

Adopted November 2014

Amendments Adopted 11th September 2019



Core Strategy (as amended by the Core Strategy Selective Review 2019)

Leeds Local Plan



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UPDATING THE CORE STRATEGY

i. The Core Strategy was originally adopted in November 2014

ii. An update of the Core Strategy was adopted in 2019, which focussed on the following selected areas of policy:

- Reviewing the housing requirement in Policy SP6, with a Plan period of 2017 – 2033
- Consequential changes to Policy SP7 concerning housing distribution
- Introducing new minimum space standards for new housing in Policy H9 and new accessibility standards in Policy H10
- Updating policy requirements for affordable housing by amending Policy H5
- Reviewing the requirement for green space in new housing developments by amending Policy G4 and making minor amendments to Policies G5 and G6
- Incorporating new national policy regarding Code for Sustainable Homes by updating the wording of Policy EN2
- Introducing a new Policy for Electric Vehicle Charging Infrastructure EN8

iii. The updated policies and text have been incorporated into this single updated Core Strategy Document

iv. It should be noted that the Plan period of 2017 - 2033 applies to Policy SP6. The percentages relating to the distribution of housing land and allocations contained in Policy SP7 apply to the period 2012 to 2033. Other Policies of the plan adopted in 2014 continue to work to the original plan period of 2012 - 2028. These include policies SP9 and EC2 which set out the required quantities of general employment and office space; policy H7 which sets the quantity of accommodation required for Gypsy and Travellers and Travelling Showpeople and policy EN6 which sets out quantities of waste to be planned for.

1. **INTRODUCTION**

- 1.1 Population increase, climate change, and the global economy are all huge challenges facing Leeds. Within this context and in planning for growth within the District, there are key links between longer term economic prosperity, environmental quality, local identity and distinctiveness. The Core Strategy sets out the spatial planning framework for the District. Central to its preparation has been the development of an approach which seeks to manage growth in a sustainable way, in balancing the overall, scale, distribution and phasing of development.

Community Strategy - Vision for Leeds

- 1.2 Leeds is a dynamic and ambitious City at the heart of the City Region. In addressing the current challenges and as a basis to secure future opportunities, the Community Strategy - Vision for Leeds (2011-2030), aims for Leeds to be the 'Best City in the UK'. In practice this means being fair, sustainable and inclusive. It is recognised that delivering the Vision within the context of current economic uncertainties and major reductions in public sector finance will be no easy task. However, as a forward looking City, Leeds City Council needs to be proactive in planning ahead and working with a range of partners. Consequently, the success of the District depends on organisations, businesses, the community and the City Council working together to achieve the best for the people of Leeds, now and in the future.

What is the Core Strategy?

- 1.3 The Council is preparing the Local Development Framework (LDF) for Leeds. The LDF is the name for a number of Development Plan Documents and Supplementary Planning Documents, which together make up the overall Development Plan (Local Plan).
- 1.4 The Core Strategy is the main document setting out the overall vision and strategic level Policies to guide the delivery of development and investment decisions, and the overall future for the District. All the other LDF documents will be directly guided by its policies, including the Site Allocations Plan, the Aire Valley Leeds Area Action Plan, and Neighbourhood Plans.
- 1.5 In providing the spatial planning framework for the Vision for Leeds, the Core Strategy:
- Defines the spatial vision for Leeds Metropolitan District to 2028,
 - Sets out a series of objectives designed to achieve this vision,
 - Identifies an overall spatial development strategy and 5 thematic sections, to deliver the objectives,
 - As part of the above, sets out a series of policies to help guide the overall, scale, type, location of new development and investment across the District, including the provision of new homes and jobs.
- 1.6 The LDF will eventually replace the Leeds Unitary Development Plan (UDP) (2006), which is the current Development Plan for Leeds. Until all the LDF documents are in place, some parts of the UDP will be 'saved' to ensure comprehensive policy coverage and to determine planning applications. A schedule of the UDP Saved Policies is included in this document as Appendix 1 for reference. The Local Development Scheme sets out the progress of the different documents within the LDF in Leeds (and is available via the City Council's website).

Diagram 1
Relationship of the
Core Strategy to
Other Documents



- 1.7 The preparation of LDF documents also provides a planning context for the preparation of Neighbourhood Plans at a local level, as a result of the Localism Act (2011) and Regulations.

What is the Core Strategy Trying to Achieve?

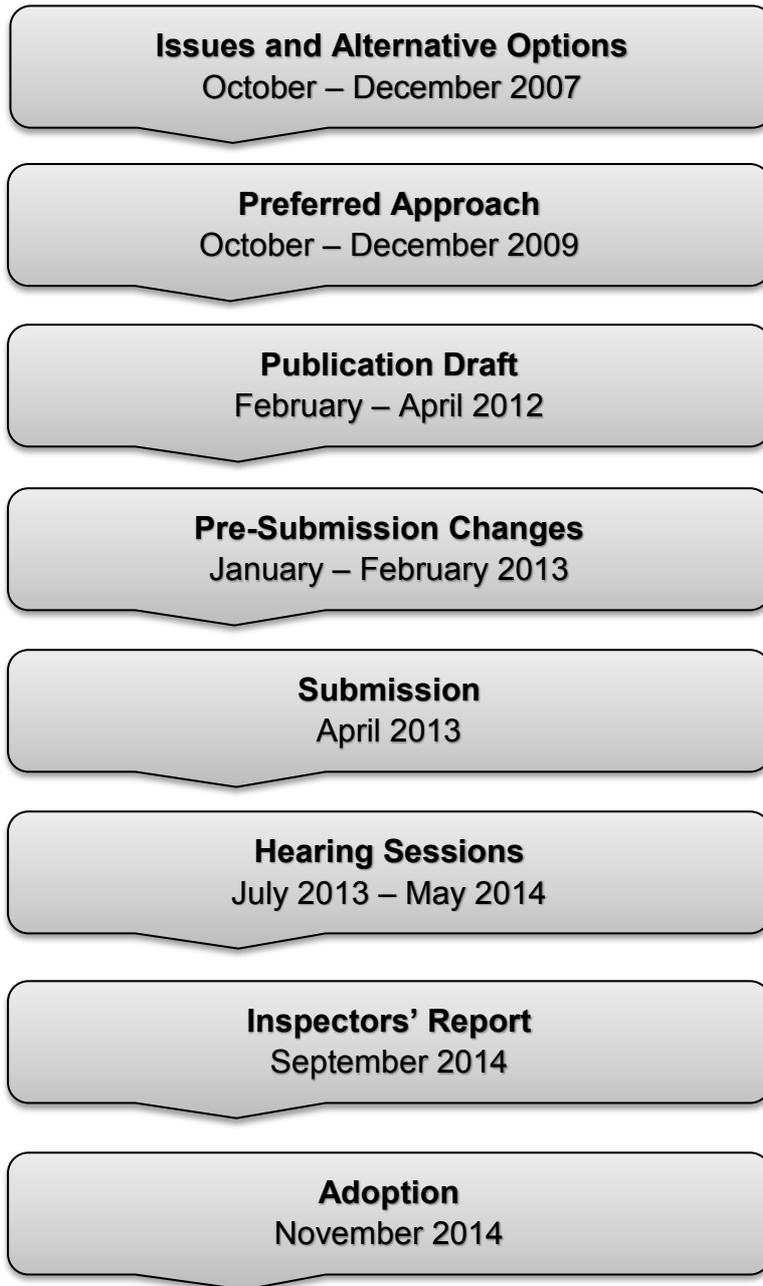
- 1.8 The Core Strategy plans for the longer term regeneration and growth of the District over a 16 year period, as part of an overall and integrated framework. Central to this approach is the need to give priority to sustainable development in planning for economic prosperity, seeking to remove social inequality, securing opportunities for regeneration, and planning for infrastructure, whilst maintaining and protecting and enhancing environmental quality for the people of Leeds. Underpinning these broad objectives and supported by the Core Strategy evidence base, is the desire to respond to current and emerging population pressures and associated needs across the District, especially within inner urban areas. Key priorities therefore include: planning for the provision of homes and jobs in sustainable locations, respecting local character and distinctiveness in the delivery of the Plan's objectives and maximising opportunities to recycle previously developed land (PDL), whilst minimising greenfield and Green Belt release, in planning for longer term growth.
- 1.9 The Core Strategy therefore seeks to provide an overall balance in managing the competing demands, challenges and opportunities facing the District. The Core Strategy and LDF should be read as a whole and decisions about future development must have regard to all its relevant parts. An important role of the document also, is to provide a strategic context and direction for the preparation of LDF allocation documents. In particular, the Core Strategy provides a framework for the Site Allocations Plan, the adoption of which is intended to take place following the adoption of the Core Strategy (and for which work has commenced).
- 1.10 The Core Strategy has been prepared within the context of LDF legal requirements and Regulations, including Sustainability Appraisal (which incorporates the requirements of Strategic Environmental Assessment) and compliance with the Habitats Regulations Assessment (HRA).
- 1.11 Within the context of the HRA, a screening assessment has been completed to establish if there is a need to undertake an Appropriate Assessment (AA), as required by The

Conservation of Habitats and Species Regulations 2010 (Regulation 102). The screening assessment has demonstrated that the majority of Core Strategy policies, due to their scope and intent, have no impact upon habitats designated (as European Nature Conservation sites i.e. Special Protection Areas and Special Areas of Conservation) within or in proximity to Leeds Metropolitan District (see Habitats Regulations Assessment Screening). However, in some policy areas the potential impact of the policy has been described as “uncertain”, although as indicated in the screening assessment, it is considered that the impacts can be mitigated. The strategic nature of the Core Strategy policies is such that detailed consideration of identified uncertainties will need to be addressed in relation to site specific matters, through the preparation of the Site Allocations **Plan**. Where appropriate the Site Allocations Plan, will need to introduce mitigation measures to manage uncertain effects. Where likely significant effects upon European sites are identified, either alone or in combination with other plans/projects, an Appropriate Assessment will be required in relation to individual site allocations and/or planning applications.

