18 The former Copperfields College site is located to the south of Cross Green Lane. The school closed in 2004 and the site has been cleared and vacant since 2008. Copperfield is largest potential development site in the area plan. The former school site is flanked by two areas of green space, including an area of disused allotments. East Leeds ARFLC has a pitch on this part of the site.
- 4.3.19 To the north of Pontefract Lane, there is a cricket ground and the Red Road allotment site, one of the few food growing sites in the area.

People

- 4.3.20 The area covered by the East Bank, Richmond Hill and Cross Green Area Plan has an estimated population of 6,341 (2011 Census). The three places are located in close proximity but have a very different characteristics and demographics which need to be taken into account in planning for the area.
- 4.3.21 The East Bank community has grown up mainly in the last two decades as the result of the outward expansion of the city centre. Most people live in flats; look towards to the city centre in terms of jobs and services and share similar demographic characteristics to other parts of the city centre. The population is predominantly young adults, including students, with far fewer children and older people living in the area compared to the average in Leeds.
- 4.3.22 Specific issues that are relevant to the preparation of the Area Plan are set out below:
- Economic activity amongst people of working age (80%) is significantly higher than the Leeds average.
 - Only 2.6% of people classify themselves as having 'bad' or 'very bad' health about half the Leeds average.
 - Only 8% of residents over the age of 16 (8%) have no formal qualifications – a third of the Leeds average.
 - Car ownership levels are low with 56% of households not having access to a car. The Leeds average is 32%.
 - Nearly half of all residents walk or cycle to work, reflecting the proximity to the city centre. The Leeds average is 14%
 - 65% of households live in private rented accommodation and only 15% in owner-occupied accommodation. This is almost a reverse of the average in Leeds.
- 4.3.23 In contrast, Richmond Hill and Cross Green are longstanding communities with a much wider range of house type including a large proportion of family and social housing but face issues of deprivation and social problems, as highlighted in the statistics below:
- Economic activity amongst people of working age (69%) meets the Leeds average.

- 9% of people classify themselves as having 'bad' or 'very bad' health. This is above the Leeds average.
- High proportions (34%) of residents over the age of 16 have no formal qualifications – over the Leeds average.
- Car ownership levels are low with 58% of households not having access to a car. The Leeds average is 32%.
- Just over a quarter (27.5%) of all residents walk or cycle to work, reflecting the proximity of the area to job opportunities in the city centre. The Leeds average is 14%
- 30% of households live in private rented accommodation and only 24% in owner-occupied accommodation.
- Unemployment rates are higher in Richmond Hill and Cross Green than the city average, particularly in the St Hildas, Copperfields and Gartons area.
- Parts of the Richmond Hill and Cross Green area are amongst the 1% most deprived areas in the country overall and large parts of the area also fall within the 10% most deprived in the country for education, skills and training; health and deprivation; income and income deprivation affecting children and older people; and the living environment. It performs better than the national average in regard to geographical barriers to housing and services.

AREA-SPECIFIC POLICIES AND PROPOSALS

4.3.24 This section sets out policies and proposals which are specific to the East Bank, Richmond Hill and Cross Green areas. These aim to deliver the vision and objectives for the area. Specific proposals and designations which apply in the area are shown on the accompanying area map (Map 8).

New Housing opportunities

4.3.25 Providing new housing in the area will help to meet the identified needs of the local area as well as contributing to the wider needs of the district. New family and affordable housing are considered to be particularly important to meeting needs in the Richmond Hill and Cross Green areas.

4.3.26 New development will make a positive contribution to the local area by bringing vacant and derelict land back into use, making streets feel safer and look more attractive and as a means of securing new connections and green space. New housing will also help to support and in certain cases contribute to the provision of new services and facilities.

4.3.27 There are a number of specific opportunities to provide new homes in the area. This includes provision for 931 homes on identified sites set out in Table 4 of Section 3.3 area¹ and a further 1,229 homes allocated by Policy AVL7. These sites shown on the area map have a total capacity of 2,160 dwellings.

New employment opportunities

4.3.28 The Richmond Hill and Cross Green areas suffer from long standing problems of high unemployment and worklessness. The AAP addresses this issue in a number of ways by:

¹ This figure includes dwellings completed since 2012.

- Identifying opportunities to create new jobs in the area through new development;
- Improving connections by walking, cycling and public transport to major employment and growth areas, particularly the city centre and the LCREZ;
- The use of planning obligations to securing local employment agreements relating to major development in terms of construction and end user jobs.

4.3.29 In terms of new employment development, the Marsh Lane site (AV18) has significant potential to provide new employment, such as offices, alongside new housing and the retail opportunity identified at the Copperfields site would also create local jobs.

Transport & connections

- 4.3.30 Some of the city's major roads cross the area including the Inner Ring Road (IRR), A63 (Pontefract Lane) and the A64 (York Road). Whilst these roads make the area accessible by car and have opened up new development opportunities along East Street, they also create a physical barrier to cross, particularly for children, older people and mobility impaired people.
- 4.3.31 Construction of the IRR and A63 has taken through traffic off local roads giving rise to potential opportunities to 'downgrade' the role of local highways, making them feel safer and more pedestrian and cycle friendly, and to improve the quality of the environment whilst retaining local access and parking for vehicles. This could include measures such as street tree planting and reducing the width of carriageways and increasing the width of pavements.
- 4.3.32 Links between this area and the South Bank area are also relatively poor but the Low Fold development site (AV33) provides an opportunity to create a new pedestrian/cycle bridge facilitated by new development.
- 4.3.33 The area has good links into the Leeds Core Cycle Network via the city centre to Garforth route. The City Connect Cycle Superhighway will also pass along the edge of the area on York Road and Marsh Lane. Improving local links to these strategic cycle routes will be important where opportunities arise.
- 4.3.34 For an inner city community the area is not particularly well served by public transport - only York Road and Marsh Lane carry frequent services. Opportunities will be sought to improve bus services through the area and links to the city centre and the LCREZ.
- 4.3.35 Policy EB1 below sets out the priorities for improving transport connections, within the Area Plan.

POLICY EB1 – TRANSPORT IMPROVEMENTS IN EAST BANK, RICHMOND HILL AND CROSS GREEN

The following improvements to the transport network in the East Bank, Richmond Hill and Cross Green areas are shown on the area map. Where appropriate and directly related to the development, proposals on identified sites, allocations and other sites will be required to provide or contribute towards provision of these improvements:

1. City-Connect Cycle Superhighway (along York Road & Marsh Lane);
2. New and improved pedestrian/cycle routes within the area in order to create better access to local facilities and services and to the core cycle network;
3. Improved crossings across East Street to improve connections between the area and the city centre, Leeds Dock and the South Bank;
4. A new shared pedestrian/cycle bridge between the Low Fold site (AV33) and the South Bank to improve access between this area and Leeds Dock, the South Bank area and the new City Park;
5. Potential for a new shared pedestrian/cycle link between the Copperfields site and Hunslet Riverside;
6. Potential to improve bus services through Richmond Hill and Cross Green.

Shopping, education and community facilities in Richmond Hill and Cross Green

4.3.36 The Richmond Hill and Cross Green areas lack a defined centre – a meeting place that local people consider as the heart of the community. The most significant grouping of local shops and facilities is along Upper Accommodation Road. The Council would be supportive of new shops and local community facilities being provided in this area but it is unlikely that this could provide the scale of new facilities the area needs, such as a new food store, due to a lack of suitable development sites opportunities nearby. Other options to provide the much needed new facilities in the area have been considered are set out below.

Shopping

- 4.3.37 There is no food store in the Richmond Hill and Cross Green area to serve the weekly shopping needs of local people. This is a longstanding deficiency which was identified in the Leeds Unitary Development Plan and has been carried forward as part of a proposal for a new town centre in the Richmond Hill area under Policy P5 of the Core Strategy.
- 4.3.38 There is considered to be further potential for a food store (limited to a maximum gross floorspace of 2,000 sq. m.) to serve the Cross Green area and southern parts of Richmond Hill and East End Park. The Copperfields site provides a suitable site to accommodate a store within a wider scheme for housing and a new primary school.
- 4.3.39 There is also an existing planning permission on the former Bridge Hotel site, Cross Green Lane for four small retail units. This has potential to help meet the day to day top up shopping needs of residents in the Cross Green area and to integrate with the food store proposal on the Copperfields site to provide a larger grouping of facilities.

Education

- 4.3.40 Based on the existing population profile and the scale of housing proposed in the plan there is a requirement for a new two-form entry primary school in the area during the plan period. The Copperfields site is identified as the location for this new school to be developed in conjunction with new housing development.

Other community facilities

- 4.3.41 The largest grouping of existing local community facilities is along Upper Accommodation Road in the heart of Richmond Hill. The role this area serves is recognised by the 'Local Community Facilities' designation shown on the area map and this area represents a suitable location for new smaller-scale community facilities.

Green infrastructure

- 4.3.42 The East Bank, Richmond Hill and Cross Green area includes a number of existing green spaces. It also provides significant opportunities to extend and fill in gaps to improve local provision and improve the connectivity of green corridors (shown on the AVL green infrastructure network and area map).
- 4.3.43 The quality of all the existing green spaces in the area falls below the Core Strategy minimum quality standard. This highlights the need for regeneration programmes and where appropriate, new development to contribute towards improvements.
- 4.3.44 The plan proposes the redevelopment of the Copperfields College playing fields for a housing led development which would involve a net loss of green space in the area. In compensation an alternative site has been identified off Halton Moor Road to provide replacement pitches with changing facilities that are not available at Copperfields. The existing pitch used by East Leeds ARLFC (shown on green space on the Policies Map) would be retained at the site and the Council would seek opportunities to improve facilities at the site such as off-street car parking in conjunction with the wider development proposal. The site can also provide a new area of green space within the wider development to serve the new development and existing community.
- 4.3.45 The opportunities for green space and green infrastructure improvement, are set out below.

POLICY EB2 – GREEN SPACE AND GREEN INFRASTRUCTURE IN EAST BANK, RICHMOND HILL AND CROSS GREEN

The green spaces and wider green infrastructure network shown on the Policies Map and area map will be maintained and enhanced through the following range of measures. Where appropriate and directly related to the development, proposals on identified sites, allocations and other sites will be required to provide or contribute towards provision of these improvements:

- **Retention of an existing playing pitch at Copperfields as identified on the area map.**
- **Provision of new green space / open space within housing and mixed use allocations in accordance with Core Strategy Policies G4 and G5.**
- **Improvement of green spaces identified on the area map.**
- **Identifying opportunities to encourage local food production in consultation with local residents and community groups.**

- **Other measures to green the area, improve the quality of the local environment and improve access to green spaces, including street tree planting.**

Low carbon opportunities

- 4.3.46 In applying the UES vision to this area there needs to be a focus on improving the energy efficiency of buildings and seeking opportunities to distribute low carbon energy produced in the area to the benefit of local people and businesses.
- 4.3.47 The Council has established the Sustainable Communities Investment Fund (SCIF). This is a £5 million investment pot, to be funded by savings that the Council will make from paying lower landfill tax as a result of the construction of the RERF on the former Wholesale Market site. Cross Green is one of the target areas for the fund, alongside 'The Nevilles' area in Osmondthorpe. Physical energy efficiency improvements to the housing stock (known as retrofitting), alongside energy efficiency advice to local residents are initiatives included in the SCIF. The current project is limited to Cross Green within the AAP area, but there may be potential to extend this to similar areas, for example in Richmond Hill, subject to securing future funding.
- 4.3.48 Alongside retrofitting initiatives, the Council is exploring options to develop a heat network in AVL (see Section 3.7), with the first phase of the network likely to be constructed through Cross Green and East Bank. Development sites such as Copperfields may have potential to link into a heat network given its development potential and proximity to the RERF.

Heritage

- 4.3.49 The area contains some notable listed building including St Saviours Church (Grade I) and former school building off Ellerby Road and St Mary's church Grade II*. Much of the area between the river and East Street and parts of the area to the north of East Street also lies within the Eastern Riverside Conservation Area as shown on the area map.
- 4.3.50 A number of non-designated heritage assets have been identified under Policy AVL11 and shown on the area map. These are summarised below:
- Upper Accommodation Road - Group of Victorian / Edwardian buildings on Upper Accommodation Road in Richmond Hill contain some of the few remnants of the area's history.
 - Cross Green Lane - Several 'stepping stone' buildings from Cross Green to the city centre. Important for sense of place, identity and orientation.

Development sites and regeneration opportunities

- 4.5.51 Within the East Bank, Richmond Hill and Cross Green areas a number of development sites and regeneration opportunities are identified. These are as follows.

Marsh Lane Opportunity Area

- 4.3.52 This is one of the major development opportunities in this area. The area has frontages along York Road (A64) to the north and Marsh Lane to the west, making it a highly visible location. The south of the site is bounded by the Leeds-York railway line

which cuts off the area from Richmond Hill. Upper Accommodation Road forms the eastern boundary of the site.