1.12 The Core Strategy has been developed over the past few years, against a background of changing National Policy. The following bullets outline the key stages in its development:

- Informal engagement (September - December 2006)
- Issues and Alternative Options consultation (October - December 2007)
- Preferred Approach consultation (October - November 2009)
- Housing Growth informal consultation (July – September 2011)
- Publication Draft Consultation (February - April 2012)
- Pre-Submission Changes Consultation (January - February 2013)

Diagram 2: Stages in the preparation of the Core Strategy



Implementation and Delivery

- 1.13 A framework for Implementation and Delivery has been incorporated within the Core Strategy as Section 6. This is supported by an Infrastructure Delivery Plan and Schedule. The overall monitoring of the effectiveness of policies as part of the LDF, will be published as part of the City Council's LDF Authority Monitoring Report (AMR).

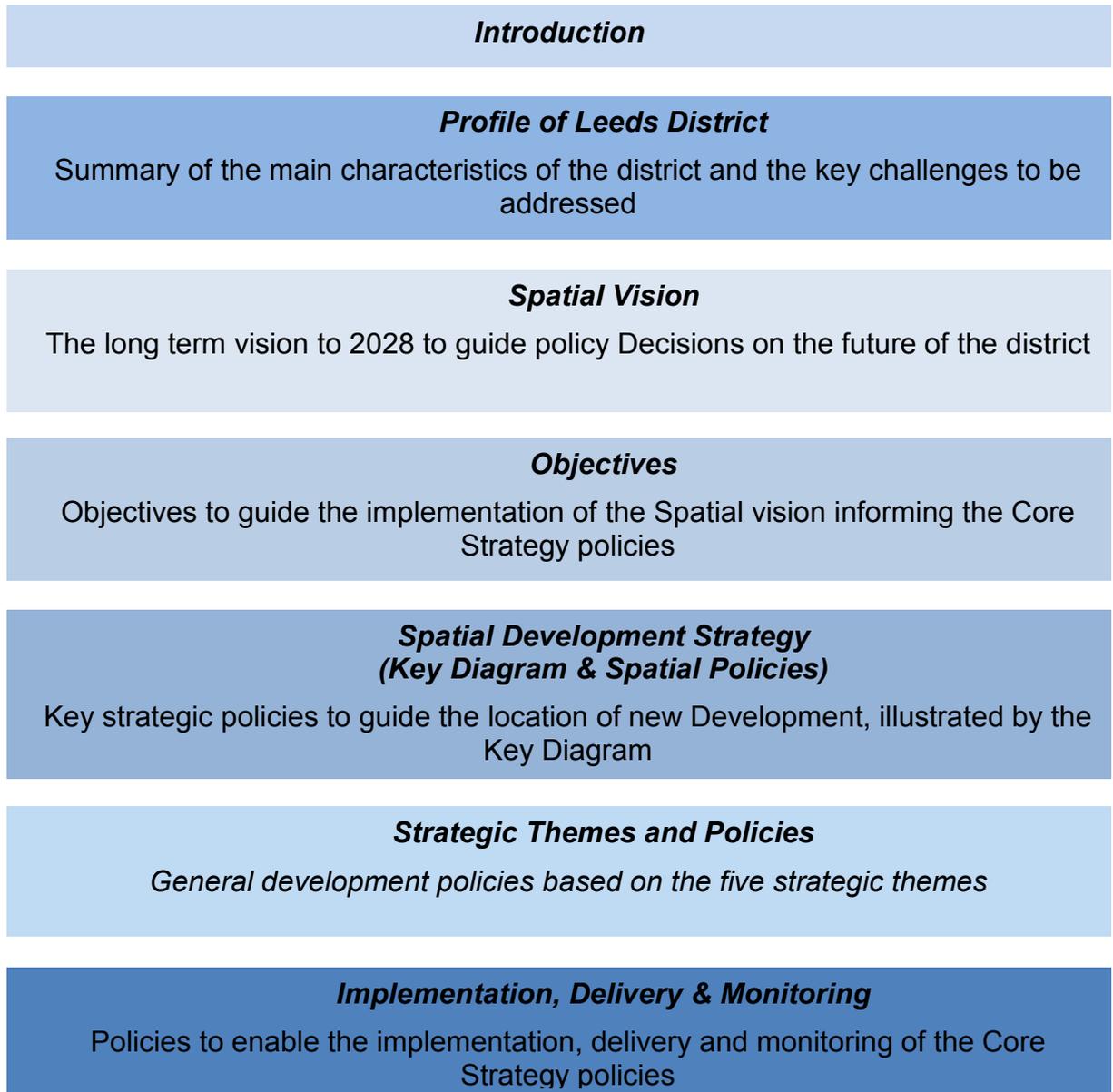
Leeds Growth Strategy

- 1.14 In seeking to help deliver the Vision's ambition for Leeds to become the 'Best City in the UK by 2030', the City Council has also developed the Leeds Growth Strategy. The focus of this is to support the desire for Leeds to be fair, open and welcoming, with an economy that is both prosperous and sustainable and all communities are successful. The strategy is based upon consolidating and enhancing the unique selling points of the City and in promoting key economic sectors for growth. These are health and medical, financial and business services, low carbon manufacturing, creative, cultural and digital, retail, housing and construction and social enterprise and the third sector. A key role of the Core Strategy is to therefore to support and facilitate this strategy, through the provision of an overall planning framework to help manage and stimulate growth.
- 1.15 In progressing the Vision for Leeds there are a range of partnership arrangements and mechanisms in place, focusing on priorities for action, which will be subject to regular review. As part of this framework, a City Priority Plan (2011-2015) has been developed, along with the City Council's own Business Plan (2011-2015). The Council has also agreed areas for priority housing investment with the Homes and Communities Agency and set these out in a shared Local Investment Plan (2011-15). Leeds is also an active partner in the Leeds City Region grouping of local authorities, acting through the Local Enterprise Partnership, as a focus to tackle strategic issues across the City Region. Within this context also, the City Council has worked closely with the former Metro (now part of the West Yorkshire Combined Authority), through the West Yorkshire Local Transport Plan Partnership, in the preparation of the West Yorkshire Local Transport Plan (My Journey – Connecting people and Places) 2011 – 2026.

The Regional Context

- 1.16 Following the revocation of the Regional Strategy (RS) the Leeds City Region partnership has developed its own 'Interim Strategy Statement' (approved by the Leaders Board in April 2011) to provide a strategic context for both plan making and major development proposals. This is to reflect the context of the wider strategy setting work of the Leeds City Region, the uncertainty over RS, and the Duty to Co-operate with neighbouring authorities as set out in the Localism Act (Nov 2011). The Heads of Planning and Chief Executives believed that such a statement was urgently needed to provide a framework for the continuing preparation of Development Plans across the City Region.
- 1.17 The strategy statement includes some of the exact policies in the RS in order to ensure that it has broad support in the City Region, as agreed through the extensive stakeholder consultation during the RS process. All Leeds City Region authorities have recognised that these key policies in the former RS are those which articulate the urban transformation ambition, safeguard environmental assets, and identify the key spatial investment priorities.
- 1.18 Since the Localism Act received Royal Assent, the NPPF has been finalised and includes further policy in regard of strategic planning. In light of this the City Region partnership has further developed its role in support of the Local Planning Authorities in exercising the Duty. This ranges from developing common approaches to documentation through to the commitment to develop a spatial investment plan in the City Deal. These actions will help local planning authorities to better understand and respond to activities that take place beyond their plan area and impact on their plan.

Diagram 3: Structure of the Core Strategy

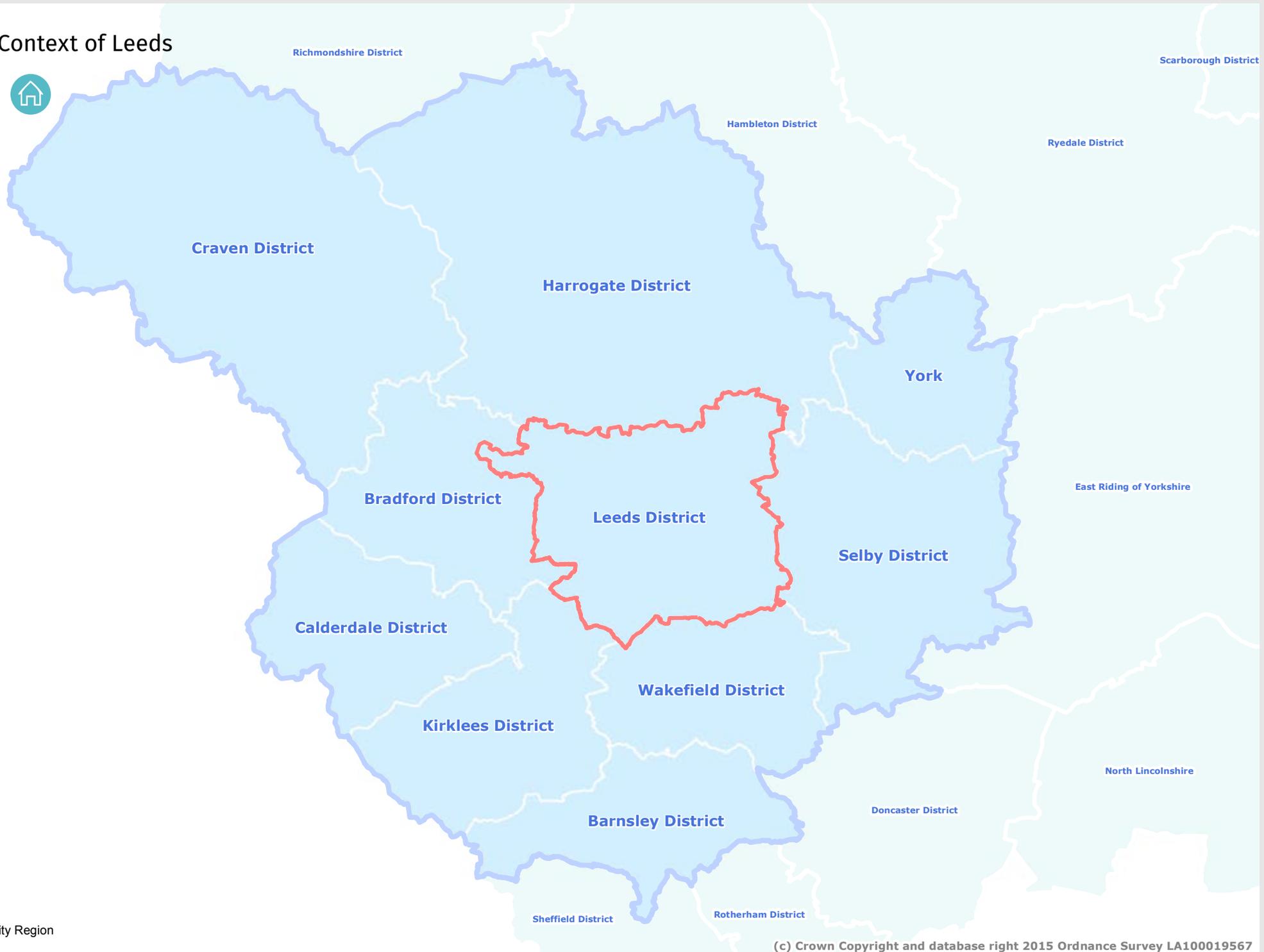


2. PROFILE OF LEEDS METROPOLITAN DISTRICT

i) Our City

- 2.1 In seeking to be the Best City in the UK, Leeds has many strengths and great potential in achieving longer term economic prosperity, social progress and in maintaining and enhancing a quality environment. In meeting the many challenges associated with this ambition, central to the Vision for Leeds and the Core Strategy is the desire to ensure that the needs for job and housing growth is planned and delivered in a sustainable way. In practice this means that Leeds is a place where everyone can enjoy a good quality of life and that the form and location of development respects and enhances the character of local areas, in meeting the needs of communities.
- 2.2 Leeds is the regional capital and the main economic driver for Yorkshire and the Humber. As emphasised in the Leeds Growth Strategy, the City has a diverse economy, with the potential to grow in a number of key sectors. Central to this potential also are excellent universities, higher education establishments and first-class culture and sport.
- 2.3 As the Core City within the Leeds City Region, Leeds is the regional capital and the main economic driver of Yorkshire and the Humber, attracting major investment in housing, offices, shops, transport and other facilities.

Map 1 Context of Leeds



Key

 Leeds City Region

2.4 Leeds has transformed from a mainly industrial City into a regional capital with a wide economic base. As the leading financial and legal centre in the UK outside London, the City is home to some of the largest financial institutions in the country and this economic strength is widely recognised as placing Leeds in an advantageous position in helping it to recover from the current economic downturn. Leeds is one of the top 25 cities in Europe to do business according to Cushman and Wakefield's European Cities Monitor 2010.

The Growth of Leeds

2.5 The Leeds Metropolitan District covers an area of 213 square miles (551 km²) and benefits from major road, rail and air connections to neighbouring towns and cities, and to national and international networks. Leeds is a rich and varied place with a distinctive settlement hierarchy that includes a vibrant City Centre. The main urban area covers nearly a third of the District, and includes two thirds of the total number of houses. It includes the City Centre and the built up areas surrounding it, from inner-City communities such as Beeston and Harehills to outer suburbs like Horsforth and Roundhay. The rural parts of Leeds have a variety of individual characters and identities, and include larger settlements such as Wetherby and Otley, as well as several smaller towns, small villages, and other rural settlements. These outer lying settlements have their own important histories and patterns of growth, and were brought under the administrative governance of Leeds District in 1974.

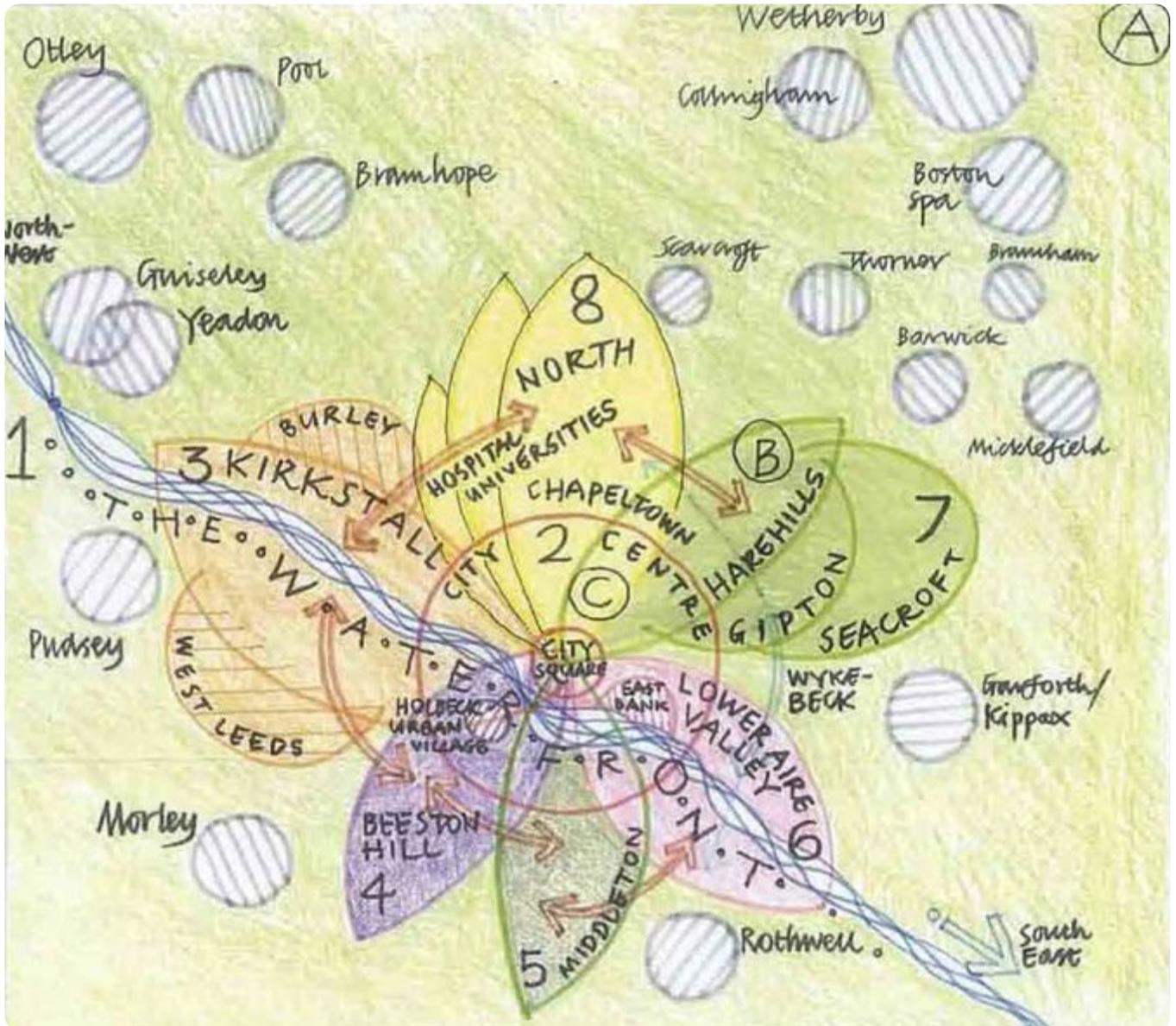
2.6 Leeds has a rich and diverse history. Within the District there are stone hut circles dating from the Bronze Age. The majority of the City Centre dates from 1207 when the Lord of the Manor founded a new town with a new road called Briggate leading up to a river crossing. The rest of the City Centre layout has medieval origins, still evident in its street patterns and covered arcades, and the relocation in 1684 of the cloth market onto Briggate created the core of the modern City of Leeds. The City Centre was extended in the mid-1700s on the west side resulting in the numerous squares, which survive today. The population grew to 30,000 at the end of the 18th Century and Leeds became one of the busiest and most prosperous urban centres in the north of England.

2.7 Leeds has a rich industrial heritage, emerging as an important industrial City in the late 19th Century when it became a major centre for tailoring, engineering, and a trading centre for a range of goods and services. The population grew to over 150,000 by 1840 as it was a destination for the expanding British economy, and this demand for labour has always attracted workers from surrounding rural areas and also from further a field such as Ireland, continental Europe, and in the late 20th century the Indian sub-continent and the Caribbean.

2.8 Leeds formally became a City in 1893. Pride in its growing success led to the erection of extravagant public buildings, elaborate mill complexes, public monuments, and major City parks such as Roundhay Park and the Temple Newsam Estate. Leeds now has 72 Conservation Areas and 2,300 listed buildings, which is more than any other Core City. Some of the most iconic buildings and structures include Leeds Town Hall, the Corn Exchange, Leeds Kirkgate Market, the Industrial Museum, Thwaites Mill, the Leeds-Liverpool Canal and a collection of buildings and spaces that lie within Holbeck, which was at the heart of the industrial revolution in Leeds and is now being developed as a vibrant urban village.

2.9 The heritage of the historic buildings and public spaces across the Leeds District linked with its noticeable green environment and range of local communities still helps give the City its unique character. Leeds stands today with a rich history, diverse economy, enterprising people, and a cosmopolitan atmosphere, and as a City of regional, national and international importance. As part of the Renaissance Leeds project, the spatial character of Leeds and its communities has been conceptualised. (See diagram 4).

Diagram 4 Leeds Petals



The City Centre

- 2.10 The City Centre provides the strategic and commercial focus to both the District and to the City Region. Over the last 10 to 15 years, the City Centre has seen major changes. This has not only been demonstrated by the pace of development that has taken place but its increased economic role for jobs with 30% of Yorkshire jobs being in Leeds City Centre. A major feature of this period has also been the large-scale of residential development within the City Centre, together with an ongoing programme of the regeneration and the renewal of infrastructure including public spaces.
- 2.11 The City Centre is a major shopping destination, drawing people in from well beyond the City's boundaries. With approximately 350,000 sqm of floorspace in 1,302 outlets, Leeds City Centre is one of the largest retail centres in the UK. Its position at the top of the regional hierarchy of centres will be further enhanced by the completion of the Trinity Shopping Centre, a £350m scheme, which will be the City Centre's first million sqft shopping centre. There is also planned major development in the Victoria Gate on the eastern edge of the City Centre which has a value of around £800m and will comprise of 1.35m sqft of retail and leisure space.
- 2.12 Leeds is the only English City outside London with its own repertory theatre, opera house and ballet companies. Leeds Art Gallery has one of the UK's best collections of contemporary British art and the City Centre is also the home of the national collection of arms and armour in the Royal Armouries.