- 4.3.53 For people travelling into the city centre from the east the area represents the initial impression of the city centre and it is therefore an important gateway location.
- 4.3.54 Shannon Street runs through the area from west to east. To the south of Shannon Street (up to the railway line) the land is mostly vacant and underused with some temporary uses on this land, including car parking and outdoor storage and rail sidings. This part of the site is considered as available for development during the plan period and is shown as AV18 on the Policies Map.
- 4.3.55 The north and west of the area are occupied by a range of older commercial and industrial buildings of functional design, forming the frontages to York Road and Upper Accommodation Road.
- 4.3.56 Many of the city centre's important facilities, such as the bus station and markets are within walking distance of the site although the routes tend to be car-dominated and involve crossing multi-lane highways. Pedestrian routes within the area are currently poor. There is a railway bridge and footpath which connects Railway Street with Shannon Street through the vacant land but this is in poor condition, overgrown and has no natural surveillance. Bus services pass close to the site along York Road, Marsh Lane and New York Street but bus stops are difficult to get to from the area. The Leeds core cycle network passes along the edge of the site and the proposed City-Connect cycle superhighway (see Section 3.5) will pass along York Road and Marsh Lane.
- 4.3.57 The area lies within the defined boundary of the city centre and this sets the context for the scale and types of town centre uses that are considered appropriate for the area. Site AV18 has also been identified as a suitable and deliverable for housing to support Core Strategy housing requirements. This provides a good opportunity to deliver housing which makes the transition between city centre scale development and the residential area of Richmond Hill and family housing would be particularly suited to the parts of the site away from the main roads.
- 4.3.58 The guiding principles for the future development in the area will be:
1. Ensuring that the Marsh Lane Opportunity Area becomes a new gateway into the city centre from the east.
 2. Providing a high quality, comprehensive mixed use development on Site AV18 which incorporates housing, including family housing and appropriate town centre uses, such as offices.
 3. Creating a building frontage along Marsh Lane and, where opportunities arise, supporting in principle the redevelopment of buildings within the wider opportunity area for housing and appropriate town centre uses.
 4. Creating active frontages where possible on the ground floor of buildings along the main routes in the area.
 5. Improving pedestrian routes within the site and to the city centre, Richmond Hill and Burmantofts, and integrating the site into the existing and proposed core cycle network.
 6. Improving access to bus services.

7. Creating a new area of public space at the heart of the new development in accordance with the requirements of Core Strategy policy G5 and securing environmental improvements such as street tree planting to green the area.

POLICY EB3 – MARSH LANE OPPORTUNITY AREA

Within the Marsh Lane opportunity area identified on the Policies Map redevelopment of existing buildings for housing and uses specified below is encouraged where this would be consistent with the guiding principles for the area set out in this plan:

- **Offices**
- **Hotels**
- **Small-scale convenience retail**
- **Restaurant and cafes**
- **Pubs and bars**
- **Assembly and leisure uses (Class D2)**
- **Other community uses**

Marsh Lane Development Site

4.6.59 Within the Marsh Lane Opportunity Area identified under Policy EB3, an area of 3.7 hectares (Site AV18) is specifically allocated for housing and mixed use development under Policy AVL7.

Under Policy AVL7, Marsh Lane (Site AV18) is allocated for housing and mixed use development to include a significant proportion of housing, and other uses specified in Policy EB3:

Site requirements

- **The site is suitable for older persons housing / independent living in accordance with Policy AVL7.**
- **Access to the site to be taken from Shannon Street;**
- **The development should provide a positive frontage onto Marsh Lane;**
- **Active frontage uses should be provided where possible on the ground floor of main routes through the area and around public/open space;**
- **A green corridor to be incorporated into the development to link into the wider network as indicatively shown on the area map;**
- **The development should provide new and enhanced pedestrian/cycle routes within the site to connect into the wider network, to the city centre and Richmond Hill and;**
- **An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided including a buffer to the edge of the railway line along the southern boundary of the site.**

East Street Opportunity Area

- 4.3.60 This opportunity area covers an extensive area of land focused mainly along the north-eastern side of East Street but also taking in the Low Fold area to the south west which lies between East Street and the River Aire. The boundary of the area is shown on the Policies Map.
- 4.3.61 Reflecting the opportunities and characteristics of this area, the following guiding principles are identified:
1. Ensuring that the development in the East Street Opportunity Area enhances its role as a gateway into the city centre including from the river corridor.
 2. Providing improved pedestrian and cycle connections between the Saxton Gardens, Richmond Hill and Cross Green areas and the city centre, Leeds Dock and South Bank including a bridge link from the Low Fold site.
 3. Creating active frontages on the ground floor of buildings along the main routes in the area
 4. Improving the visual and environmental quality of the East Street corridor through high quality, distinctive building design, attractive areas of new landscaping and improvements to the public realm
 5. Taking opportunities to enhance the attractiveness and vibrancy of the waterway corridor including waterfront development and improved public access and making provision for wildlife and biodiversity.
 6. Ensuring that new development preserves and enhances the Eastern Riverside Conservation Area, listed buildings and non-designated heritage assets.

POLICY EB4 – EAST STREET OPPORTUNITY AREA

Within the East Street Opportunity Area identified on the Policies Map redevelopment of existing buildings for housing is encouraged where it supports the guiding principles for the area set out in this plan.

The identified mixed use site at Cross Green Lane (AV31) is suitable for office, housing and appropriate community uses

Development sites in the East Street Opportunity Area

- 4.3.62 Within the East Street Opportunity Area, there are a number of sites specifically allocated for housing under Policy AVL7. The site requirements for these allocations are set out below.

Yorkshire Ambulance Station Lane, Saxton Lane

- 4.3.63 This 0.6 hectare site is currently occupied by an ambulance station is to become available in the medium term and is suitable for housing use.

Under Policy AVL7, Yorkshire Ambulance Station, Saxton Lane (Site AV20) is allocated for housing:

Site requirements

- **The site is suitable for older persons housing / independent living in accordance with Policy AVL7.**
- **The design and layout of the development should provide a positive frontage onto the pedestrian/cycling route to the south of the site as shown on the Area Map.**
- **The site is located within Phase 1 of the indicative heat network shown on Map 6.**

Low Fold Development Sites

- 4.3.64 The Low Fold area includes a group of three brownfield development sites in separate ownerships which lie between the Inner Ring Road and River Aire. The Rose Wharf Car Park site (AV32) is a surface car park which has previously been proposed for housing. Both the Low Fold (AV33) and South Accommodation Road (AV34) are cleared development sites.
- 4.3.65 The main roads and river tend to cut the area off from surrounding communities in Richmond Hill and the South Bank and this will need to be addressed in the design and layout of development. A new pedestrian/cycle bridge is required to access the nearest day to day shopping facilities Leeds Dock and this link will also provide much improved links to existing and proposed jobs, public transport, education facilities, green spaces and the Trans Pennine Trail in the South Bank. The sites will also need to provide better links to schools and services in Richmond Hill.
- 4.3.66 The sites have prominent on the river which offers an important opportunity to open up the waterfront but this also needs to consider existing riverside habitats which will need to be protected. As the highest areas of flood risk at the site are next to the river, the on-site green space required by Policy G4 and G5 should be located along the waterfront where possible.
- 4.3.67 Development proposals, particularly on the adjacent Site AV32 will need to preserve the setting of the listed building at Rose Wharf.

Under Policy AVL7, sites at Rose Wharf Car Park (AV32), Low Fold (AV33) and South Accommodation Road (AV34) are allocated for housing:

Site requirements

- Sites AV32 and AV33 are suitable for older persons housing / independent living in accordance with Policy AVL7.
- Provide a positive frontage onto East Street including new areas of landscaping to enhance the environmental quality of the frontage;
- A biodiversity buffer to be provided from the edge of the river bank with existing riverside vegetation to be retained and improved for its habitat value.
- Provision of new and enhanced pedestrian/cycle routes to connect into the wider network.
- Site AV33 to make provision for pedestrian/cycle bridge to link the site to the South Bank area.
- The green space requirements of development should be provided on the highest areas of flood risk within the site, where practicable.
- The site, or part of the site, is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.
- An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided including a buffer to the edge of river bank.
- Site AV32 is within/adjacent to a Conservation Area. Development should have regard to the Conservation Area Appraisal and management plan.
- Site AV32 is adjacent to a listed building where consideration to the setting of the listed building is required.

East Street / Bow Street / Ellerby Road sites

- 4.3.68 These two sites are based on boundaries of a previous planning permission for housing and mixed use development. The sites are separated by Bow Street and so could potentially be developed independently. Site AV29 includes privately owned land that is designated as green space. Development of this land will be linked to improvements of the adjoining Bow Street Recreation Ground to mitigate loss of green space and to improve the quality of the existing park which currently falls below the Core Strategy standard. An opportunity is identified to provide an improved pedestrian link between Ellerby Road and East Street through the site. This will help to improve access from Richmond Hill to the river corridor and South Bank in conjunction with other proposals in this plan.
- 4.3.69 There are a number of important listed buildings in the vicinity of the site AV29 including the Grade I listed St Saviours Church immediately to the east, the Grade II listed former school building to the south and half the site lies in the Eastern Riverside conservation area. Development proposals will need to preserve the setting of these listed buildings.

Under Policy AVL7, sites at Bow Street / East Street (AV28) and Ellerby Street / Bow Street (AV29) are allocated for housing:

Site requirements

- **The sites are suitable for older persons housing / independent living in accordance with Policy AVL7.**
- **Site AV29 to contribute to improvement of the adjacent green space at Bow Street Recreation Ground to mitigate loss of existing green space within site.**
- **The development should provide a pedestrian/cycle route through the site to link Ellerby Road and Bow Street/East Street as indicatively shown on the area map.**
- **The sites are within/adjacent to a Conservation Area. Development should have regard to the Conservation Area Appraisal and management plan.**
- **Site AV29 is adjacent to the Grade 1 listed St Saviour Church and other listed buildings where consideration to the setting of the listed building is required.**
- **The sites are located within Phase 1 of the indicative heat network shown on Map 6.**

Richmond Hill

- 4.3.70 Richmond Hill is an area of existing residential properties lying between the Leeds to York/Selby Railway to the east, Easy Road to the South and Ellerby Road to the west. The area is divided by Upper Accommodation Road which provides a group of local community facilities (shown on the area map) where opportunities to improve and enhance the provision of local community facilities are encouraged.
- 4.3.71 The guiding principles for future development in the area will be:
1. Ensuring that the Upper Accommodation Road local community facilities enhances opportunities as a local community hub, providing necessary local facilities and creating active frontages on the ground floor of buildings
 2. Providing improved pedestrian and cycle connections between the Cross Green and East Bank areas and the city centre and across the railway to East End Park as shown on the area map.
 3. Seeking opportunities to improve the visual and environmental quality of the Richmond Hill green corridor along the railway line, as well as along Upper Accommodation Road and Easy Road corridors through new landscaping and improvements to the public realm.
 4. Ensuring that new development preserves and enhances the non-designated heritage assets along Upper Accommodation Road.
- 4.3.72 Two development sites in Richmond Hill are specifically allocated for housing:

Former Richmond Inn, Upper Accommodation Road

This 0.4 hectare site on vacant land provides an infill housing development opportunity.

Under Policy AVL7, the former Richmond Inn, Upper Accommodation Road (Site AV22 is allocated for housing.

Site requirements

- **An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided including a buffer from the footpath at the western edge of the site.**

Butterfield Manor and Richmond Court, Walter Crescent

This 0.8 hectare site is located close to the local community facilities on Upper Accommodation Road. The site has some mature trees along the Upper Accommodation Road frontage which should be retained. A green corridor is identified to the north of the site which includes a footpath link between Upper Accommodation Road, Lavender Walk and Pontefract Street. This should be retained in the development.

Under Policy AVL7, Butterfield Manor & Richmond Court, Walter Crescent (Site AV23 is allocated for housing.

Site requirements:

- **An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided including a buffer from the edge of the railway line along the north eastern boundary of the site.**

Cross Green

- 4.3.73 This section identifies key proposals, initiatives and opportunities in the Cross Green area between the branch railway line, Pontefract Lane and the A63. This includes the existing area of housing to the north west of Cross Green Lane and the Copperfields development site to the south east.
- 4.3.74 The guiding principles for the future development and initiatives in the area will be to:
1. Tackle issues relating to deprivation, worklessness, poor health and fuel poverty;
 2. Improve connections (walking, cycling and public transport) between Cross Green and the Richmond Hill area, the city centre, LCREZ and to Hunslet and the waterfront;
 3. Secure a high quality housing development at Copperfields, along with new areas of green space and potentially a new primary and food store, which links well with the existing housing area;
 4. Protect important local green spaces for community use;
 5. Ensure the area's heritage assets are preserved and enhanced;
 6. Provide new opportunities for local people to grow their own food.

Existing housing area in Cross Green

- 4.3.75 There are a number of development opportunities in this part of Cross Green including an identified housing site on vacant land to the east of St Hilda's church also has a planning permission for 86 flats (Site AV36).
- 4.3.76 In response to the issues of multiple deprivation identified in Cross Green, the area has been declared a priority in terms of intensive neighbourhood management. Many of the properties in Cross Green are in a poor state of repair and a 'group repair' project has been set up with the aim to improve the standard of these properties. This project includes repairs such as installing insulation, new windows, new doors, central heating, and providing 'A rated' energy efficient boilers. It is intended that these repairs will increase the energy efficiency of the properties contributing towards tackling fuel poverty.
- 4.3.77 As stated in Section 3.7, Cross Green was identified as one of two target areas for environmental improvements to be made as part of the £5 million Sustainable Communities Investment Fund (SCIF). The initiative was taken forward with community involvement to identify local priorities including the following:
- A group repair scheme - bringing housing up to decency standards and improving the external appearance of properties;
 - Promoting energy efficiency through measures such as better insulation and energy efficient boilers as well as an initiative to improve energy efficiency awareness amongst local residents;
 - Improving to the public realm such as street tree planting, wider pavements and improved road crossings;
 - Providing added value to existing programmes.
- 4.3.78 Cross Green has a distinctive local identity with its housing stock being characteristic of the late Victorian / Edwardian period. It is important that these positive buildings and their setting are enhanced as part of the regeneration initiative. St Hilda's is a notable local landmark and listed building whose setting it is important to preserve and enhance. Heritage assets (listed and non-designated) are identified on the area map.