Housing

- 2.13 One of the biggest challenges Leeds faces is to provide enough quality and accessible homes to meet the City's growing population, whilst protecting the quality of the environment and respecting community identity. Within this overall context the need for affordable housing and affordable warmth are key issues. It is clear that house building in Leeds needs to significantly increase. Housing starts decreased sharply in July 2008 and since then the rate of new starts has averaged just 80 units a month, compared to a monthly average of 330 in the four previous years. The impacts of the recession are clearly seen in that the completion of new dwellings fell to their lowest level in years during 2010/11.
- 2.14 In 2010/11, 1686 housing units were built compared to an average of 3114 per year for the five year period before. 91% of the completions in 2010/11 were built on brownfield land, and over 80% of development has been brownfield in every quarter since March 2002; in recent years the proportion has usually exceeded 90%.
- 2.15 Due to the low level of recent starts, completions are set to drop in the next few years and it is likely to be much longer before output returns to pre-recession levels. It is expected that there will be a period of some years in which the housing stock will not increase to or beyond the 2004/05 to 2008/09 completion levels. This is particularly due to the unavailability of finance for purchasers, and lack of viability for housebuilders.
- 2.16 The locally derived population and household data for Leeds show an average household size of 2.36 persons in 2010. It is estimated that there are approximately 319,400 households in the City, and there has been a relative stagnation of household size, with affordability issues and the type and location of new stock being important factors.

Employment

- 2.17 Following over a decade of growth the global economic downturn has had an impact on all regional and local economies. In Leeds employment peaked at 465,000 jobs in 2006, falling by 25,000 over the four years up to 2010. Before the recession economic forecasters were predicting substantial economic growth over the next ten years, predictions are now for a much lower rate of growth.
- 2.18 However, although growth has been much more limited within recent years, various sources predict that Leeds is in a stronger position than most cities to stage a sustained recovery. Much of this is due to the diversity of its business base and its strong track record in using innovation and research to help businesses grow. Consequently, the Leeds Growth Strategy identifies a number of key sectors for growth. Within this context also, the ambitions for economic growth are also reflected in the identification of Aire Valley Leeds as a location for the City Region Enterprise Zone.
- 2.19 The presence of two of the largest teaching hospitals in Europe also makes the City an important centre for health and it is a major economic driver and employer. The Leeds General Infirmary and St. James' Hospital are recognised centres of excellence for the treatment of heart surgery and cancer.
- 2.20 Forecasts suggest that Leeds is expected to account for 28% of the growth of (net) additional jobs in the region during the next decade. Employment will increase to reach 2006 levels by 2016 adding 39,500 jobs by 2021. The leading employment sectors as a whole are the financial and business services which accounts for 43% of the growth, and public administration, education and health (25%). These are forecast to remain the two leading sectors in Leeds over the next 10 years.

Economic Development and Regeneration

- 2.21 The City's successful economy, skilled people and competitive businesses are helping to combat the impact of the current economic downturn. Leeds' regeneration plans are ambitious and seek to make the most of private as well as public money. Much of the City Centre regeneration is private-sector led, and proposals for large-scale shopping centres will reshape and enhance the retail area. Holbeck Urban Village regeneration continues to make progress, although the aim to create a sustainable community will continue to require substantial public sector intervention to both directly deliver projects, develop strategies and develop confidence in the area.
- 2.22 The opening of the East Leeds Link Road in the Aire Valley in February 2009 has improved access for businesses to the M1, and opened up brownfield land for redevelopment to create job opportunities for deprived communities. The comprehensive regeneration of the Valley will create jobs and homes for the future.
- 2.23 The East Leeds Regeneration programme aims to address housing needs, developing mixed communities through new homes and choice in housing tenure and type. Other programmes in Beeston Hill and Holbeck, South Leeds and Leeds Bradford Corridor, which incorporates the West Leeds Gateway, seek to revitalise these areas and provide mixed communities with affordable and social housing development. The Core Strategy will provide a context for the continuation of this work.

Transport Links

- 2.24 In 1816 the Leeds to Liverpool canal was completed, which played a key role in the City's development as it meant that its goods could be easily transported all across the country. Only a few wharves still remain along the canal and these are to be retained to explore the potential for future commercial uses.

- 2.25 The development of the railway brought similar benefits, and the central position of Leeds on the rail network still makes it a desirable location for industries wanting to use the network for distribution. Leeds City Station is the third busiest in the UK outside of London, with over 21.9 million estimated entries and exits during 2009/10, and the Government has given approval for a new £15m southern entrance which will help to open up the area south of the River and assist the further regeneration of the Granary Wharf area and Holbeck Urban Village. Leeds has also been identified as a stop on the longer term High Speed Rail network, which will greatly reduce journey times between the north and south of the country.
- 2.26 Leeds is a principle hub of the national motorway network with the A1 (M), M1 and the M62 motorways intersecting to the south east of the City Centre. The 1960's saw the construction of the northern section of the Inner Ring Road which carries significant volumes of through traffic around the City Centre, and subsequent phases have with the inclusion of the M621 now created a complete ring. Within the Inner Ring Road the City Centre Loop road distributes local traffic around a largely pedestrianised City Centre core.
- 2.27 Leeds Bradford International Airport (LBIA) is a major part of the strategic Infrastructure for the City Region. It is also economic resource for employment, business development and tourism, directly providing 2,500 jobs at the airport, expected to rise by 1,000 new jobs for every one million extra passengers. It also clearly has a much wider economic benefit across the City Region. There are plans to increase the number of passengers using LBIA from the current 3m passengers each year to 3.4m by 2013/14, and potentially 7.7m to 8.7m by 2026/27 depending on route development and wider economic conditions. In addition to passenger growth, the airport has potential for freight growth which will help it to better fulfil its regional role in supporting business. With the aim of moving towards its aspirations for growth, LBIA is undergoing a major investment programme to improve and extend the terminal building and forecourt with on-going work currently being undertaken regarding longer term aspiration as part of the Airport Master Plan.

ii) **Our People**

Population

- 2.28 The City's population has grown significantly during the last 20 years, unlike many others in the UK. The growth seen in Leeds has been attributed a number of factors, including a strong economy, buoyant markets and increased in-migration levels. Over the past decade, the City has experienced a large in-migration of economically active people looking for better quality of life. The population of Leeds in 2010 was estimated at 755,580 people with a forecast for it to reach 860 618 by 2028 (based on local housing and GP registration data for the Strategic Housing Market Assessment). The 2011 Census confirmed that the population of Leeds Metropolitan District was 751,500.
- 2.29 There are as many people aged over 60 as under 16 as people are generally living for longer. Leeds also has a higher proportion of young people than the national average, including a large student population. Within this context, the City Council has a key ambition for Leeds to be a Child Friendly City - in creating places and services where children and young people feel safe and welcome and involved and informed about what goes on around them. In taking this initiative forward, 12 'wishes' have been developed for a more child friendly Leeds. These include: travel, the City Centre, places and spaces, a healthy lifestyle and jobs. In contributing directly to these wishes and in influencing others, the Core Strategy sets out an overall spatial vision, objectives and policy framework to improve quality of life across the District, including the lives of children and young people. Leeds is a diverse City home to people of over 130 different nationalities and with many cultures, languages, races and faiths. Within this context, 17% of the

population is made up of people from black and ethnic-minority communities (Office of National Statistics, 2009), 18 % have a limiting long-term illness or disability, around 8% are lesbian, gay, or bisexual. The black and ethnic-minority communities are largely concentrated in just three wards of the City, being between 30-40% of the total population in the wards of Gipton and Harehills, Chapel Allerton, and Hyde Park and Woodhouse.

Deprivation and Health Inequalities

- 2.30 Whilst the health of Leeds has improved overall, the City is performing below the England average. Consequently, the need to tackle health issues and disparities across the District is a major challenge for improvement. In seeking to address these key cross cutting and strategic issues through the Development Plan and in reflecting the Duty to improve Public Health (Health and Social Care Act 2012, Section 12), an integral part of the Core Strategy is to improve Public Health and Wellbeing.
- 2.31 In providing a framework to tackle public health issues across the District and a basis to coordinate resources, the Leeds Joint Health and Wellbeing Strategy (a strategy approved by the City Council, the three Clinical Commissioning Groups, Third Sector, Healthwatch and NHS England Area Team jointly) (June 2013), sets out a vision for Leeds to be a healthy and caring City for all ages. Key outcomes of this approach are for people who are the poorest, to have improved health the fastest, with an overarching desire to reduce the differences in life expectancy between communities. Narrowing the health gap within Leeds is therefore a priority within the Leeds City Priority Plan and the Leeds Health and Well Being Strategy and Best Council Plan 2013 – 17 (July 2013). Despite becoming wealthier as a City over the last 20 years, Leeds still has too many deprived areas, where there is a poor quality of life, low educational performance, too much crime and anti-social behaviour, poor housing, poor health, and families where no one has worked for a few generations. The gap in life expectancy between the most disadvantaged parts of Leeds and the rest of the City remains at around twelve years. In seeking to address this key issue through the Core Strategy an integral part of the Plan is to seek to ‘narrow the gap’, through the overall approach and Policy framework. In pursuing this priority, the Council will therefore continue to draw on current and future public health guidance relating to planning, from appropriate bodies such as NICE and Public Health England.
- 2.32 Out of 476 Super Output Areas (SOAs) in Leeds, the 2010 Index of Multiple Deprivation shows that there are 92 which fall into the most deprived 10% in the country. In 2007, Leeds had 22 SOAs that were ranked in the most deprived 3% nationally, this number rose to 25 in 2010. Overall, 154 improved their ranking but 322 fell between 2007 and 2010. Gipton and Harehills is the only ward with all of its SOAs ranked in the most deprived 20% nationally. There is therefore a clear need to continue to tackle the multiple problems of poverty and to improve all parts of Leeds. Improving the health of the City’s population is a key objective to be the Best City in the UK. A thriving economy where people have access to jobs and a decent income is essential to good health. Within this context also, information provided through the Joint Strategic Needs Assessment (JSNA) for Leeds, highlights the wide range of health issues and factors across the District and their associated implications. These include population change and key groups within the population (including children and an aging population), behaviours and specific health conditions. The plan provides an opportunity to tackle health priorities in relation to a number of key social determinants of health (including the delivery of high quality housing, the provision of green space and in promoting opportunities for cycling and walking).

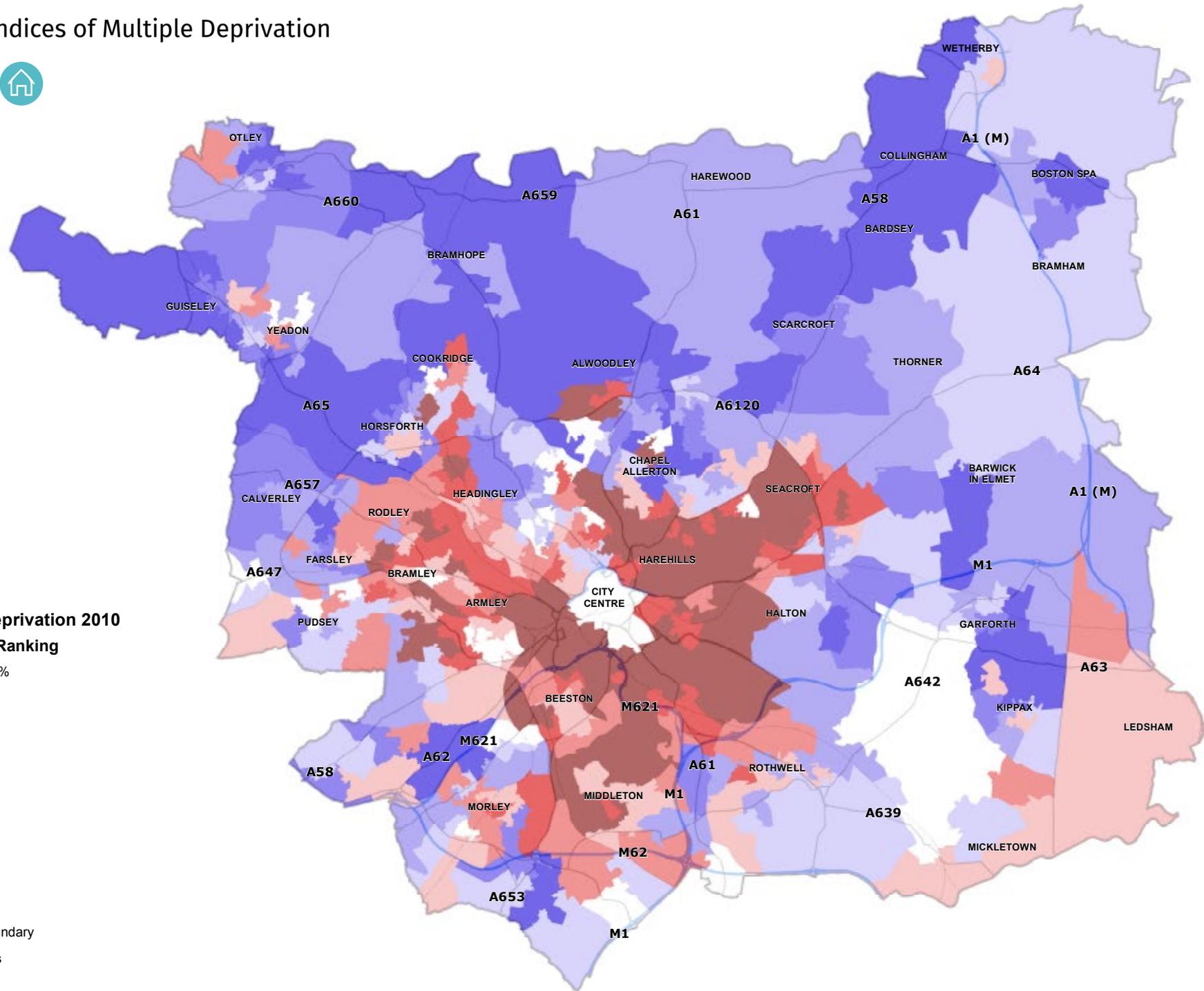
Map 2 Indices of Multiple Deprivation



Key

Indices of Deprivation 2010 IMD National Ranking

- Lowest 10%
- 10 - 20%
- 20 - 30%
- 30 - 40%
- 40 - 50%
- 50 - 60%
- 60 - 70%
- 70 - 80%
- 80 - 100%
- Railways
- Leeds Boundary
- Motorways
- A Roads



Higher Education

- 2.33 Leeds has a strong higher education sector with three Universities; the University of Leeds, Leeds Beckett University and Leeds Trinity University College. The City is also home to Leeds City College, Leeds College of Art, the Leeds College of Music, and the Northern School of Contemporary Dance.
- 2.34 The Yorkshire College of Science and the Leeds Medical School were merged to form the University of Leeds in 1904. The University is now the UK's second-largest, and the third largest employer in the City with more than 30,000 students from 130 countries. It has set itself the target of being among the top 50 universities in the world by 2015. A number of Colleges of Technology, Art, Commerce, and Education came together into the Leeds Polytechnic in 1970, which in turn became Leeds Beckett University in 1992. Leeds Beckett University has another 30,000 full-time and part-time degree students, and is the City's fourth-largest employer. The large student population gives the City a real energy. Leeds has a young population especially in the areas of Headingley and Hyde Park and Woodhouse, and many students choose to continue to live and work in the City following their graduation.

Leeds as a Visitor Destination

- 2.35 The City is also an increasingly important visitor destination for both business and leisure tourism. Recent research has found that the value of tourism in Leeds was estimated to be £1.25 billion, supporting over of 25,000 actual jobs (19,000 full-time equivalents) according to the Cambridge Econometric Impact Model.
- 2.36 Leeds also has nationally recognised cultural attractions and events which have been enhanced by a new headquarters for Northern Ballet and the opening of the Leeds Arena. Our cultural offer has been reinvigorated with the reopening of the City Museum in 2008 which is now established as one of the leading visitor attractions in the region, alongside the Royal Armouries which welcomed 275,000 visitors in 2010, its highest ever, and the thriving companies of Opera North and Northern Ballet. Professional sport, particularly football, rugby, and cricket continue to be a source of local pride and give the City an international profile.

iii) Our Green Environment

- 2.37 Two-thirds of the Leeds District is Green Belt and it is also in easy reach of two National Parks. The green local environment is very important in its own right for aspects such as biodiversity and urban cooling. The quality of the environment also makes people proud of the District, and is important to improve physical and mental health as it provides a sense of wellbeing and opportunities for leisure. The environment also gives Leeds its distinctive character and identity, and attracts businesses, investment and visitors, and provides a resource for education and industry.
- 2.38 One of the City's distinguishing features is the way in which green corridors stretch from the surrounding countryside into the heart of the main urban area. Alongside these more natural spaces, the Council manages around 4,000 hectares of parks and green spaces including 6 flagship City Parks. Trees and woodland cover are also important components of Leeds' landscape character. There are 4,450 hectares of woodland cover in the District, 6 Local Nature Reserves, 17 Sites of Special Scientific Interest, 120 Local Nature Areas and 44 Sites of Ecological or Geological Importance. An integral component also of the District's Green Infrastructure and green space and in contributing to public health, are the networks of allotment gardens across the City. These are important facilities in providing for local food production (close to communities) and in contributing to local amenity and distinctiveness.

- 2.39 The environment in Leeds is continually improving, including air quality and the cleanliness and attractiveness of the waterways for wildlife, particularly the River Aire and canal corridors. However, the City Centre does have a relatively small amount of green space, and so the Council's ambition is to develop a major new City Centre Park just south of the River Aire, with strong pedestrian links across the river into the heart of the shopping and commercial area. The upgrading of other City Centre public spaces is also important. In addition, the network of Public Rights of Way (PROW) represents the arteries that help people access the countryside and urban green spaces, linking people with place and linking urban to rural. Within Leeds there are 819km of Rights of Way, 628km of footpath, 180km of bridleway, together with a short network of byways and other routes with public access. Included within this total area are key strategic routes (such as the Leeds Country Way) and local recreational routes (such as the Meanwood Valley Trail). Within this context also, the City Council has produced a Rights of Way Improvement Plan, in response to the Countryside Rights of Way Act (2000), setting out a 10 year improvement plan for the Rights of Way Network.
- 2.40 One of the most exciting opportunities to enhance the environment of Leeds is in the lower Aire Valley. This former industrial landscape was scarred for many years by quarrying and mineral extraction, and it is intended for a transformation into a series of wetland nature reserves. The wetland reserve of Fairburn Ings on the boundary between Leeds and Selby Districts, is already of great wildlife value and the proposed wetland bird reserves at the former open cast site at St. Aidan's and at Skelton Lake will add to the importance and value of the area. The reserves will be linked to wider green infrastructure provision which will provide a framework for development of new homes and jobs right into Leeds City Centre, through the Aire Valley Eco-Settlement.
- 2.41 The District's distinctive landscape character needs to be respected, conserved and enriched. The challenge is to manage growth in ways which will maintain the setting of Leeds within an attractive network of connected green spaces that improve its environment.

Key Challenges

- 2.42 Leeds is a large and diverse City, with a proud heritage, a quality environment and home to a wide range of communities and businesses. As outlined above there are major opportunities for growth and regeneration and a desire for this to be achieved and managed in a way, which reflects the unique character of the District and the principles of sustainable development. In the preparation of the Core Strategy therefore there are a number of key challenges the overall spatial vision, development strategy and policy framework is seeking to meet. These include:
- Planning for population growth and the complex needs of a diverse population, (including opportunities to improve public health),
 - Facilitating local opportunities for urban regeneration and economic growth, within the context of major changes and uncertainty in the national and international economy,
 - Planning for housing growth in a sustainable way in suitable locations, whilst meeting a range of housing needs,
 - Ensuring that opportunities for regeneration and economic growth support the aspirations of the community in delivering needed jobs and homes,
 - Ensuring that the physical development and growth of the District, is managed in a sustainable way, to respect the local identity, character and distinctiveness of communities and delivers high quality design and environment enhancement,
 - Opportunities for regeneration and growth are supported with the necessary infrastructure,

- The need to maintain and develop, a longer term partnership approach to development and growth within the District, with a range of stakeholders including communities, investors and infrastructure providers.