Copperfields site

- 4.3.79 The Copperfields site includes the land bounded by Cross Green Lane, Pontefract Lane and the A63 and incorporates the former school site and two areas of green space to the immediate north and south. The site has an area of 11.3ha of which 7.3ha is the former school site. East Leeds ARLFC use a pitch on the northern part of the site but the former allotments along Pontefract Lane have remained vacant for a long time.
- 4.3.80 The site is located between the LCREZ, the new housing developments along East Street and the residential neighbourhood of Cross Green. The site has potential to act as a catalyst for further development and regeneration of the area and provides one of the few significant opportunities in the area to provide additional housing numbers in addition to the sites that already have planning permission. The site has an estimated capacity of 273 dwellings.
- 4.3.81 The site offers the opportunity to address some of the deficiency in food retail provision in Richmond Hill and in particular serve the day to day shopping needs of people living in Cross Green and the south of Richmond Hill area. It is also considered to be the best site in the area to accommodate the two-form entry primary school that has been identified as being required during the plan period.
- 4.3.82 The Copperfields site needs to retain the East Leeds ARFLC pitch within the site at its current location. In addition a new area of green space within the site will be required to meet the needs of the housing proposed on the site and of the wider community.
- 4.3.83 The site lies in an important position within the wider green infrastructure network. A corridor has been identified running from East End Park to the River Aire and potentially beyond into Hunslet. The layout of development and green space on the site should reflect this green corridor and provide a landscaped route through the site linking Pontefract Road to the A63.
- 4.3.84 The site needs to connect into the wider walking and cycling network. The area map indicatively shows important connections to Cross Green and through to Richmond Hill, to the city centre and to the Cross Green Industrial Estate and the LCREZ beyond. There is also long term potential to create a pedestrian/cycle route through to the Hunslet Riverside sites which will link to the proposed network on those sites, ultimately providing a more direct connection to the centre of Hunslet from Cross Green (see Hunslet Area Plan for further details).

Under Policy AVL7, the Copperfields site (AV38) is allocated for housing and under Policy AVL9 the site is identified as a potential site for a food store (up to a maximum gross floor area of 2,000 sqm)

Site requirements

- Provision of a two-form entry primary school within the development
- The existing playing pitch shown on the Policies Map as green space to be retained.
- The former school playing fields within the site should be replaced by new provision elsewhere in the locality.
- The site is adjacent to a listed building where consideration to the setting of the listed building is required.
- The pedestrian/cycle routes shown on the area plan, including existing public rights of way to be incorporated within the development.
- Opportunities should be sought to create linkages between the site and the Hunslet Riverside Opportunity Area to the south.
- An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided.
- The site is located within Phase 1 of the indicative heat network shown on Map 6.

4.4 HUNSLET AREA PLAN

- 4.4.1 This area plan covers the Hunslet area in the south of AVL. The plan shows how the spatial strategy and plan wide policies will be applied in this area.

SPATIAL VISION

Hunslet will be a greener and more liveable place. New development at Hunslet Riverside will connect the waterfront with the rest of Hunslet opening up recreational opportunities for residents and visitors. Hunslet will be better connected with the rest of the Aire Valley to allow local people to access new job and training opportunities and to fulfil their potential.

An expanded Hunslet Town Centre will be at the heart of these improvements and will be a popular and successful place to do business and visit, meeting local needs for shopping, services and leisure in a safe and attractive environment.

OBJECTIVES

1. Hunslet will be a place with improved health and well-being for people of all ages.
2. Hunslet town centre will be a thriving centre at the heart of the community that caters for day-to-day shopping, services and leisure needs for people in Hunslet, the wider Aire Valley and surrounding communities.
3. About 1,400 new homes will be built in Hunslet serving the needs of all sectors of the housing market and will be supported by improvements made to existing homes as part of energy efficiency initiatives to tackle fuel poverty and improve health.
4. Hunslet will be recognised as a place to do business, attracting new investment and providing job and training opportunities for local people, and offering improved links to new jobs created in the LCREZ and wider Aire Valley.
5. New and existing homes, businesses and leisure opportunities in Hunslet will be connected to a sustainable transport network, including the NGT trolleybus system, new and improved bus services, an improved cycle network, greener and safer streets and water-based transport.
6. A high quality green network will link Hunslet's new and improved green spaces, offering a range of recreational opportunities in a child-friendly environment. This will connect into the wider network of parks and nature reserves along the River Aire.
7. Hunslet and Victoria Mills will have be brought back into use and become recognised as key landmark buildings which enhance the waterfront at Hunslet riverside and help to attract visitors to the area.

The Hunslet Local Area

4.4.2 Hunslet covers the area between the River Aire and the Leeds-Castleford railway line, stretching as far as the inner ring road in the north and the Stourton / Thwaite Gate area in the south, incorporating Bridgewater Road to the north of the river.

People

4.4.3 The area covered by the Hunslet Area Plan has a population of about 2,470 (2011 Census). Hunslet has a large proportion of family and social housing with some issues relating to deprivation and poor health which are highlighted in the statistics below:

- Hunslet has a slightly higher proportion of children (aged 15 & under) and older people (aged 65 & over) and a lower proportion of working age residents (16-64), than the Leeds average.
- Economic activity amongst people of working age is lower than the Leeds average.
- Unemployment rates are higher in Hunslet than the city average, particularly in the Thwaite Gate area. Youth employment (ages 16-24) is well above the Leeds' average in Thwaite Gate.
- Hunslet is classified within the 10% most deprived areas in the country overall and in the following specific measures of deprivation: crime & disorder; education skills and training and health deprivation & disability. The Thwaite Gate area is also in the 10% most deprived for income and employment deprivation.
- More than twice the number of people classify themselves as having 'bad' or 'very bad' health (11.1%) than the Leeds average.
- Nearly twice the proportion of people over the age of 16 (42.1%) have no formal qualifications, compared to the Leeds average.
- 55% of households do not have access to a car. The Leeds average is 32%.
- More than half of working people living in Hunslet travel to work using public transport or by walking or cycling, well above the Leeds average.

Place

4.4.4 The historic character of Hunslet was defined during the 19th Century when Hunslet was transformed into an important industrial centre of Leeds. The growth of Hunslet was shaped by its location near to the River Aire served by the canal and railway networks. This created the opportunities for early water powered mills, followed by other types of heavy industry later in the century.

4.4.5 Hunslet grew as homes were built to house mill and industrial workers. Living conditions were cramped, with back to backs the predominant form of house type. The area was well served by a range of local shops, pubs, and other facilities.

4.4.6 The post-war era brought significant changes to Hunslet, including a slum clearance programme and construction of estates of public sector housing. The M1 (now M621) motorway divided Hunslet in two when it was constructed in the 1960s. The majority of housing to the east of the motorway in Hunslet dates from the post-war era.

4.4.7 Hunslet is made up of a number of distinct, but connected areas, which are identified on the area map (Map 9):

- **Hunslet Town Centre** - The main shopping and commercial centre serving Hunslet and the wider area, mainly for food shopping and some other services
- **Hunslet Riverside** - A major regeneration opportunity on both banks of the River Aire
- **Hunslet Green** - A modern residential area close to the town centre.
- **Thwaite Gate** - A 1970s/1980s housing estate predominantly in public or social landlord ownership.
- **Industrial Hunslet** – the industrial and commercial areas to the north of Low Road and south of Midland Road.

4.4.8 Hunslet contains a number of green spaces, the largest of which are Hunslet Green and Pepper Road Recreation Ground. The area is well served in terms of outdoor sports pitches, amenity spaces and children’s play facilities, but there are deficiencies in the provision of parks and gardens and allotments, and most of the spaces do not meet the quality standard set out in the Core Strategy.

4.4.9 The area is served by three primary schools (Low Road, Hunslet St Marys CofE and St Josephs Catholic). There are no secondary schools in the area. The nearest are Mount St Marys in Richmond Hill and the South Leeds Academy on Old Run Road just to the south of the AAP boundary. The proposed Ruth Gorse Academy on Black Bull Street in the South Bank is located just to the north of the plan area.

4.4.10 Areas bordering Low Road, Church Street, Balm Road and Midland Road are well served by frequent public transport services. The development sites in Hunslet Riverside are less well connected. Main roads, such as Low Road and Church Street act as a barrier to pedestrians. The Trans Pennine Trail runs along the river corridor and is an important recreational asset linking the area with the city centre and nature sites in the Lower Aire Valley, but routes to the river from the centre and residential parts of Hunslet are not well defined and tend to be uninviting.

Area-specific policies and proposals

4.4.12 This section sets out policies and proposals which are specific to Hunslet. These will deliver the vision and objectives for Hunslet. Specific proposals and designations which apply in the area are shown on the accompanying area map (Map 9).

Hunslet Town Centre

4.4.13 Hunslet Town Centre will continue to function as the main centre serving AVL and wider areas of Hunslet. This role is recognised in the Core Strategy with Hunslet identified as one of the city’s town centres (Policy P1 and Map 10). Hunslet will be the primary centre to serve any new housing proposed in this plan and policies also seek to underpin and enhance this role. Map 10 sets out the boundary of Hunslet Town Centre, the primary shopping area (where retail activity is concentrated in the centre) and primary and secondary shopping frontages. Policies relating to consideration of planning applications for change of use within primary and secondary frontages are set out in saved UDPR Policy SF7. This will be replaced by policies for protected shopping frontages and shopfronts which will cover all town centres in the district, including Hunslet, to be taken forward as part of the Leeds Site Allocations Plan.

- 4.4.14 The housing and mixed use allocation to the south west of the centre is proposed to accommodate a mix of housing and town centre uses, such as retail development, with the aim of expanding the scale and range of shopping and other services within the centre. The inclusion of this area within the town centre boundary is to offer an opportunity to provide additional retail floorspace in the area to support the expanding population within the area. The site is considered to offer a sustainable location for development immediately adjacent to the primary shopping area with the potential for linked trips and a short walk to existing and proposed public transport services. The site offers an opportunity to create a high quality development on an underused site to create an attractive gateway to the centre from the south and west and bring new jobs to the local area.
- 4.4.15 Although Hunslet Town Centre is well served by frequent bus services, the proposals for a NGT trolleybus stop within the centre offer an important opportunity to facilitate improvements in the centre and to increase the number of visits by local residents.
- 4.4.16 Policy HU1 identifies the boundary designations and other proposals for the centre.

POLICY HU1 – HUNSLET TOWN CENTRE

- 1. Hunslet Town Centre boundary, primary shopping area and primary and secondary shopping frontages are defined on the Hunslet Town Centre Boundary Plan (Map 10);**
- 2. In order to maintain and enhance the role and function of Hunslet Town Centre, the following improvements are proposed subject to availability of funding and detailed feasibility work:**
 - Improved pedestrian/cycle links between the town centre and the Hunslet Riverside Opportunity Area as identified on the area map;**
 - Environmental improvements to the public space on Whitfield Way next to the Penny Hill centre and Hunslet Library to enhance the setting of existing buildings and to create a focal point for the centre.**

Church Street / Balm Road Site (Hunslet Town Centre)

- 4.4.17 This 1.29 hectare site (AV48) provides a key opportunity to expand the range of shopping and other town centre facilities in Hunslet, in addition to providing new housing. The site lies in a prominent location on the junction of Church Street and Balm Road and is currently occupied by a vehicle hire and repair businesses. There are no other sites adjacent to the existing centre which can offer a similar scale of opportunity. Appropriate uses in town centres are set out under Core Strategy Policy P8.
- 4.4.18 Development will be expected to relate to the existing centre and create active frontages along the main roads. Existing pedestrian routes between the opportunity site and the heart of the centre are relatively poor due to the major road junction acting as a barrier to movement. Where development of town centre uses are proposed, improved links between the site and centre need to be fully addressed as part of proposals to ensure that linked trips to existing shops and facilities can be maximised and to mitigate potential adverse impacts on the vitality and viability of Hunslet Town Centre resulting from proposals for this site.

Under Policy AVL7, Church Street / Balm Road (AV48) is allocated for housing and mixed use development to include a significant proportion of housing, and other uses specified below:

- **Shops;**
- **Financial & professional services;**
- **Restaurants & cafes;**
- **Pubs & bars;**
- **Offices;**
- **Assembly & leisure uses; and**
- **Community facilities**

Site requirements:

- **In accordance Core Strategy Policy P8, proposals for town centre uses will not be permitted unless they clearly demonstrate that there will be no significant adverse impact on vitality and viability or planned investment in Hunslet Town Centre or other designated centres.**
- **The design and layout of the development should relate positively to the existing town centre, such that it encourages linked trips between the site and existing facilities in the town centre.**
- **Improvements to pedestrian links between the site and the existing town centre across the Church Street / Balm Road junction will be sought.**
- **Proposals to improve pedestrian links between the site and the City South Retail Park to the south of the site are encouraged.**
- **An Ecological Assessment of the site is required and where appropriate, mitigation measures will need to be provided including a buffer to the railway line to the south west of the site.**
- **The site is suitable for older persons housing / independent living in accordance with Policy AVL7.**

Hunslet Riverside Opportunity Area

- 4.4.19 Hunslet Riverside is the name given to a collection of key brownfield development sites and other land located on either side of the River Aire to the east of Low Road and south of the Inner Ring Road. This area has an important industrial legacy and many businesses remain in the area. Regenerating this area and integrating it into the rest of Hunslet and the wider area is crucial to implementing the vision of this plan.
- 4.4.20 Over 30 hectares of land has been identified in the area with potential for new sustainable development providing new homes and jobs and potentially new shops, leisure and community facilities. The majority of these sites are allocated within the Hunslet Riverside Strategic Housing & Mixed Use allocation which was made in the UDPR. The main development opportunities in the area are:
- Bridgewater Road (AV40)
 - Hunslet/Victoria Mills buildings (AV41);
 - Yarn Street (AV43);
 - Smaller development sites and other opportunities.
- 4.4.21 The listed Hunslet/Victoria Mill buildings have been vacant for many years but are an important heritage asset and landmark for Hunslet benefiting from a location adjacent to the river. A key objective of the plan is to see these buildings returned to active use as part of a development scheme which secures the future of the buildings and acts as the focal point of the Hunslet Riverside area.
- 4.4.22 The regeneration of the area is already underway with the H2010 development of 287 houses and flats on the Yarn Street site. This scheme has opened up the waterfront providing high quality areas of public realm and allowed the Trans Pennine Trail to pass alongside the river. The new homes are energy efficient and the heat to the site is provided by a combined heat and power plant and district heating network. The site contributes 173 dwellings to the housing target over the plan period.
- 4.4.23 Across the river from Hunslet/Victoria Mills and Yarn Street, the Bridgewater Road site offers a major opportunity to create a sustainable waterfront development. Key issues for this site are connecting it with services and facilities in Hunslet and integrating the site into the area's green infrastructure network.
- 4.4.24 The area has also been identified as having potential for rail freight and canal freight uses through the NRWLP which proposes a rail sidings allocation at Bridgewater Road (South). These proposed designations are shown on the Area Map.