3. SPATIAL VISION

Spatial Vision and Objectives

- 3.1 Leeds has been successful in recent years in regenerating its older urban areas, attracting inward investment, strengthening the role and attractiveness of the City Centre and protecting the District's distinctiveness and character. However, much remains to be done, especially given the consequences of the economic downturn and the reduction of public finance. In order for Leeds to move forward and to fulfil its potential as a major City and regional capital, a clear spatial vision is required to guide decisions on future developments and the policies that will help to deliver these. An integral part of this 'vision' is that local communities will be fully engaged with the need to bring about the sustainable growth of the City and to help the Council to manage investment in a way that delivers tangible community benefits.
- 3.2 The long term vision for the Leeds Metropolitan District is that by 2028:
- Leeds will have maintained and strengthened its position at the heart of the City Region and has grown a strong diverse and successful urban and rural economy, with skilled people and competitive businesses, which are sustainable, innovative, creative and entrepreneurial. All communities will have equal chances to access jobs and training opportunities through the growth of local businesses.
 - Leeds City Centre will remain a successful destination for the people of Leeds and beyond, with a vibrant commercial, leisure and cultural offer. The Trinity and Victoria Gate centres will be well established and the South Bank will be integrated into the City Centre, which includes a new City Centre Park acting as a gateway to the Aire Valley.
 - The spatial distribution of growth will be planned and delivered to balance the use of brownfield and greenfield land in a sustainable way, as part of an overall framework promoting development in suitable locations as a basis to meet identified needs.
 - The distinctive settlement pattern within the Leeds District will be maintained and its character enhanced, whilst providing for and supporting new housing growth opportunities. The main urban area of Leeds will support the diverse and distinctive communities that surround it, separated by agricultural land, woodland, valuable green spaces, habitats, and amenity areas.
 - Town and local centres will remain at the heart of their communities and provide a good range of shopping, services and local facilities.
 - Aire Valley will become an innovative new living and working community, supported by the necessary community facilities and infrastructure, which is a national model for sustainable development, accommodating a minimum of 6500 new homes and 35,000 new jobs within a distinctive green environment. An integral part of the Urban Eco-Settlement will be the establishment of low carbon solutions, and energy requirements in established communities will have been significantly reduced by retrofitting.
 - The Regeneration Priority Programme Areas will have undergone successful transformations, in terms of having more attractive environments, improved choice and quality of housing, better access to employment through improved education and training, and increased connectivity to adjoining neighbourhoods, including the City Centre.

- In reflecting the role of Leeds as a strategic transport hub (including Leeds City Station and Leeds Bradford International Airport), serving existing communities and in planning for new growth, sustainable forms of development are delivered (which include public transport as an integral part). Consistent with the ambitions to be ‘the Best City in the UK’, Leeds will be better connected, by an accessible and integrated transport system, which supports communities and economic competitiveness.
- Leeds will have a wide network of multi-functional Green Infrastructure (including green space areas) which provides an improved quality of life for residents to enjoy healthier lifestyles. This will also be a strong incentive in attracting new business to the area. Through new development, opportunities will be taken to improve connections between Green Infrastructure to enhance its value and achieve a better spatial distribution.
- Leeds will be resilient to climate change through the use of innovative techniques and efficient use of natural resources.
- Place making will be embedded into the planning process which has led to the creation, protection, and enhancement of buildings, places and spaces that are valued by people. This will have a positive contribution towards better public health and wellbeing, especially in communities where there have been clear health disparities and disadvantage.

Objectives

3.3 In reflecting this Spatial Vision, the following Objectives are set out below:

(i)	City Centre: In supporting the continued vitality, economic development and distinctiveness of the City Centre as the regional centre, the Core Strategy will:
1.	Accommodate first and foremost the needs of offices, shops, hotels, institutions and leisure and entertainment uses, accepting that there is a place for residential and supporting facilities such as parks, convenience stores, health centres, nurseries and schools;
2.	Give priority to the development of land opportunities in the southern half of the City Centre.
3.	Strengthen the vibrancy, distinctive character and cultural appeal of the City Centre,
4.	Make the City Centre accessible to all, including improved pedestrian and cycle links to adjoining neighbourhoods.
(ii)	Managing the Needs of a Successful District: To manage the needs of a growing City, the Core Strategy needs to:
5.	Plan for population growth and the implications of demographic change (including opportunities to improve public health).
6.	Promote a diverse, enterprising and competitive economy supported by a skilled work force.
7.	Deliver economic development which makes best use of land and premises across the District in sustainable locations, accessible to the community and wider labour market.
8.	Deliver housing growth in sustainable locations related to the Settlement Hierarchy, by prioritising previously developed land in urban areas and through the phased release of greenfield sites to ensure sufficiency of supply and provision of supporting infrastructure.
9.	Plan for a sufficient mix, tenure and type of housing to meet a range of community needs including affordable and specialist housing.

(iii)	Place making In supporting distinctive and cohesive places, the Core Strategy will:
10.	Promote the role of town and local centres as the heart of the community which provide a focus for shopping, leisure, economic development and community facilities, while supporting the role of the City Centre.
11.	Support the provision of community infrastructure that is tailored to meet the needs of the community including high quality health, education and training, cultural and recreation, and community facilities and spaces.
12.	Support high quality design and the positive use of the historic environment to create and maintain distinctive and cohesive places that include measures to improve community safety.
13.	Promote the physical, economic, and social regeneration of areas taking into account the needs and aspirations of local communities.
14.	Support the improved public health and wellbeing of Leeds' residents and workforce.
(iv)	A Well Connected District : In the delivery of an accessible and integrated transport system to support communities and economic competitiveness, the Core Strategy aims to:
15.	Increase the use of sustainable forms of transport by facilitating the delivery of new infrastructure and the improvement and management of the existing system, transport hubs and interchange (including Leeds City Station).
16.	Ensure new development takes place in locations that are or will be accessible by a choice of means of transport, including walking, cycling, and public transport.
(v)	Managing Environmental Resources : In safeguarding the environment of the District, the Core Strategy needs to:
17.	Protect natural habitats and take opportunities to enhance biodiversity through the creation of new habitats and by improving and extending wildlife corridors.
18.	Secure development which has regard to its impact on the local environment and is resilient to the consequences of climate change, including flood risk.
19.	Promote opportunities for low carbon and energy efficient heat and power, for both new and existing development.
20.	Make efficient use of natural resources, including the implementation of sustainable design and construction techniques, the use of minerals, and the effective minimisation and management of waste.
21.	Protect and enhance Green Infrastructure, strategic green corridors, green space, and areas of important landscape character, taking the opportunity to improve their quality, connectivity and accessibility through the development process.
(vi)	Implementation and Delivery : In progressing the proposals of the Core Strategy, the Council will:
22.	Work in partnership with a wide variety of sectors and agencies including the Leeds City Region in the delivery of the Core Strategy and as a focus to explore opportunities for funding and delivery.
23.	Work with local communities in Leeds to ensure that local people are involved in shaping the future growth of the City with appropriate community benefits.
24.	Ensure that new development is served by appropriate levels of infrastructure to support the delivery of the Core Strategy.

3.4 To ensure that the positive sustainability aspects of the National Planning Policy Framework are embodied into this plan, the following policy will be relevant to all development proposals.

GENERAL POLICY

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions of Leeds.

Planning applications that accord with the Policies in this Plan (and where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant planning permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specified policies in that Framework indicate that development should be restricted.

4. SPATIAL DEVELOPMENT STRATEGY

4.1 Overview and Location of Development

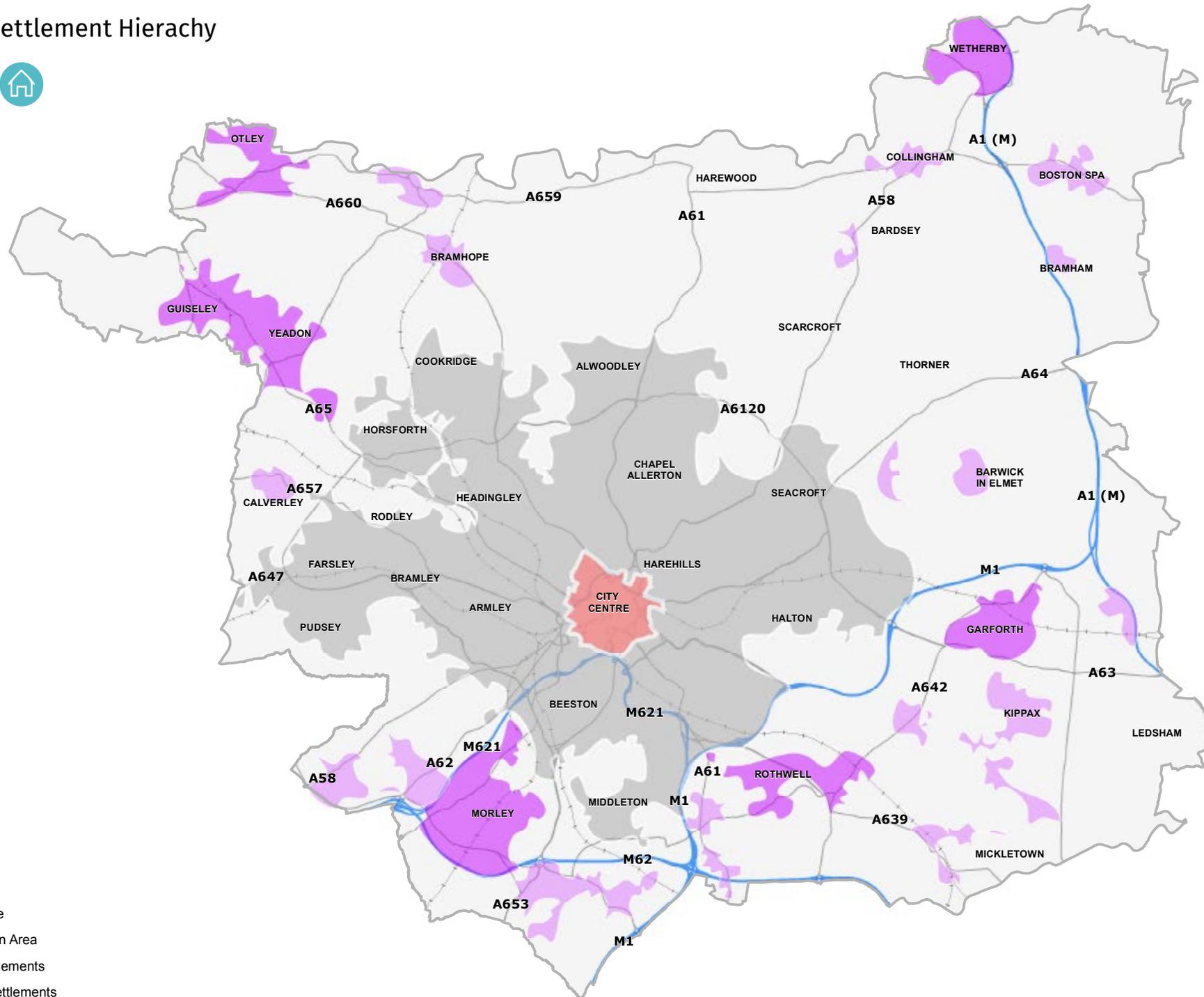
- 4.1.1 The Spatial Development Strategy outlines the key strategic policies which Leeds City Council will implement to promote and deliver development. The intent of the Strategy is to provide the broad parameters in which development will occur, ensuring that future generations are not negatively impacted by decisions made today. The Spatial Development Strategy is expressed through strategic policies which will physically shape and transform the District. It identifies which areas of the District play the key roles in delivering development and ensuring that the distinct character of Leeds is enhanced. It is complemented by the policies found in the thematic section, which provide further detail on how to deliver the Core Strategy. Integral to this approach, the plan reflects the duty to improve public health and wellbeing as a cross cutting issue, incorporated within a number of key policy topic areas. This includes housing (improving the supply and quality of new homes in meeting housing need), the economy (providing opportunities for local employment opportunities and job growth), the role of centres (in providing the facilities and services for the community in accessible locations), regeneration (targeting specific priority areas across the District), transport and accessibility (improving public transport and opportunities for walking and cycling), place making (maintaining and enhancing local character and distinctiveness) and the environment (the protection and enhancement of environmental resources including local green space and facilities to promote and encourage participation in sport and physical activity). The focus of this approach is to ensure that the priorities identified as part of the Joint Health and Wellbeing Strategy and Joint Strategic Needs Assessments are addressed consistently throughout the Plan and that public health is identified as an important material consideration as part of the planning process.
- 4.1.2 The Key Diagram is presented at the end of this section, and compiles these Policies to provide a broad illustration of what the Plan will achieve by 2028. It highlights how and where development will occur, and those development areas which are key to delivering the Core Strategy. The Key Diagram is indicative only, and does not set out site boundaries or define the extent to which development is proposed to occur.
- 4.1.3 The level of housing growth expected to occur by 2028 within Leeds is greater than any other authority within England. A growing and diverse economy brings a need for new housing, sustainable and reliable transport systems, and services to meet the changing needs of the population. Bringing this future growth and prosperity to all residents remains a key consideration for the District.
- 4.1.4 In directing future development, the Strategy must also consider what makes Leeds unique and distinctive, and seek to preserve and enhance these features. It is considered that the historic pattern of development is key to delivering future growth, and will be used to guide future development. This will ensure that the majority of growth is focused within the Main Urban Area, but that other established settlements will also benefit from new development. The focus of this strategy is to achieve opportunities for growth in sustainable locations as part of a phased approach and as a basis to meet development needs. The delivery of the strategy will entail the use of brownfield and greenfield land and in exceptional circumstances (which cannot be met elsewhere), the selective use of Green Belt land, where this offers the most sustainable option.
- 4.1.5 The characteristics of Leeds' settlements have therefore been reviewed and the Settlement Hierarchy will be the framework to guide future development opportunities. The hierarchy prioritises the location of future development and sets out those areas towards which development will be directed.

- 4.1.6 By concentrating growth according to the Settlement Hierarchy, development will occur in the most sustainable locations whilst respecting the overall pattern of development within the District. The hierarchy acknowledges that there are still development opportunities within settlements that should be prioritised and enables regeneration opportunities to be realised, through phasing of land opportunities over the period of the Strategy.
- 4.1.7 Within settlements, town and local centres remain the focus for the local economy, shops, leisure and community facilities for current and future residents. A hierarchy of Centres is established with the City Centre performing a regional role and locations of town and higher and lower order centres are identified to serve local community needs. A growing population and changing qualitative needs will be supported by appropriate facilities within centres, which help to maintain the vitality and viability of centres. The Strategy directs growth of these facilities, to locations within and on the edge of centres and sets out proposals for meeting new shopping and other town centre uses. The hierarchy also ensures that transport systems linking settlements will be strengthened and investment delivers sustainable options to residents.
- 4.1.8 By ensuring that development is linked to the existing Settlement Hierarchy, it acknowledges the distinct role that each settlement plays within the overall make up of Leeds. Opportunities for growth across the District will ensure that residents can stay within their communities as they progress through various stages of life, and ensure that every area benefits from the development process.
- 4.1.9 Within the Settlement Hierarchy the Main Urban Area has the City Centre at its heart, and includes those communities and neighbourhoods which form the main urban and suburban areas of the City.
- 4.1.10 Major Settlements are those free standing towns, which are separated from the Main Urban Area. These Settlements are identified as having a town centre. Smaller Settlements are those communities which have a population of at least 1500, a primary school, and a shop or pub. Some but not all Smaller Settlements have a local centre.

Table 1 – Identification of Settlement Types

Settlement Type	Location
Main Urban Area	Leeds City Centre and the surrounding communities and neighbourhoods forming the main urban and suburban areas of the City
Major Settlements	Garforth Guiseley/Yeadon/Rawdon Morley Otley Rothwell Wetherby
Smaller Settlements	Allerton Bywater Bardsey Barwick-in-Elmet Boston Spa Bramham Bramhope Calverley Collingham Drighlington East Ardsley Gildersome Kippax Lofthouse/Robin Hood Micklefield Mickletown Methley Pool-in-Wharfedale Scholes Swillington Tingley/West Ardsley
Villages	All other settlements

Map 3 Settlement Hierarchy



Key

- City Centre
- Main Urban Area
- Major Settlements
- Smaller Settlements

- 4.1.11 The Main Urban Area (MUA) will provide the major focus of development, taking the form of suitable infill development and urban extensions, which will account for over 60% of all housing opportunities. Employment opportunities are also to be concentrated in the, MUA as it offers good access and a wide range of opportunities. Development that occurs in the MUA will cater to residents of the District, the City Region and beyond. Development within and adjacent to the Main Urban Area is key to delivering the strategy. If delivery does not occur to the levels identified for the Main Urban Area, a dispersed development pattern will occur which will be contrary to the vision and objectives of this Strategy.
- 4.1.12 Development of Major Settlements will help to reinforce their role as a provider of services to residents and those immediately surrounding the settlement. These settlements will offer the ability to phase growth, providing new development opportunities and services to complement existing. Development in and extensions of these settlements will contribute to approximately a fifth of all housing development but must occur so as to continue to preserve the distinctiveness of the settlements. Local employment and services will be developed and located alongside housing. The development of Major Settlements is also key to the strategy, offering a variety of housing opportunities spread across the District in the most sustainable locations.
- 4.1.13 Smaller Settlements generally only provide a basic service level. It is important therefore, that new development in these settlements is sustainable, and contributes to the delivery of a wider mix of housing (including affordable housing), transport facilities and key services. In some instances, it may be possible to achieve additional development, which can be supported by current levels of services and infrastructure.
- 4.1.14 Where Settlements are lacking in key services, development proposals will need to address such deficiencies.
- 4.1.15 All other settlements in the rural area, along with extensive areas of Green Belt and countryside, will continue to have limited development opportunities. Development will only be permitted if it functionally requires a rural location.

SPATIAL POLICY 1: LOCATION OF DEVELOPMENT

To deliver the spatial development strategy based on the Leeds settlement hierarchy and to concentrate the majority of new development within and adjacent to urban areas, taking advantage of existing services, high levels of accessibility, priorities for urban regeneration and an appropriate balance of brownfield and greenfield land, the distribution and scale of development will be in accordance with the following principles:

- (i) The largest amount of development will be located in the Main Urban Area and Major Settlements. Smaller Settlements will contribute to development needs, with the scale of growth having regard to the settlement's size, function and sustainability,
- (ii) In applying (i) above, the priority for identifying land for development will be as follows:
 - a. Previously developed land and buildings within the Main Urban Area / relevant settlement,
 - b. Other suitable infill sites within the Main Urban Area / relevant settlement,
 - c. Key locations identified as sustainable extensions to the Main Urban Area / relevant settlement,
- (iii) For development to respect and enhance the local character and identity of places and neighbourhoods,
- (iv) To prioritise new office, retail, service, leisure and cultural facilities in Leeds City Centre and the town centres across the District, maximising the opportunities that the existing services and high levels of accessibility and sustainability to new development,
- (v) To promote economic prosperity, job retention and opportunities for growth:
 - a. In existing established locations for industry and warehousing land and premises,
 - b. In key strategic* locations for job growth including the City Centre and Aire Valley Urban Eco-Settlement (as shown in the Key Diagram),
 - c. By retaining and identifying a portfolio of employment land in locations primarily within the urban area, maximising the opportunities that the existing services and high levels of accessibility provide to attract new development,
- (vi) To recognise the key role of new and existing infrastructure (including green, social and physical) in delivering future development to support communities and economic activity,
- (vii) In meeting the needs of housing and economic development (and in reflecting the conclusions of the Appropriate Assessment Screening), to seek to meet development requirements, without adverse nature conservation impacts upon Special Protection Areas and Special Areas of Conservation, in particular the South Pennine Moors (including Hawksworth Moor),
- (viii) To undertake a review of the Green Belt (as set out in Spatial Policy 10) to direct development consistent with the overall strategy,
- (ix) To encourage potential users of rail or water for freight movements to locate at suitable sites.