Hunslet/Victoria Mills site

- 4.4.25 The remaining buildings at the Hunslet / Victoria Mill site are Grade II* and Grade II listed. Former mill buildings are very flexible structures that can be converted into a wide range of uses. There are many examples in Leeds and across the country of mill buildings being successfully converted.
- 4.4.26 The buildings and site have planning permission and listed building consent for 699 flats which would involve conversion of the listed buildings and some new build development. Given changes in the housing market since that permission was granted in 2003 the scheme may not be delivered in its current form but this provides the basis for identifying the site for housing under Policy AVL6.
- 4.4.28 The key objective is to bring the listed buildings back into active use and restored to their former glory, acting as a focal point for the regeneration of the Hunslet Riverside

area and opening up the waterfront for recreational use. The approach is to be flexible about the use of the site, where this is appropriate, on the basis that the listed buildings are retained and brought back into use within the new development. The aim of this is to enhance the prospects of achieving a viable development given the higher than normal costs of restoring the listed buildings.

- 4.4.29 Suitable uses for the site are set out in the policy below. Some of these are town centre uses such as retail, offices and a hotel, which would normally be directed towards existing centres. In these exceptional circumstances it is considered appropriate to include these as potential uses within the acceptable mix providing it is demonstrated this would not adversely impact the city centre and other centres. In this respect, a comparison retail use would be expected to be of a factory outlet type use rather than the type of shopping usually found in the city centre. Issues such as traffic generation and car parking requirements would also need to be addressed satisfactorily.

POLICY HU2 – HUNSLET / VICTORIA MILLS (SITE AV41)

In addition to the housing use identified under Policy AVL6, the other acceptable uses of the Hunslet/Victoria Mills buildings and site (AV41) are:

- **Offices;**
- **Hotel;**
- **Education;**
- **Museums, galleries and exhibition halls;**
- **Small-scale convenience retail;**
- **Restaurants and cafes;**
- **Pubs and bars;**
- **Specialist retail uses.**

Site requirements

- **The listed buildings are to be retained, refurbished and reoccupied as part of any development proposals;**
- **New buildings are permitted providing they preserve the setting of the listed buildings and are subordinate in terms of scale and massing, and form part of a comprehensive approach to the development of the site;**
- **Opportunities to create active frontages to the waterfront, Goodman Street and Atkinson Street are encouraged where this is consistent with preserving the setting of the listed buildings;**
- **For specialist retail uses, it is clearly demonstrated that the proposals, by virtue of the type of goods to be sold and their scale, would not have a significant adverse impact on vitality and viability and planned investment in Leeds City Centre, Hunslet Town Centre or any other designated centres.**
- **The site, or part of the site, is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.**
- **The site is located within Phase 2 of the indicative heat network shown on Map 6.**

Atkinson Street site

- 4.4.30 The site at Atkinson Street (AV98), immediately to the north of the Hunslet / Victoria Mills site, is allocated as a further opportunity for housing and mixed use development. This could be developed alongside, as part of a comprehensive development, or as a later phase to the adjoining Hunslet / Victoria Mills development. The site is currently occupied by two industrial units but has been promoted by the site owner as a redevelopment opportunity.
- 4.4.31 Proximity to the glass manufacturing plant, located to the north of the South Accommodation, will need to be addressed within the design of the development and is likely to limit housing development on the western part of the site, immediately opposite the plant. Office use is identified as a potential buffer use in this edge of centre location but it will be for detailed air quality, odour and noise reports at the application stage to propose suitable mitigation measures.

Under Policy AVL7, the Atkinson Street site (AV98) is allocated for housing and mixed use development, to include a significant proportion of housing. Offices are identified as an acceptable use within mixed use development.

Site requirements

- **Provision of a suitable buffer between housing and the glass manufacturing plant north of South Accommodation Road which could take the form of development of other less sensitive uses, such as office development, to provide a physical buffer and visual screening to the plant. Air quality, odour and noise reports will be required to assess the impact on the development. Additional mitigation measures may be required to be incorporated in the development.**
- **The site is adjacent to a listed Hunslet / Victoria Mills buildings where consideration to the setting of the listed building is required.**
- **An Ecological Assessment of the site is required and where appropriate, mitigation measures will need to be provided including a buffer to the river bank reflecting the AVL Green Infrastructure Network shown on the area map.**
- **The site, or part of the site, is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.**
- **The site is located within Phase 2 of the indicative heat network shown on Map 6.**

Bridgewater Road

- 4.4.32 At 19 hectares Bridgewater Road is the largest brownfield site in the Hunslet Riverside area. The site is mostly vacant, but some waste processing uses occupy parts of the site. Bridgewater Road is the only road access to the site linking to the Inner Ring Road via a small estate of commercial units. A branch line railway which serves the Tarmac plant to the north forms the north-eastern site boundary. The general character of the area to the north of the site is industrial, with the Knostrop WWTW to the south-east.
- 4.4.33 The River Aire corridor runs along the south-western boundary of the site with over 1km of waterfront. This area contains some well-established planting which provides a green backdrop to the river and is an important wildlife habitat.
- 4.4.34 The UDP allocation established the principle of housing development on the site, but to secure a sustainable and high quality development a number of issues need to be addressed.
- 4.4.35 Given the proximity of heavy industrial uses of the north and east of the site, only part of the site is considered to be suitable for residential. This is reflected in the NRWLP which allocates a 7.4 hectare site on the south west part of the land for new rail sidings.
- 4.4.36 This leaves an area of 11.2 hectares to the north west of the site which is considered to be suitable for housing and allocated under Policy AVL7 as Bridgewater Road North (AV40). This site has an estimated capacity of 425 new homes with a waterfront location. Achieving direct links to the rest of Hunslet on the other side of the river will require a new/improved pedestrian / cycle bridge which is proposed as part of the Leeds Flood Alleviation Scheme (see below).
- 4.4.37 To protect the amenity of future residents it is important that a separate vehicular access is provided to serve the NRWLP site within the wider Bridgewater Road area. This is to avoid a situation where HGV traffic passes directly through a residential area.
- 4.4.38 The site lies along two green corridors identified on Map 5 and shown on the area map. The site has a key role in enhancing the River Aire corridor in terms of a green route for walking and cycling and whilst maintaining its function as a wildlife habitat. The Leeds Flood Alleviation Scheme removes Knostrop Cut, requiring diversion of the Trans Pennine Trail cycle path is through the Bridgewater Road site. This requires an alignment to be protected. A longer-term aspiration is to create a green route between Cross Green and Hunslet as shown on the area map. This can only be achieved if it is designed into the Bridgewater Road development.

Under Policy AVL7, Bridgewater Road North (AV40) is allocated for housing:

Site requirements

- **Preparation of a masterplan consistent with the general arrangement shown on the area map to determine the general layout of development, green space and green infrastructure provision and location of access points and roads;**
- **The design and layout of development to relate positively to the waterfront and complement proposals on the south west bank of the river, where this is consistent with protection of biodiversity and habitats of value;**

- **An Ecological Assessment of the site is required and where appropriate, mitigation measures will need to be provided including a buffer to the river bank reflecting, where possible, the AVL Green Infrastructure Network shown on the area map.**
- **A route close to the north east bank of the river to be safeguarded for the Trans Pennine Trail;**
- **A new or improved pedestrian/cycle bridge to be provided to link the site to the south west bank of the river;**
- **A suitable buffer to be provided to screen existing and proposed industrial and rail freight uses from housing to protect the amenity of future occupiers;**
- **Vehicular access to the site to be taken from Bridgewater Road. The NRWLP allocation immediately to the south west of the site should be served from a separate access from the point at which Bridgewater Road enters the site with no through route for general traffic to be provided between the two sites.**
- **The site is located opposite the listed Hunslet/Victoria mill buildings where consideration to the setting of the listed buildings is required.**
- **Housing development (or any other type of development classified as ‘more vulnerable’ according to the NPPG) should not be developed in any part of the site lying within Flood Zone 3, as indicated in the Leeds Strategic Flood Risk Assessment or the Environment Agency Flood Risk Maps, whichever is the most up to date**

Other residential development opportunities

- 4.4.39 The Goodman Street site, which is currently a coach depot, lies immediately to the west of the H2010 development at Yarn Street. Development of the site would complement neighbouring developments and proposals and could provide an extension to the heat network incorporated into the H2010 development, subject to capacity and feasibility.

Under Policy AVL7, the Tetleys Motor Services site at Goodman Street (AV46) is allocated for housing.

Site requirements

- **The site is suitable for older persons housing / independent living in accordance with Policy AVL7.**
- **The design of the scheme should relate to and complement the adjoining housing development at Yarn Street by virtue of its scale, massing, layout, density and orientation;**
- **The design should create a frontage onto Goodman Street and include a hard and soft landscape scheme which contributes to creating a green and attractive pedestrian route between Hunslet Riverside and Low Road as identified on the Area Map;**
- **The site is adjacent to a listed Hunslet / Victoria Mills buildings where consideration to the setting of the listed building is required.**
- **The site, or part of the site, is located within Flood Zone 3. Flood risk mitigation measures set out in the AVL flood risk exception test and the site-specific flood risk assessment should be applied.**
- **The site is located within Phase 2 of the indicative heat network shown on Map 6.**

- 4.4.40 Further areas with potential for new housing are also identified within the Hunslet Riverside Opportunity Area. These areas include occupied industrial and other commercial buildings within an area bounded by Old Mill Lane, Atkinson Street, the Inner Ring Road, the A63 and Knowsthorpe Lane and a further area of land between Low Road and National Road. The intention of identifying opportunities is to indicate an area where housing and supporting uses may be appropriate (subject to certain constraints) and where this would be consistent with the vision and key aims set out in this area plan. The specific sites have been identified on the basis that redevelopment would provide one or more of the following benefits:
- encourage a clear, defensible boundary between existing and potential housing and industrial uses;
 - encourage development that enhances the setting of historic buildings;
 - facilitate the creation of improved visual and physical links between the Hunslet Riverside development sites and the River Aire corridor and Hunslet Town Centre; and/or
 - consistency with the proposals and aspirations shown on the area map.
- 4.4.41 Such proposals could result in the loss of existing employment sites in the area. Future proposals will be assessed against the criteria for release of existing employment sites set out in Core Strategy Policy EC3. Where this requirement can be met, the Council

would be supportive of retaining business and jobs within the area. Wherever possible, appropriate steps will be taken to assist businesses to relocate within AVL.

POLICY HU3 – HUNSLET RIVERSIDE OPPORTUNITY AREA (OTHER LAND)

Within the Hunslet Riverside opportunity area identified on the Policies Map, redevelopment of existing buildings for housing is acceptable subject to the following considerations:

- A piecemeal approach to redevelopment of any of the above areas which is likely to adversely impact on the amenity of future residents by virtue of noise, dust, odour or other means and/or prejudice the operation of existing businesses will not be appropriate.
- The design of the individual proposals should relate to and complement the adjoining housing and proposals by virtue of its scale, massing, layout, density, orientation and access arrangements;
- Existing employment sites to be assessed against the criteria set out in Core Strategy Policy EC3.
- The flood risk sequential and exception test requirements to be satisfied.

Additional Employment sites

4.4.42 In addition to the mixed use sites identified above, there are three smaller general employment sites identified in the area (sites AV42, AV45 and AV47) with planning permission which provide a total land area of 1.66 hectares and have potential to provide local job opportunities.

Transport connections

4.4.43 There are significant opportunities to improve connections between Hunslet town centre, the city centre, Hunslet Riverside and the River Aire corridor. The NGT trolleybus route and improvements to the bus network in the Aire Valley, which can all significantly benefit Hunslet are considered in detail in the strategic connections section of the AAP.

4.4.44 The key priorities for the area are set out in Policy HU4 and identified on the area map.

POLICY HU4 – TRANSPORT IMPROVEMENTS IN HUNSLET

The following improvements to the transport network in the Hunslet area are shown on the area map. Where appropriate and directly related to the development, proposals on identified sites, allocations and other sites will be required to provide or contribute towards provision of these improvements:

- 1. Improved pedestrian and cycle routes between the Hunslet Riverside Opportunity Area and Hunslet Town Centre, including a new/improved pedestrian/cycle bridge between the Bridgewater Road site and south west bank of the River Aire.**
- 2. Improved pedestrian and cycle routes between Hunslet Riverside Opportunity Area and the South Bank and the proposed NGT trolleybus stop at St Joseph's.**
- 3. Relocation of the Trans Pennine Trail to the north east bank of the River Aire as shown indicatively on the Policies Map and area plan**

Low carbon energy

- 4.4.45 Hunslet provides key opportunities to develop local networks for low carbon energy production and distribution through expansion of existing installations such as the combined heat and power plant (CHP) and heat network at the H2010 site at Yarn Street. The Hunslet Riverside sites could take advantage of their proximity to the existing Yarn Street CHP plant subject to the technical feasibility and capacity of the network.

Green Infrastructure in Hunslet

- 4.4.46 The Hunslet area provides some of the most significant green spaces and green corridors in the Aire Valley. It also provides significant opportunities to extend and complete missing links to improve the connectivity of the existing green infrastructure network.
- 4.4.47 The Aire Valley Green Infrastructure study has identified the following corridors within the Hunslet area:
- River Aire corridor (including the Trans Pennine Trail)
 - East End Park to Hunslet
 - Hunslet green spaces
 - Hunslet Lane / Low Road / Pontefract Road corridor
- 4.4.48 The River Aire corridor is particularly important asset for Hunslet as it provides links to other visitor attractions, green spaces and nature reserves along the valley and accommodates the regionally significant Trans Pennine Trail.
- 4.4.49 There is good overall provision of publicly accessible green space within Hunslet, with the area exceeding the Core Strategy standards for outdoor sport and amenity green space provision and children's & young people's facilities. There are deficiencies identified for parks and gardens and allotments (there is no existing provision in this part of Hunslet).
- 4.4.50 The quality of green space in Hunslet varies. Hunslet Green is an important outdoor sports facility in the heart of the area next to the town centre is assessed as the best

quality green space in AVL, but no other sites in the area have met the Core Strategy minimum quality standard.

- 4.4.51 There are some issues relating to the distribution of existing green space. Most existing green space is located to the west side of Low Road and the major roads provide a barrier to accessing these spaces from the Hunslet riverside sites. Conversely, other recreation/leisure opportunities along the waterfront have poor connections from existing residential areas of Hunslet.
- 4.4.52 New development will provide opportunities to provide new and improve existing green spaces to meet existing deficiencies and to support new development, particularly in the Hunslet riverside area.
- 4.4.53 The Leeds FAS and NGT trolleybus schemes are additional proposals with potential to bring funded green infrastructure improvements to Hunslet.
- 4.4.54 The Council will also support initiatives for local food production on underused green spaces and areas of public realm where this is appropriate to the other functions of the space.

POLICY HU5 – GREEN SPACE AND GREEN INFRASTRUCTURE IN HUNSLET

The green spaces and wider green infrastructure network shown on the Policies Map and area map will be maintained and enhanced through the following range of measures. Where appropriate and directly related to the development, proposals on identified sites, allocations and other sites will be required to provide or contribute towards provision of improvements:

- 1. Protection and improvement of areas of the Leeds Habitat Network along the River Aire corridor as identified on the area map.**
- 2. Provision of new green space within housing and mixed use allocations in accordance with Core Strategy Policy G4.**
- 3. Improvement of green spaces identified on the area map.**
- 4. Identifying opportunities to encourage local food production in consultation with local residents and community groups.**
- 5. Other measures to green the area, improve the quality of the local environment and improve access to green spaces, including street tree planting where appropriate.**

Heritage

- 1.4.55 In addition to the Hunslet / Victoria Mill buildings, there are also a number of other listed buildings in the area which are shown on the area map, including the Hunslet Baptist Church building on Low Road.
- 1.4.56 A number of locally important undesignated heritage assets are also shown on the area map, including Hunslet Library which remain important local facilities and provide a few remnants of the area's past.

4.5 CENTRAL AIRE VALLEY

- 4.5.1 This area plan covers a large area in the central part of AVL, including the LCREZ and two existing industrial/business areas - the Cross Green Industrial Estate and Stourton. The area plan shows how the spatial strategy and plan wide policies will be applied in this area.

SPATIAL VISION

The LCREZ will drive local growth and attract new business, jobs and investment into Leeds and its city region. The existing business and employment areas of Cross Green and Stourton will be recognised as high quality business locations and will become gateways into the urban area of Leeds, led by high profile development, such as Leeds Valley Park. Together these areas will create up to 15,000 new jobs, many for residents living in local communities, and attract significant investment into the area.

Transport improvements, led by construction of an all-purpose bridge crossing at Skelton Grange and including other road improvements, the NGT trolleybus network and new bus services, and new walking and cycling routes will transform physical access to jobs created in the area, from across the city and in particular from nearby communities in east and south Leeds. Environmental improvements secured from these projects will help to green important routes in the area.

The high quality waterfront will be a place that attracts many people to visit the Thwaite Mills museum, to walk, cycle and for water-based recreation. The area will link into a wider network of green spaces, wildlife habitats and visitor attractions along the River Aire and Wyke Beck, such as St Aidans, Fairburn Ings and Leeds Dock. The waterfront will be connected into a high quality local green infrastructure network of green routes and corridors.

The potential of the area for low carbon energy generation will have been maximised, where this is consistent with securing a high quality environment for local residents and visitors, and a network will distribute this energy to local businesses, homes and service providers.

OBJECTIVES

1. Maximise the benefits of the LCREZ for local communities, for Leeds and for LCR by ensuring that the necessary infrastructure and business employment and training support are in place to attract new business investment and create new jobs.
2. Ensure the area continues to be a key employment and business centre for Leeds and LCR, home to both national, regional and local enterprises, supporting growth sectors such as the health and medical, advanced manufacturing, logistics and low carbon industry and providing jobs opportunities for local people.
3. Create a place that is an attractive and green gateway into Leeds, led by high quality development on the Logic Leeds, Temple Green and Leeds Valley Park sites by providing landscaped green routes into the city.
4. Ensure that the LCREZ and the Cross Green, Skelton Grange and Stourton areas are well connected to each other, the city centre and to communities in east and south Leeds by a high quality transport network including the NGT trolleybus

system, frequent bus routes, park & ride facilities and walking and cycling routes which offer a genuine alternative to the car and help to reduce congestion on local roads.

5. Ensure that the river corridor is recognised for its attractive environment, widely used by local residents and visitors for activities such as walking, cycling and water-based recreation and forming part of an enhanced green infrastructure network which connects into wider networks.
6. Create a low carbon energy hub connecting the area's low carbon production opportunities, such as the RERF at Newmarket Approach, with existing energy users and future developments via a local heat network helping to reduce the running costs and improving the environmental performance of commercial buildings and domestic homes in the Aire Valley.

THE LOCAL AREA

- 4.5.2 This area is the commercial heart of AVL. It is a major business location which provides a large number of local jobs focused in the office, manufacturing and distribution sectors with potential to expand through the development of the largest grouping of employment sites in Leeds. The catalyst for future business and job growth in the area is the LCREZ.
- 4.5.3 The two principal employment areas are the Cross Green Industrial Estate, to the north of the river, and the Stourton area to the south. The Knostrop Waste Water Treatment Works are a major feature of the area lying immediately east of Cross Green. The major development sites are located in the east adjacent to the M1 motorway.
- 4.5.4 The area benefits from excellent links to the motorway network. Stourton is served by junctions on both the M1 (J44) and M621 (J7) motorways and the area to the north is served by J45 on the M1. Access to J45 is provided by the A63 Pontefract Lane which provides a dual carriageway link into the city centre. Its prominent location means the area is an important gateway into Leeds for many visitors, which is further emphasised because the area is visible from the elevated section of motorway.
- 4.5.5 Whilst strategic transport links are being improved, north to south connections within the area and to adjacent local communities fail to provide adequate access. There is limited access between Stourton and the north side of the river corridor. The existing bridge at Skelton Grange is single carriageway and has limited capacity and there are no direct walking, cycling or public transport services across the river. The current public transport network is very limited north of the river, although some of the infrastructure is already in place to support future services and provide links into local communities.
- 4.5.6 The River Aire corridor is a key asset. The Trans Pennine Trail runs between the river and the Aire and Calder Navigation, providing an attractive and green environment for walking and cycling, with links to the city centre and Lower Aire Valley. The listed Thwaite Mills watermill, located on an island between the River Aire and the Aire & Calder Navigation, is one of the last remaining examples of a water-powered mill in the country and is now open as a museum and educational resource. The navigation is an important resource for potential water-based transport for both leisure and freight purposes. The river is also an important wildlife habitat which links to regionally important nature reserves in the Lower Aire Valley.

- 4.5.7 The Wyke Beck also runs through the area from Halton Moor in the north, through the LCREZ, before it crosses the motorway and joins the River Aire near Skelton Lake. The majority of the beck in this area has been degraded by the creation of culverts and man-made concrete channels, but nevertheless retains an important function as a wildlife habitat and green corridor linked to habitats further up the Wyke Beck Valley.
- 4.5.8 Temple Newsam lies immediately to the east of the LCREZ. This is the largest park in the city and appears on the register of historic parks and gardens. There are important views to consider between this area and the estate.
- 4.5.9 The area has very few residents, but it does adjoin a number of communities in east Leeds (including Halton Moor, Osmondthorpe, Cross Green, Richmond Hill and East End Park) and south Leeds (including Belle Isle, Middleton, Hunslet and Rothwell). Many of these communities suffer from higher than average levels of deprivation and unemployment. Creating better links between these communities and the existing and potential jobs offered is a key priority both in terms of providing better transport connections and ensuring local residents have the necessary skills, training and assistance to access new jobs.

Leeds City Region Enterprise Zone

- 4.5.10 The LCREZ includes 142 hectares of development land located on both sides of the East Leeds Link Road. There are four sites which make up the LCREZ which are shown on the area map:
1. Newmarket Lane (9.2 ha)
 2. Thornes Farm (21 ha)
 3. Logic Leeds (49 ha)
 4. Temple Green (63 ha)

Cross Green Industrial Estate

- 4.5.11 The Cross Green Industrial Estate located to the north of the River Aire is one of the largest purpose built industrial estates in the city. It is home a large number of businesses in the manufacturing, distribution and waste processing sectors. The estate stretches north and south of the A63. To the west, the A63 separates the estate from the residential part of Cross Green.
- 4.5.12 Cross Green is characterised by large industrial and warehouse buildings surrounded by car parking and security fencing. There are few active frontages and supporting facilities. The environment tends to be vehicle dominated and unfriendly to pedestrians.

Skelton Grange (former power station site)

- 4.5.13 The Skelton Grange site is served by a private single-carriageway bridge. There is a large National Grid electricity switching sub-station next to the power station site which serves a large area of the city.
- 4.5.14 The Skelton Grange Environment Centre is also located in this area close to the river. This is an important education and community facility which aims to promote an understanding of environmental issues.
- 4.5.15 To the west of the former power station there are former sludge lagoons associated with the waste water treatment works. This site has been capped to prevent potential leakage of pollutants into watercourses. The land along with the adjacent site next to

the River Aire is now naturally regenerating with tree and shrub growth, forming part of the green corridor along the river.

Stourton

- 4.5.16 Stourton is located between the River Aire in the north and the M1 and M621 motorways in the south. The west of the area bounds the residential areas of Hunslet and Thwaite Gate.
- 4.5.17 Stourton originally grew in the late 19th Century as a village providing housing for workers in nearby factories. By the 1970s the last houses had been cleared and Stourton's modern role as a business and industrial centre became established. The Stourton and Thwaitegate War Memorial standing at the junction of Pontefract Road and Wakefield Road is a reminder of the area's past.
- 4.5.18 Most businesses in Stourton are in the manufacturing and distribution sectors with a smaller office sector. Large employers include Arla, who have a large dairy operation and headquarters building just off M1 J44, and First Direct Bank on Wakefield Road.
- 4.5.19 Leeds Valley Park is one of the city's most important business parks, offering high quality, Grade A office space. Further opportunities remain available for construction and development of the later phases.
- 4.5.20 Pontefract Road and Wakefield Road (A61) are the main roads through the area providing links to M1 J44, M621 J7 and the city centre. The Leeds-Casteford railway line runs through the area supporting some rail freight operations.
- 4.5.21 Stourton is characterised by large industrial and warehouse buildings and which create similar issues to those noted for Cross Green. The highway and rail network in the area create barriers which make walking and cycling journeys difficult, particularly from communities to the south, such as Belle Isle and Middleton.

AREA-SPECIFIC POLICIES AND PROPOSALS

- 4.5.22 This section sets out policies and proposals which are specific to the Central Aire Valley. These aim to deliver the vision, key aims and objectives for the area. Specific proposals are shown on the accompanying area map (Map 11).

Economy and jobs

- 4.5.23 Central Aire Valley represents one of the most significant economic development opportunities in the LCR. The area contains over 200 hectares of land with development potential for a range of employment uses. Developed to its full potential, the area could create up to 15,000 jobs.
- 4.5.24 The economic potential of this area needs to provide significant benefits for local people, particularly the communities in east and south Leeds. This means providing training opportunities and high quality transport links, including public transport, walking and cycling links, between these communities and the major employment sites, allowing local people access to the newly created job opportunities.

Leeds City Region Enterprise Zone (LCREZ)

- 4.5.25 The LCREZ is an unprecedented opportunity for business relocation and expansion, situated at the heart of the LCR. The LCREZ was established by the Government to drive investment, growth and job creation. Companies locating in the LCREZ will benefit from a package of incentives, including reduced business rates over a five year period, fast track planning and a business support programme. The LCREZ is expected to create up to 7,000 jobs and bring in £550 million of additional economic activity by 2025.
- 4.5.26 The four LCREZ sites have various planning permissions in place for employment use. Detailed proposals for each of the LCREZ sites are set out below.

Simplified planning in the LCREZ and Central Aire Valley

- 4.5.27 To encourage business growth and expansion, simplified planning has been instigated as part of the package of incentives on offer to businesses locating within the LCREZ and other areas of the Lower Aire Valley. This includes:
- the preparation of two local development orders for the LCREZ; LDO 1 (Solar Panels), adopted April 2012 and LDO 2 (Extensions, alteration & changes of use) adopted August 2012 which also applies across wider specified industrial areas in Cross Green, Stourton and Hunslet.
 - the use of planning performance agreements with developers to establish the procedures and timescales for the determination of reserved matters applications on LCREZ sites.

Transport & connections

- 4.5.28 Section 3.5 sets out the key strategic transport improvements to be provided during the plan period, many of which have direct implications for, and improve the connectivity, of this area. Both the strategic and local improvements are summarised below and shown on the area map:
- The consultation route of the proposed HS2 line runs along the alignment of the existing Leeds – Castleford railway line through Stourton.
 - A NGT Park & Ride site with up to 2,300 car parking spaces and vehicle depot located off M621 J7 in Stourton.
 - A bus based park and ride facility serving the city centre, with 1,000 car parking spaces at Temple Green off M1 Junction 45. Opens Spring 2016.
 - Potential for a NGT extension to Aire Valley (route to be determined)
 - Provision of new and enhanced public transport services including:
 - a new radial bus link along the A63 serving the Cross Green Industrial Estate, the LCREZ and Skelton Gate development sites (based initially on the Temple Green Park & Ride service).
 - potential for orbital public transport routes linking east and south Leeds, running through the LCREZ.
 - Potential for future enhancement of existing radial public transport routes serving the Stourton area and Leeds Valley Park.
 - Junction improvements at M1 J44 & J45 and M621 J7 to increase highway capacity and improve traffic flow onto the motorway network during peak periods.
 - Provision of a new bridge at Skelton Grange Road to enable public transport services to cross the river via a link between the A63 and Pontefract Road.

- Enhancement of the Trans Pennine Trail route, including improvement to the bridge crossing at Skelton Grange Road and provision of a possible alternative route along the northern bank of the river between Skelton Lake and Skelton Grange Road.
- A long term aspiration to provide a cycle superhighway route between Rothwell and Leeds City Centre along the Pontefract Road corridor.

Stourton Park & Ride

- 4.5.29 The NGT trolleybus scheme includes for a 2,300 space park & ride facility and vehicle depot on a site at Stourton (site AV82). Current proposals show a residual area of land may become available to the south of the depot along the southern boundary of the site, next to existing housing and green space. This opportunity has been identified within the Middleton & Belle Isle Regeneration Framework as a potential site for housing. Given uncertainty about the land becoming available at this stage, it is to be identified within the wider park & ride site with any future proposals to be assessed against the criteria set out in Policy CAV1.

POLICY CAV1 – STOURTON PARK & RIDE SITE (AV82)

Site AV82 at Stourton is safeguarded for a park and ride facility and vehicle depot with supporting ancillary facilities associated with the NGT trolleybus scheme.

Other non-transport infrastructure uses, including housing and/or general employment will only be acceptable on any part of the site if it can be demonstrated that it is no longer required to deliver the strategic transport infrastructure needs of the district.

Other local transport improvements

- 4.5.30 Policy CAV2 below sets out a number of local improvements to the transport network. The main purpose is to improve pedestrian and cycling connections in the area, connecting local communities and improving access to employment, recreation and tourism opportunities.

POLICY CAV2 – LOCAL TRANSPORT IMPROVEMENTS IN THE CENTRAL AIRE VALLEY

The following local transport improvements in the Central Aire Valley are identified on the area map. Where appropriate and directly related to the development of allocated and identified sites, development proposals will be required to provide or contribute towards the following infrastructure improvements:

- 1. Provision of a safe and direct walking and cycling route between Leeds Valley Park and the NGT trolleybus park and ride site at Stourton;**
- 2. Provision of a cycle route to connect the A63 cycle path with Leeds City Centre - Garforth Core Cycle Network route at Newmarket Approach;**
- 3. Improvements to the A63 cycle route between Newmarket Approach and the junction with the Inner Ring Road;**
- 4. A pedestrian/cycle path to run alongside the Logic Leeds site spine road (AV63) to connect Halton Moor to the A63 cycle path;**

- 5. A pedestrian/cycle route to connect Skelton Grange Bridge, the A63 and the Skelton Gate development site and Skelton Lake area by opening the existing M1 underpasses, including provision of an alternative Trans Pennine Trail route along the northern bank of the river.**
- 6. A bus gate at the northern boundary of Site AV63 to enable bus services to link the area to Halton Moor whilst restricting general traffic.**
- 7. Improved bus services to Leeds Valley Park.**

Green infrastructure

- 4.5.31 This area is centred on an attractive section of the River Aire and Aire & Calder Navigation between Knostrop Weir and Skelton Lake, which incorporates the Trans Pennine Trail and the Thwaite Mill museum. It also includes the Wyke Beck corridor. The Temple Newsam estate lies on the edge of the area. To the south of the river corridor, in the Stourton area, there are a number of identified green corridors which link into the wider network in south Leeds. However, the network is fragmented in this area, with a number of identified gaps and parts of the area suffer from a degraded environment with limited green infrastructure provision.
- 4.5.32 In view of the opportunities identified in this area and the overall aim of protecting and enhancing the AVL Green Infrastructure Network, the specific proposals and site development requirements aim to:
- Provide a green setting for new development within the LCREZ and other major development sites and main routes to attract new businesses to locate in the area;
 - Enhance the attractiveness of the River Aire corridor for tourism and recreation;
 - Enhance connections to and across the river and canal through the provision of high quality walking and cycling routes and bridges;
 - Retain and where possible enhance a connected network of natural habitats, particularly along the River Aire corridor;

Green space & the habitat network

- 4.5.33 A significant opportunity is identified on the northern bank of the river. This area of land is allocated for employment use in the UDP, but is not considered to be deliverable for development during the plan period due to the high costs of remediating contaminated land. The land includes former sludge lagoons associated with the Knostrop works and adjoining land to the south covering a total area of over 20 hectares. Vegetation on the land is naturally re-growing and provides an opportunity for enhancement to create a mix of natural habitats including community woodland, grassland and semi-permanent wetlands.

Greening the industrial areas

4.5.34 Potential enhancement projects linked to site development or habitat off-setting include the following proposals:

- A scheme to naturalise the engineered channel of Wyke Beck running through the Temple Green development site to create meanders, swales and ponds where possible. This is a conditional requirement attached to the existing planning permissions for development of the site.
- Securing green links (including tree and other structural landscape planting) along prominent frontages through the industrial areas where opportunities allow.
- Tree planting as part of the Temple Green park & ride.
- A flood alleviation scheme for the Logic Leeds development site to include a new open flood relief channel running between Halton Hill Recreation Ground and the A63.

POLICY CAV3 – GREEN INFRASTRUCTURE IN THE CENTRAL AIRE VALLEY

The green infrastructure network shown on the area map will be maintained and enhanced through the following range of measures. Where appropriate and directly related to the development, proposals on identified sites, allocations and other sites will be required to provide or contribute towards provision of improvements or sought through the delivery of other initiatives led by the Council and other partners:

- 1. Integration of 20 hectares of previously developed, former employment land, to the north of the River Aire and west of the M1 motorway into the wider green infrastructure network.**
- 2. Protection and improvement of other areas of the Leeds Habitat Network identified on the area map.**
- 3. Improvement of green spaces identified on the area map.**
- 4. Other measures to green and improve the quality of industrial areas, which are consistent with overall plan objectives to promote economic growth and create job opportunities.**

Low carbon energy production and distribution

4.5.35 There is considerable potential offered by the heat sources in this area. The RERF at Newmarket Approach is already enabled to generate electricity for the national grid and heat for a local heat network. If implemented, the first phase of a district heating network would be to the west of the area, beginning at the RERF and heading westwards towards the city centre. This western area adjacent to the phase 1 network route offers the greatest potential to benefit from the system. Development sites to the east of this area will rely on future network extensions. Until these extensions are confirmed, there is no potential for connections to the network for developments in the east of the area.

DEVELOPMENT SITES

LCREZ Site 1: Former Wholesale Market Site, Newmarket Lane

- 4.5.36 The former Wholesale Market site is 9.2 hectares. The southern portion of the site is allocated as a strategic waste site through the NRWLP as shown on the area map. The RERF is being constructed on the southern portion of the waste allocation.
- 4.5.37 The northern part of EZ site (4.7 hectares) is identified development in the short term. The Core Cycle Network (City Centre - Garforth route) lies to the north of the site forming part of a green corridor identified on Map 5. A landscape buffer separating the site from the green corridor should be retained in order to enhance the visual amenity and function of the corridor.

LCREZ Site 2: Thornes Farm

- 4.5.38 Thornes Farm is part developed. A number of the plots are home to a growing number of businesses in the manufacturing and distribution sectors. The site is fully laid out, with building platforms prepared and all utilities in place. Five plots are under construction or available for development. A cycle path has been constructed through the site into the wider network and a bus gate provided on Halton Moor Road to allow bus services to access the site from Osmondthorpe to the north. The site is accessed off the A63 which gives it a high profile frontage along the southern boundary.
- 4.5.39 Thornes Farm was allocated for employment uses in the UDP and all remaining sites are carried forward to the identified in the plan.
- 4.5.40 The northern part of Thornes Farm includes an area of mature tree and shrub cover up to 20 metres in width, which provides an important buffer to the cycle path to the north and contributes significantly to the green corridor function. The eastern boundary of site AV62 adjoins the Wyke Beck green corridor (Wyke Beck is culverted at this point).
- 4.5.41 Site AV60 has an important frontage location on the A63 and is highly visible to passing traffic. The design and layout of new development on the site should respond to this context. Buildings and landscaping should be orientated to front onto the A63.

LCREZ Site 3 – Logic Leeds (Skelton Moor Farm)

- 4.5.42 The Logic Leeds site is a 49.1 hectare site. The site is bounded by Thornes Farm to the west, A63 to the south, the Temple Newsam Estate to the east and the Halton Moor estate to the north. The site is allocated for employment uses in the UDP and has outline planning permission for 143,500 sqm of office, industrial and distribution uses plus ancillary and hotel development. The permission limits new office floorspace to a maximum of 43,000 sqm. The site is one of the largest employment and economic development opportunities in the Leeds portfolio and is geared towards providing units of 3,000 sqm and above to attract medium and large scale businesses. It is identified on the Policies Map for general employment uses (AV63)
- 4.5.43 The green corridor situated along the northern edge of the site includes the Core Cycle Network and links into the wider green space network in Halton Moor. A landscape transition zone is required to provide a buffer to the adjacent residential area and enhance the function of the green corridor. The eastern edge of the site adjoins Temple Newsam. This boundary is defined by the protected green space of

Halton Moor Wood and Bell Wood. A limited landscape transition zone will be required between development areas and woodland areas in order to protect trees.

- 4.5.44 A new spine road from the Bellwood Roundabout to Halton Moor Road / Cartmell Drive will provide vehicle access to the site. The road includes a segregated cycle route linking to the existing cycle network at the north and south of the site. It will enable buses to access the site via a bus gate from Halton Moor housing estate, allowing services to be extended in the Aire Valley providing direct access to new job opportunities for local people.

LCREZ Site 4: Temple Green

- 4.5.45 Temple Green is the largest of the four LCREZ sites at 63.1 hectares and the only one located to the south of the A63. The site is bounded by the A63 to the north, the Knostrop WWTW to the west and the M1 motorway to the east. There are further areas of employment land to the south of the site, located outside the LCREZ. The site is mainly in agricultural use, but also includes the former Knostrop filter beds.
- 4.5.46 The site has outline planning permission for up to 275,000 sqm of storage and distribution (Class B8) uses including some land which lies outside the LCREZ boundary. Part of the site has a further permission for 152,500 sqm of industrial and B8 uses. It is identified on the Policies Map for general employment uses (AV64), except for part of the site allocated for strategic waste uses in the NRWLP (Site 202 on the area map).
- 4.5.47 The primary access to the site is from the Bellwood roundabout, off the A63. The site will need to link into the wider transport network and plays a crucial role in creating a north to south public transport link via Skelton Grange bridge which is set out in the transport strategy (Section 3.5). There is also potential to link to the Skelton Gate site to the east of the M1, along Knowsthorpe Lane via an existing underpass.
- 4.5.48 A number of green corridors run through and along the boundary of the site. These include the Wyke Beck which runs through the site in the form of a man-made channel. To improve the biodiversity habitat and maximize opportunities to enhance green infrastructure at this site, it is proposed to naturalise the channel. The site's prominent boundaries along the M1 and A63 offer potential to enhance green corridors to help frame and screen large scale buildings on the site.

Skelton Grange

- 4.5.49 The Skelton Grange area includes over 30 hectares of potential brownfield development land on the site of the former power station. The sites are accessed via the privately owned Skelton Grange Bridge which is currently restricted to one-way traffic.
- 4.5.50 The NRWLP allocates 11 hectares of the western portion of the site as a strategic waste site (shown as NRW Site 200 on the Policies Map). An ERF (incinerator) with capacity to accept up to 300,000 tonnes of non-hazardous waste per annum was approved in 2013 within the strategic waste site.
- 4.5.51 A greater area of land (which includes the NRWLP site and the land shown as site AV67 on the Policies Map) has outline planning permission for a mix of industrial and storage and distribution uses which allows development up to a maximum floorspace limit of approximately 80,000 sqm. As this permission overlaps with the ERF, it could not be implemented in full alongside construction of the ERF.

- 4.5.52 A further 7.8 hectares of land to the south (AV68) is also carried forward from the UDP and identified as a general employment site.
- 4.5.53 The improved bridge access to the site required by the above permissions will not provide the specification and capacity required to support site AV68 or the longer term development of the wider area such as the aspiration to provide a public transport link across the river to improve connections between communities in east and south Leeds to job opportunities provided in AVL.
- 4.5.54 A proposal to provide a new bridge (see Section 3.5) to replace the existing crossing forms part of the proposed Pontefract Road – A63 link road. Feasibility work has been undertaken to examine options for providing the bridge, with or without removing the existing structure which carries the electricity supply from the substation located next to the Skelton Grange site. The new bridge would be multi-modal, catering for buses, pedestrians and cyclists, as well as general traffic. It could also form part of a potential NGT trolleybus scheme expansion into this part of the area. It would require public funding (alongside potential developer contributions) and is included within the West Yorkshire Plus Transport Fund.
- 4.5.55 The layout of development on sites AV67 and AV68 will need to enable provision of a direct road link between the bridge crossing and the Temple Green development sites to the north, providing direct access from south Leeds communities to the LCREZ.
- 4.5.56 These sites have an important role to play in enhancing the River Aire green corridor which runs along the southern edge of the site. The northern river bank offers the potential to provide an alternative route for the Trans Pennine Trail which would utilise the river crossing at Skelton Gate and link to the proposed pedestrian/cycle bridge crossing next to Skelton Lake. This would enhance the recreational value of this area opening it up to public access for the first time.

Leeds Valley Park

- 4.5.57 Leeds Valley Park is an established office development located in the triangle of land between the M1 and M621 motorways and is a gateway location into the main urban area of Leeds. The land is allocated for employment use in the UDP.
- 4.5.58 The first phase of the park is home to national companies, such as Arla and BAE Systems and includes an on-site café and supporting services. The remainder of the site has potential for up to 46,000 sqm of additional office floorspace based on the earlier planning permission. The undeveloped part of the site alone offers potential for a further 3,000 new jobs making it one of the most significant employment opportunities in the area. This existing commitment is to be carried forward in the AAP and shown as an office site on the Policies Map. Other employment uses are also likely to be acceptable subject to detailed design considerations.
- 4.5.59 Improved public transport access to the site is important given the expected number of jobs to be created and the limited number of existing services, serving the site. Green travel planning has a vital role to play in reducing the number of car trips to the site by employees and increasing take up of measures such as car sharing, shuttle buses, greater use of public transport, and walking and cycling to work where appropriate. There is an opportunity to provide a pedestrian/cycle link from the site to the proposed NGT stop and park and ride at Stourton using an existing pedestrian bridge over the M621. This would offer a connection to frequent public transport services from the city centre once the NGT scheme is operational. It would be dependent on improvements

to walking routes in the Belle Isle area to complete the route, which is part of proposals set out in the Belle Isle and Middleton Neighbourhood Framework.

New employment opportunities in Cross Green & Stourton

- 4.5.60 Both Cross Green and Stourton are well-established business areas, providing jobs in the manufacturing, distribution and office sectors.
- 4.5.61 Opportunities for new employment infill developments have been identified in the area, offering the potential to extend the range and number of local jobs. Allocations of land to provide general employment development in Cross Green and Stourton are set out in Policy AVL4 and are shown on the Policies Map. These are subject to site requirements set out below.

Snake Lane, Cross Green

Under Policy AVL4, Snake Lane (AV50) is allocated for general employment

Site requirements

- **The site is located within Phase 1 of the indicative heat network shown on Map 6.**

Knowsthorpe Way, Cross Green

Under Policy AVL4, Knowsthorpe Way (AV51) is allocated for general employment.

Site requirements

- **The site is located within Phase 1 of the indicative heat network shown on Map 6.**

Belfry Road, Cross Green

Under Policy AVL4, Belfry Road (AV54) is allocated for general employment.

Site requirements

- **The site is located within Phase 1 of the indicative heat network shown on Map 6.**

Pontefract Lane / Newmarket Approach, Cross Green

Under Policy AVL4, Pontefract Lane / Newmarket Approach (AV65) is allocated for general employment.

Site requirements

- The site is located within Phase 1 of the indicative heat network shown on Map 6.

Former Pittards site, Knowsthorpe Gate, Cross Green

Under Policy AVL4, Former Former Pittards site (AV66) is allocated for general employment.

Site requirements

- The site is located within Phase 1 of the indicative heat network shown on Map 6.
- The site is affected by a gas pipeline. Detailed design layout should have regard to the building proximity distance required. Consult with Northern Gas Networks to see if any additional plant protection provisions are needed.

Former playing fields, Skelton Grange Road, Stourton

Under Policy AVL4, Former playing fields, Skelton Grange Road (AV74) is allocated for general employment.

Site requirements

- An Ecological Assessment is required and, where appropriate, mitigation measures will need to be provided including a buffer to the south east boundary of the site.
- The site is located within Phase 3 of the indicative heat network shown on Map 6.

Stocks Bros, Pontefract Road, Stourton

Under Policy AVL4, Stock Bros, Pontefract Road (AV80) is allocated for general employment.

Site requirements

- An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided.

Skelton Grange Road (East site), Stourton

Under Policy AVL4, Skelton Grange Road, East site (AV83) is allocated for general employment

Site requirements

- **An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided including a buffer to the waterfront on the northern boundary.**
- **The site is located within Phase 3 of the indicative heat network shown on Map 6.**

4.6 SKELTON GATE AREA PLAN

- 4.6.1 This area plan covers the land to the east of the M1, between the Temple Newsam Estate and the River Aire. The area includes an existing development site and Green Belt land, which includes Skelton Lake and the north bank of the River Aire. The plan shows how the spatial strategy and plan wide policies will be applied in this area.

SPATIAL VISION

Skelton Gate will be a sustainable, healthy, and vibrant community (with potential for 2,619 new homes), within a landscaped parkland setting which has Skelton Lake as its centrepiece. The layout will be walkable, supported by key local facilities, such as a through school, local shops and services, health services and green spaces.

A mix of housing, in terms of type, tenure and cost will provide opportunities for different households to live at Skelton Gate including families, single person households and older people. The development will be child friendly and promote healthy lifestyles and will maximise opportunities to generate and distribute low carbon energy to new homes and businesses.

The area will be well connected into the LCREZ, city centre and neighbouring communities by frequent public transport services and pedestrian and cycle routes providing access to jobs, education and leisure opportunities.

Skelton Lake will have become an important visitor destination and gateway to the Lower Aire Valley nature reserves, linked to other attractions along the River Aire and accessible from the waterways network. Improvements to the pedestrian and cycle network, including completion of the final phase of the Wyke Beck Way between Temple Newsam and Rothwell Country Park, will link to a network of leisure routes in east Leeds and along the River Aire corridor.

OBJECTIVES

1. Deliver a high quality, sustainable housing development of 2,619 homes supported by local facilities and services.
2. Secure improvements to the transport network in order to support new development and to enhance the recreational and tourism offer of the area, including improved public transport and walking and cycling connections.
3. Integrate new development within an enhanced green infrastructure network with good links into the wider network.
4. Promote an opportunity for a visitor destination in the area, based around Skelton Lake and linked to other visitor attractions via the river corridor and strategic walking and cycling routes.

THE LOCAL AREA

- 4.6.3 The boundary of the Skelton Gate area is formed by the M1, the River Aire and Pontefract Lane and the Skelton Grange landfill.
- 4.6.4 Most of the site has been mined, filled and restored to agricultural use. Skelton Lake, was created as part of the restoration of the site. The lake is an attractive landmark which lies within the south west of the area. The area is entirely undeveloped and has no existing residents.
- 4.6.5 The area lies in an attractive green setting between the Temple Newsam estate to the north of the motorway and the River Aire corridor. Both Temple Newsam and the land to the south of the river, including Rothwell Country Park, rise steeply above the area framing its setting.
- 4.6.6 The planning history of the area can be divided into two separate areas:
- an existing employment allocation in the north of the area; and
 - land to the south of the allocation, which is Green Belt.

The allocated development site

- 4.6.7 A 72 hectare site off M1 J45 to the north of the area was allocated for a business park in the UDPR.
- 4.6.8 This land is mainly in agricultural use, sloping downwards from the motorway before rising to a plateau of land to the south, creating a natural bowl. Colton Beck runs through the centre of the site towards Skelton Lake. Wyke Beck, contained within a concrete channel, runs under the motorway and along the western boundary of the site southwards to join the River Aire.
- 4.6.9 Pontefract Lane runs between the northern boundary of the site and the M1. The road provides access from J45 to the hamlet of Newsam Green to the east of the area and to the Skelton Grange landfill site. The road has been made access only at Newsam Green. Knowsthorpe Lane is a private road which runs westwards from J45 under the motorway and through to the former Skelton Grange Power Station site.
- 4.6.10 An overhead power line and pylons from the electricity substation at Skelton Grange runs across the southern part of the development site.
- 4.6.11 The central part of the allocation (44 hectares) was granted outline planning permission for a business park with 100,000 square metres of office floorspace and ancillary development including retail uses and a hotel in 2006. The scheme has not been progressed. A planning permission is also in place for the laying out of access roads to link to J45 and a landscaping scheme which covers an area of 65 hectares in the central and eastern part of the site.

Green Belt land

- 4.6.12 The area to the south of the allocated development site all lies within the designated Green Belt.
- 4.6.13 Skelton Lake is a large water body covering an area of approximately 17 hectares. The lake acts as a flood storage area for the River Aire and provides an important habitat for many bird species and other wildlife. There are public rights of way around the lake which provide access.

4.6.14 The land to the east of the lake and south of the allocated site is raised on a plateau created from material deposited on the site. There is a steep bank separating the raised area from land to the north, west and south. At the top of the bank the land is flat and mainly in agricultural use with some small areas of woodland.

MAJOR HOUSING DEVELOPMENT OPPORTUNITY AT SKELTON GATE

4.6.15 The plan proposes a major new housing development at Skelton Gate. The scale of the opportunity at the site is such that this represents one of the largest proposed housing schemes in the district, with potential for 2,619 new homes, making a critical contribution to meeting the identified needs of the district for new housing set out in the Core Strategy.

4.6.16 Skelton Gate has potential to become a sustainable, attractive and popular area to live if the following key opportunities are maximised:

- An attractive setting within an area of existing and new areas of parkland, access to Temple Newsam, the Wyke Beck Way and the Trans Pennine Trail and with potential links further down to the river to the lower Aire Valley nature reserves (St Aidan's and Fairburn Ings).
- Development is of sufficient scale to support frequent public transport services to the city centre, initially via the Temple Green Park and Ride and in the longer term through the potential extension of the NGT trolleybus network.
- Close proximity and access to new jobs created in the LCREZ and other parts of AVL.
- Ability to provide a scale of development which can support key local facilities and services such as food store, public transport services, a through school, access to key health services including GPs, pharmacies and dentists and green space.

4.6.17 Achieving sustainable development at Skelton Gate will require a comprehensive masterplanning approach which encompasses all the land within the area plan, including the existing development site and the Green Belt land to the south. It will need to address how this development is integrated and deliver improvement to the areas of parkland and recreation opportunities surrounding the site of which Skelton Lake is the most notable.

4.6.18 To deliver sufficient scale of development to support key local facilities, housing and supporting uses must be the principle use on all parts of the site deemed to be suitable. As an area that will potentially be home to over 5,000 people in the future, the development needs to be designed and laid out to look and feel like a residential community and this approach should apply from the entrances to the site and permeate throughout the development.

4.6.19 Some areas within the site will not be suitable for building new homes because there are constraints, set out in more detail below, which cannot be easily addressed. This provides an opportunity to integrate other uses within the development and provide new areas of green infrastructure connecting into the wider network.

Securing a sustainable housing development

Key Principles for Design

- 4.6.20 To deliver a new sustainable residential community, the details of the development's design will need to be consistent with the urban design principles set out below:
1. Establish the residential character of the area by creating a distinctive gateway at the entrance off the access road to the J45 roundabout, which provides a marked departure from the motorway environment. This should include appropriate detailing to highways, verges and signage to slow speeds, and use of landscape to influence perceptions back to the human and pedestrian scale.
 2. Create layouts which are clearly anchored within the wider character and rural context, through use of borrowed landscapes, deliberately created key views and vistas, and retention and enhancement of existing green infrastructure corridors including the waterway corridors.
 3. Provide distinctive and attractive streets and public spaces, including high quality green spaces and use of street tree planting to create boulevards, to encourage community/neighbourhood identity and ownership.
 4. Locate key facilities, such as the school, local centre and park centrally within the development, within walking distance of all parts of the site.
 5. Create a child friendly environment which provides safe, easy and direct pedestrian /cycle routes to the school, shops and green spaces and incorporate road safety measures, such as 20 mph zones.
 6. Seek opportunities to provide housing types and other services, specifically catering for the needs of older people in accessible locations, close to the local centre.
 7. Create a suitable residential environment by mitigating proximity to the motorway as far as possible through provision of buffer areas of mixed use development, landscaping or other sound attenuation measures where necessary.
 8. Maximise connectivity of the site to the wider cycle and pedestrian networks and points of interest, including Temple Newsam, Skelton Lake, Wyke Beck Valley, Trans Pennine Trail, Rothwell Country Park and the wider river corridor.
 9. Encourage low-impact uses of Skelton Lake for recreation or leisure compatible with its wider habitat value.

- 4.6.21 The design, layout and phasing of the development will also need to take into account the following issues:

Noise

- 4.6.22 Traffic noise from the nearby motorway impacts on the northern and western parts of the site. Noise can be mitigated through the design of the development, for example, by optimising the layout and design of buildings, locating less noise-sensitive commercial uses closest to the motorway and through the construction of dedicated acoustic barriers and bunds. A combination of these measures will be required to reduce noise levels in proposed residential areas to acceptable levels.

Skelton Grange landfill site

- 4.6.23 An operational landfill site lies immediately to the south west of Skelton Gate with permission to operate until 2016. The permission includes a condition for the site to be restored within five years after the end of landfilling operations, or by 2021. Restoration works will incorporate the existing lagoon to the west of the landfill site and

include landscape works such as habitat creation, tree planting and provision of gates, stiles and paths to allow public access. The operation of the landfill site will affect the phasing of development at Skelton Gate but also provides a longer term opportunity to create linked areas of parkland and green infrastructure.

Geotechnical issues

- 4.6.24 The developers of the site have undertaken a Phase 1 Geo-technical and Geo-environmental Study. This identifies that ground remediation will be required, including ground gas protection measures.
- 4.6.25 The principal geotechnical hazards relate to the thickness and variability of the made ground backfill which poses a significant risk relating to differential settlement. Special foundations are likely to be required which may include ground improvement over a large area and/or constructing all structures on a raft or piled foundations. The extent of remediation and land stabilisation work will need to be informed by further site investigations.

Green Infrastructure, landscape and ecology

- 4.6.26 The Skelton Gate site is located within the Strategic Green Infrastructure Network identified on Map 15 of the Core Strategy and includes woodland, wetland and grassland habitats. The AVL Green Infrastructure Network identifies green infrastructure within the site that should be retained, improved and integrated within new development wherever possible. The area map also indicates potential to link the site into proposed new areas of green infrastructure, such as the restored Skelton Gate landfill site.

Access to facilities and services

- 4.6.27 The site is not currently accessible to existing local facilities and services, such as schools, health services and local shops according to the Core Strategy accessibility standards. Consequently, unlocking the potential of the site will require provision of supporting facilities within the early phases of development to avoid creating a car-dependent community.
- 4.6.28 Some facilities, including a school, local centre (including local shops and other services) and health centre / doctor's surgery, will need to be provided on the site, within walking distance of homes to satisfy the accessibility standard. The scale of housing development proposed is considered to be large enough to provide and sustain these important services in the longer term. As one of the largest housing allocations in the district, which will mainly take the form of family-sized homes, a through school consisting of a two form entry primary school to serve the development and a four form entry secondary school to both serve the development and help to address the wider needs of the district is justified.

Highway access

- 4.6.29 The principal highway access to the site will be taken directly from an access road linking to J45. The first stage of the access road has planning permission. The options for alternative vehicle access could be via Pontefract Lane (which leads to the M1, J45) or Knowsthorpe Lane allowing access under the M1 from the west.
- 4.6.30 More detailed work is needed to assess the trip generation from the site onto the strategic highway network, during peak morning and evening periods. In principle the development can utilise the trips assumed for the existing business park proposal although the overall position will depend on the exact mix of uses proposed. The impact will be considered cumulatively in order to ensure that any commercial

development proposed in early phases does not prejudice the long term delivery of the housing proposals.

Sustainable transport

- 4.6.31 Securing frequent public transport services to the site is a key priority for creating a sustainable and inclusive housing development and to serve other facilities proposed at the site. This needs to be delivered as early as possible in the phasing of development to provide access for residents to the city centre and town centres and other employment areas and to reduce dependency on the car.
- 4.6.32 There are a number of potential options for securing public transport services to the development. These are:
- Extend services from the Temple Green Park & Ride to provide access from the city centre into the development site. A shuttle service between the Skelton Gate site and the park and ride is also a possible option.
 - Use the Knowsthorpe Lane underpass under the M1 as an additional access point for bus services to create a circular route to the park & ride or, in the longer term, to provide a direct service to Pontefract Road using proposed link road and bridge to Skelton Grange Road.
 - The potential to bring services through the site which would continue eastwards via Pontefract Lane. For example, a route linking to Colton via Bullerthorpe Lane which may offer a quicker service than using existing congested routes to the city centre. This option, which would require Pontefract Lane to be opened up for buses.
- 4.6.33 Within the site, services should be available within walking distance of all homes. From the outset, support services need to be integrated within the design of the development, with new access arrangements to the local walking and cycling network offering a convenient alternative to the private car.

AREA SPECIFIC POLICIES & PROPOSALS

- 4.6.34 This section sets out area specific policies and proposals for the Skelton Gate Local Area to deliver the vision and objectives for the area. Specific proposals and designations which apply in the area are shown on the accompanying area map (Map 12).

Proposed land uses, scale and phasing of development at Skelton Gate

- 4.6.35 A comprehensive masterplan to indicate the location of specific uses and key services and facilities will need to be prepared before development commences. The masterplan should demonstrate how the site requirements have been addressed.

Under policy AVL7, the Skelton Gate site (AV 111) is allocated for housing:

Site requirements

- **Preparation of a masterplan for the whole site (including Green Belt land to the south and the Skelton Lake area) that considers and identifies land for the site requirements.**
- **Provision of local facilities, to be located centrally within the site or within walking distance from all residential areas:**
 - **A local centre to include the following:**
 - **local shops (500 – 1,000 sq. m. total floorspace),**
 - **financial & professional services, cafés/restaurants, a pub (500 – 1,000 sq. m. total floorspace)**
 - **health services including GPs, pharmacies and dentists,**
 - **other community facilities including provision for older people, where appropriate;**
 - **A through school consisting of a two-form entry primary school and four form entry secondary school;**
 - **Green space, including a community park, children’s play facilities, allotments and amenity space.**
- **An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided including retention and improvement of the AVL Green Infrastructure Network within and adjoining the development, wherever possible.**
- **Provision of a second primary access to the site at one of the two locations indicated on the area map to provide a separate access to the site to complement the access taken from the J45 roundabout. A secondary access is also required off Pontefract Lane.**
- **The site layout is designed ensuring that, wherever practicable, there are no homes located more than 400m walking distance to a bus stop.**
- **Ensuring that the pedestrian/cycle routes shown on the Area Map are incorporated within the development and are linked to all parts of the development by safe and direct routes.**
- **Housing development (or any other type of development classified as ‘more vulnerable’ according to the NPPG) should not be developed in any part of the site lying within Flood Zone 3, as indicated in the Leeds Strategic Flood Risk Assessment or the Environment Agency Flood Risk Maps, whichever is the most up to date.**
- **No housing development within 250 metres of the boundary of Skelton Grange landfill until later phases following cessation of the operational use and substantial completion of the restoration works.**
- **Inclusion of noise mitigation measures where appropriate.**
- **An Ecological Assessment is required and where appropriate, mitigation measures will need to be provided.**
- **The site is located within Phase 3 of the indicative heat network shown on Map 6.**

- 4.6.36 Due to constraints, some parts of the site are not be suitable or viable for housing. Some of these areas can be incorporated within the green infrastructure requirements of the development, or incorporate specific commercial uses where this would be consistent with and help to facilitate housing development. Accommodating other uses could assist viability, thereby funding new infrastructure and facilities required in the early development phases.
- 4.6.37 Proposals for other uses would need to be incorporated within the overall masterplan for the site, help facilitate the delivery of the housing scheme and be phased alongside new housing. Proposals which would lead to the creation of a destination serving a wide catchment such as a retail/leisure park, motorway service area or other format which provides large areas of car parking and attracts significant trips to the site from the motorway network would not be consistent with this approach.
- 4.6.38 A food store is an acceptable use providing the scale is limited to that normally permitted within a local centre (up to 2,000 sqm gross floorspace). The location of the store should be linked into the local centre to allow people to walk between the two along a safe and direct route. This size of store would help to serve the weekly shopping needs of future residents of Skelton Gate, but it should not be of a scale which would attract trips to the site from long distances.
- 4.6.39 Office or other business units could also act as a buffer between the motorway and housing development along the western boundary of the site within the area indicated on the area map and could also help sustain local employment.

POLICY SG1: SKELTON GATE – NON-HOUSING USES

Within the framework established in the overall masterplan, the following additional uses will be permitted with preference given to locations within the site which have been identified as most constrained for housing development and subject to compatibility with the following requirements:

- 1. A food store up to a maximum gross internal floorspace of 2,000 sq. m. to be located within or integrated with the local centre and connected to the rest of the centre by safe and direct pedestrian routes.**
- 2. Offices and/or other business uses (Class B1) along the western boundary of the site within the broad area indicated on the area plan, up to maximum total gross internal floorspace of 10,000 square metres.**
- 3. Other commercial uses not specified above or by other policies in this plan, providing they can be integrated with the wider housing site and would enhance the viability and deliverability of the overall development and help to deliver a sustainable housing development in accordance with Policy AVL7.**

The development of the alternative commercial uses should be phased alongside delivery of new housing and other facilities.

Walking and cycling connections

- 4.6.40 Completion of the Wyke Beck Valley Way cycle route is an important priority. The Wyke Beck Valley Way currently provides a route between Roundhay Park and Temple Newsam which is mainly off-road and is part of the city's core cycle network. The final phase of the route is proposed to run through Skelton Gate site, past Skelton Lake over the river and navigation, where it would link with the Trans Pennine Trail and onto Rothwell Country Park (as shown on the area plan). This requires the construction of two new bridge crossings over the waterways. Funding has been secured for the construction of a bridge over the River Aire and over 200 metres of cycleway and the other elements of the scheme are part of the Fresh Aire Pilot Project for Skelton Lake and Wyke Beck.
- 4.6.41 This proposal is also part of a much wider scheme to link Roundhay Park (at the northern end of the Wyke Beck Valley Way) into a network of walking /cycling routes along the eastern edge of the Leeds urban area to be implemented through the construction of the East Leeds extension (including a new country park) and the Thorpe Park business park, including the creation of Green Park. The will eventually provide a circular network of routes linking back into Temple Newsam and the Wyke Beck Way and the Trans Pennine Trail. Rothwell would also be connected into this network from the south.

SG2 - WALKING & CYCLING CONNECTIONS AT SKELTON GATE

The following improvements to the walking and cycling network in the Skelton Gate area will be required as part of new development where appropriate or sought through the delivery of other initiatives led by the Council and other partners:

- 1. Completion of the final phase of the Wyke Beck Valley Way Strategic Cycle Route between Temple Newsam and Bullough Lane (Rothwell Country Park), including bridge crossings over the River Aire and Aire & Calder Navigation as shown on the area proposals map.**
- 2. Retention and improvement of bridleways and other public rights of way identified on the area map, including links to the restored site to be created following the closure of the Skelton Grange landfill site.**
- 3. A new route under the motorway along the alignment of Knowsthorpe Lane linking Skelton Gate as part of a wider network of improvements providing links through to Skelton Grange Bridge and Pontefract Road to the south and the Temple Green and other LCREZ sites to the north.**
- 4. Provision of a new route under the motorway along the north bank of the River Aire, linking the Trans Pennine Trail at Skelton Lake with Skelton Grange Bridge.**

GREEN INFRASTRUCTURE NETWORK

4.6.42 Skelton Gate lies at the confluence of the Wyke Beck and River Aire, linking two strategically important corridors, as well as Temple Newsam and Rothwell Country Park. Specific opportunities to improve the network in the area, in addition to provision of walking and cycling routes set out in Policy SG2. include:

- Creation of a visitor destination at Skelton Lake based on a nature reserve and recreational area to include a visitor centre;
- Integration of the restored site at Skelton Grange landfill site into the network;
- Enhancing the tourism potential of the River Aire corridor.

4.6.43 The area map identifies important green infrastructure corridors and sites which will need to be retained and improved within development with the aim of creating continuous, high quality green corridors between Temple Newsam, Skelton Lake, River Aire and along the Wyke Beck corridor.

Green space

4.6.44 Applying the Core Strategy green space standards in policy G4 would require around 21 hectares of new green space for a scheme of 2,619 dwellings. However, it is important to recognise that the site is close to extensive areas of green space and the more efficient and sustainable approach would be to improve the quality of these green spaces and the walking and cycling access between them and the development site in lieu of some of the new on-site green space provision.

4.6.45 Nearby green space includes the natural green space around Skelton Lake and potentially links in to a much wider area of linear green space along the river corridor (see the 'country park' proposal in Section 3.6), ultimately linking to the RSPB nature reserves at St Aidans and Fairburn Ings in the Lower Aire Valley. This area is to be designated as protected green space under Core Strategy Policy G6. The site is also very close to Temple Newsam which is a city park with a broad range of facilities and is connected by a M1 underpass for pedestrians and cyclists.

4.6.46 Notwithstanding improvements to nearby green space, it is important that the Skelton Gate development provides high quality green space to serve future residents and to help create an attractive place to live for people of all ages. This includes parks and gardens, amenity space, allotments and children's play facilities within the types of green space provision required by the Core Strategy including a range of equipped children's play facilities.

4.6.47 Most of the green space should be provided in the form of a community park (as set out under site requirements) which under the definition set out in the Leeds Open Space, Sport and Recreation Assessment should provide for the local community as a whole, with multiple facilities for active and passive recreation with areas of formal landscaping. This should be centrally located within the development site within easy walking for future residents. There is an opportunity to link this new park with the Colton Beck green infrastructure corridor which runs through the centre of the site and into the wider network of green space. The aim would be for the park to be as multifunctional and flexible as possible to meets the needs of the community, including provision of equipped play facilities for young and older children and teenagers. The masterplanning work will determine the location and scale of the park within these parameters. Allotment provision and some amenity space provision and a children's play facility may be located separately within the development. The needs for outdoor sport facilities will be considered through the preparation of the masterplan. This will

need to take into account existing and proposed provision with the wider east Leeds area, including that proposed at Green Park in Austhorpe.

POLICY SG3: GREEN SPACE AND GREEN INFRASTRUCTURE NETWORK AT SKELTON GATE

In addition to the site requirements identified for Site AV111, the green space and green infrastructure network in the Skelton Gate area will be protected and improved by:

- 1. Designation of the Skelton Lake area (50 hectares) as green space to be protected under Core Strategy Policy G6 and identified as a green space improvement site on the area map.**
- 2. Retention and improvement of the green infrastructure network identified on the area map, including, where appropriate, quality improvements to habitats, access and rights of way and better signage and interpretation facilities.**

LEISURE & TOURISM

- 4.6.48 Skelton Lake and its surrounds have the potential to become a new visitor attraction located along the River Aire corridor. The lake is already an important bird habitat, but there is limited recreational use of the area because current access arrangements are inadequate. There is a balance to be struck between managing and protecting habitats at the lake and opening up the surrounds of the lake to visitors.
- 4.6.49 The Council support the creation of a visitor attraction at the northern end of the lake along the southern edge of the housing allocation. The aim would be to build a visitor centre linked to management of the lake as a wildlife habitat. This needs to be a distinctive and sustainable building, exemplifying high standards of architectural and landscape design which is sensitive to its setting. It would act as a gateway into the Lower Aire Valley nature sites and river corridor from the urban area of Leeds.
- 4.6.50 Creation of a visitor centre fits into a larger green space enhancement project, including improvements to the natural habitat, public rights of way signage, interpretation, provision of bird hides and incorporating the area to the west of Wyke Beck. There may also be potential for better recreational use of the lake, for non-motorised water activities such as canoeing or sailing.
- 4.6.51 Attraction to the area could be further improved by creating an access to the site from the waterways network, for example through provision of a water taxi / river boat services and a stop and boat mooring facilities.

POLICY SG4 – NEW VISITOR DESTINATION AT SKELTON LAKE

The following improvements in the Skelton Lake area are promoted and supported to enhance the potential of the area as a visitor attraction linked to other attractions along the River Aire corridor subject to the outcome of further feasibility work and securing funding and long term management arrangements:

- 1. Provision of a new visitor centre at the northern edge of Skelton Lake to be integrated with the wider housing led development at Skelton Gate and related to long term management of the lake and surrounding land**
- 2. Support for the provision of river boat / water taxi services and stops and additional boat moorings along the Aire and Calder Navigation to provide access to Skelton Lake as part of a wider scheme to create a network of linked attractions and destinations along the river corridor which can be accessed by boat.**