** (Strategic is defined as sites which are essential to the delivery of the Core Strategy's Vision, by the number of jobs – threshold set at 1 000+ and the size/area of land 15ha+)*

4.2 City and Town Centres

- 4.2.1 Town and local centres within the District have generally become established as a consequence of historical growth of the Main Urban Area and outlying towns. They are at the heart of their communities and contribute much to local character and distinctiveness. Alongside Spatial Policy 2 below, the Place Making Chapter contains a number of policies setting out the detailed approach towards proposals for main town centre uses, including shopping.
- 4.2.2 The Leeds City Centre, Town and Local Centres Study (July 2011) (Centres Study) was commissioned by the Council in order to review existing centres within the District and consider future demand for town centre uses in accordance with national policy guidance. As part of the study, a health check of existing centres was undertaken, the Centre Hierarchy was reviewed and options put forward to meet identified requirements. The approach was based on the policy context formed by the UDP, the RS and national policy guidance.
- 4.2.3 The Centres Study was carried out during a time of great economic uncertainty. Nonetheless, the Study inevitably not only adopted the population projections upon which the Core Strategy is founded but also trend projections of consumer spending. The Study consequently cautioned against reliance on higher projections, and advised that a cautious approach be adopted for the short term with a need to review the position at an early stage. Since the study was written, consumer expenditure has continued to fall and the rate of on-line shopping has increased, both of which will have a negative effect on retail floor space need projections. Nationally, new retail development has slowed significantly. The Centres Study states that only 230,000 sqm of new shopping centre floor space opened in 2010, whilst the longer term pipeline has slipped back from 5 million square metres in 2008 to 3.2 million square metres in 2010, but of this only 11% is under construction, so the majority may be subject to delay or cancellation, reducing the pipeline even more. Whilst the Centres Study makes retail projections for Leeds up to 2028, to cover the lifetime of the Core Strategy, the current economic climate is still very unstable. Consequently the Core Strategy takes a cautious approach given the continuing uncertainty relating to the economic climate and the importance of delivering particular major schemes.
- 4.2.4 Leeds has slid down the national retail league table in its retail offer. However, with the delivery of the Trinity development in 2013 and the first phase of the Victoria Gate development to follow in 2016, Leeds' retail offer will be improved significantly, which will boost its position nationally as well as regionally. The Centres Study and the Core Strategy give full support to the completion of these two developments, which is vital during an uncertain economic climate. It is also important that time be allowed for the City Centre to readjust to the development of a significant quantum of new retail floor space, particularly that which will be delivered at Victoria Gate which will inevitably cause readjustment of retail provision and shopping patterns in the City Centre as did comparable new developments in the past.
- 4.2.5 Moreover, it is necessary to have regard to the regional/sub-regional shopping hierarchy and the need not to have a detrimental impact on this generally or on other important centres outside the District. Since the Centres Study was completed in 2010, Trinity Walk in Wakefield has opened adding 44,000 sqm (471,000 sqft) of new retail floor space to the centre. It is reasonable to assume, given the findings of the surveys which underpinned the Centres Study, that this will inevitably lead to 'claw back' in retail expenditure by Wakefield residents from Leeds City Centre and in particular, the out of centre White Rose Centre. In addition to this, Bradford City Centre's planned retail scheme Westfield, totalling over 55,000 sqm (nearly 600,000 sqft) is now progressing.

This is likely to result in Bradford residents choosing to shop locally in Bradford rather than in Leeds or at the out of centre White Rose Centre. The delivery of the Westfield scheme is crucial to Bradford and to the maintenance of a sustainable hierarchy of shopping centres within the City Region. Therefore the impact of new proposals for out of centre development across Leeds needs to bear in mind potential impact upon other centres in neighbouring authorities (as well as the need to ensure continued investment in existing centres to maintain their vitality).

- 4.2.6 The Core Strategy approach, in line with the Centres Study and national guidance, is to achieve growth within centres, with a 'centres first' approach, protecting the vitality and viability of centres. This requires a sequential assessment and where appropriate, impact assessment to be conducted to direct town centre uses to the appropriate level within the centres hierarchy. Further details regarding this approach are in Policy P8.
- 4.2.7 The City Centre performs the role of a Regional City and the Core Strategy aims to maintain the primacy of the City Centre for comparison shopping and recognises its role as a major employment centre.
- 4.2.8 Beneath the City Centre, town centres and local centres perform an important role in:
- providing for weekly and day-to-day shopping requirements, employment, community facilities and leisure opportunities in easily accessible locations,
 - helping to minimise the need to travel, by providing the opportunity for 'linked trips' to shopping, employment and other services,
 - performing an important role in place making through contributing towards the character and identity of an area.
- 4.2.9 Higher order local centres are distinguished from lower order centres on the basis of a number of considerations. These can include most notably the range of shops in particular, and so the service they provide to the local community, but also other facilities that are offered and the consequent role the centre can play in meeting wider local needs. This is generally supported by assessment of vitality and viability of each centre at the time of survey. Other relevant considerations are the presence of a supermarket of some scale and also the potential scope for expansion or redevelopment. It is expected that centres may move from one category to the other.

SPATIAL POLICY 2: HIERARCHY OF CENTRES AND SPATIAL APPROACH TO RETAILING, OFFICES, INTENSIVE LEISURE AND CULTURE

The Council supports a centres first approach supported by sequential and impact assessments. The Council will direct retailing, offices, intensive leisure and culture, and community development to the City Centre and designated town and local centres in order to promote their vitality and viability as the focus for shopping, employment, leisure, culture, and community services.

Proposals which would undermine that approach will not be supported.

The following hierarchy of centres is to be maintained to ensure that development is directed to the appropriate level of centre based on its scale and catchment;

1. The City Centre,
2. Town Centres,
3. Local Centres.

The Leeds District currently contains a great variety of centres with different characteristics and history, and the need to maintain this local distinctiveness remains an overarching consideration.

4.2.10 Map 4 shows the location of centres within Leeds which are designated under Spatial Policy 2 and Policy P1.

Map 4 Hierarchy of Centres



Key

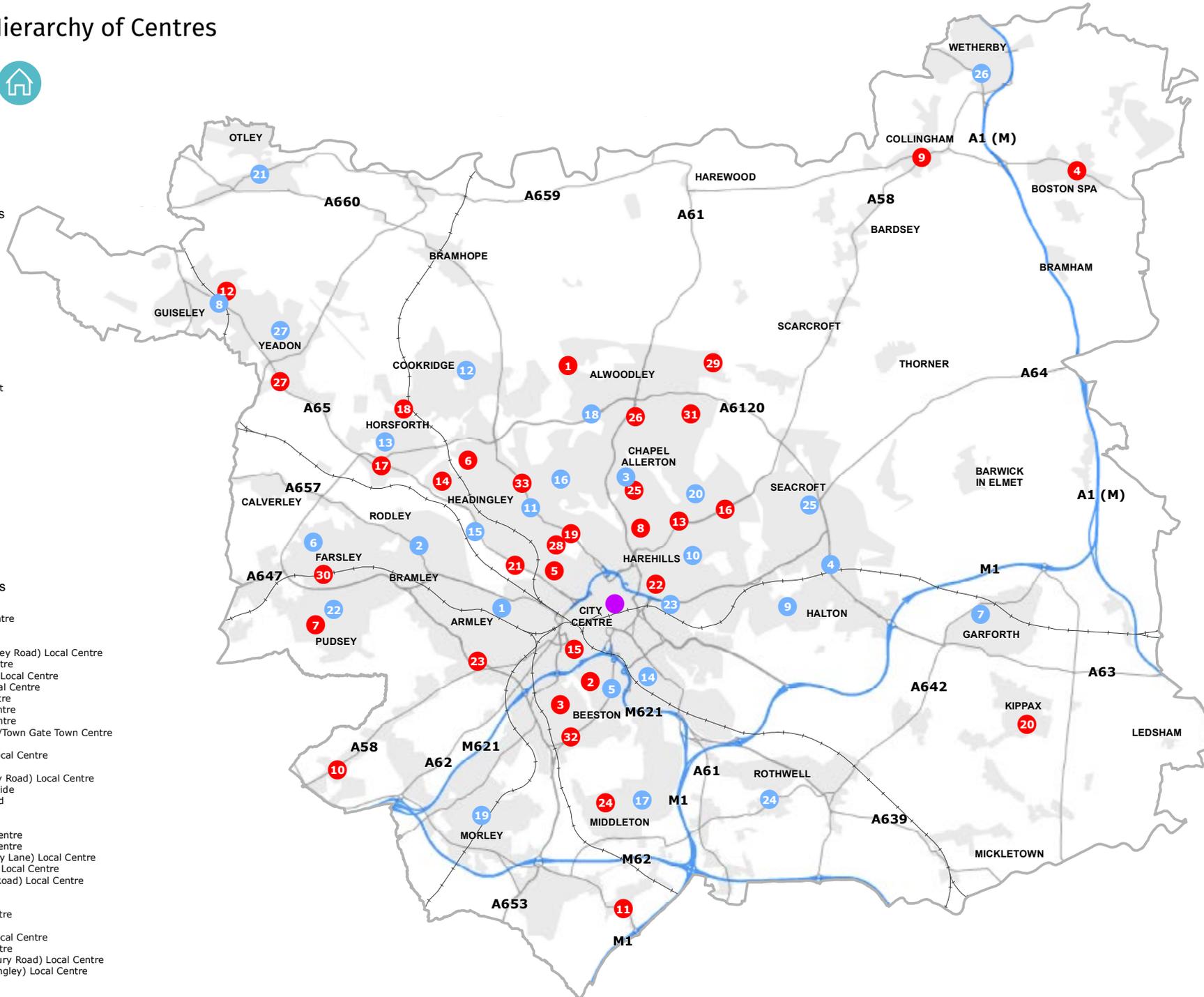
● City Centre

● Town Centres

- 1 Armley
- 2 Bramley
- 3 Chapel Allerton
- 4 Cross Gates
- 5 Dewsbury Road
- 6 Farsley
- 7 Garforth
- 8 Guiseley, Otley Road
- 9 Halton
- 10 Harehills Lane
- 11 Headingley
- 12 Holt Park
- 13 Horsforth, Town Street
- 14 Hunslet
- 15 Kirkstall
- 16 Meanwood
- 17 Middleton Ring Road
- 18 Moor Allerton
- 19 Morley
- 20 Oakwood
- 21 Otley
- 22 Pudsey
- 23 Richmond Hill*
- 24 Rothwell
- 25 Seacroft
- 26 Wetherby
- 27 Yeadon

● Local Centres

- 1 Alwoodley King Lane
- 2 Beeston Hill Local Centre
- 3 Beeston Local Centre
- 4 Boston Spa
- 5 Burley Lodge (Woodsley Road) Local Centre
- 6 Butcher Hill Local Centre
- 7 Chapeltown (Pudsey) Local Centre
- 8 Chapeltown Road Local Centre
- 9 Collingham Local Centre
- 10 Drighlington Local Centre
- 11 East Ardsley Local Centre
- 12 Guiseley Oxford Road/Town Gate Town Centre
- 13 Harehills Corner
- 14 Hawthorn Estate Local Centre
- 15 Holbeck Local Centre
- 16 Hollins Park (Easterley Road) Local Centre
- 17 Horsforth New Road Side
- 18 Horsforth Station Road
- 19 Hyde Park Corner
- 20 Kippax
- 21 Kirkstall Road Local Centre
- 22 Lincoln Green Local Centre
- 23 Lower Wortley (Granny Lane) Local Centre
- 24 Middleton Park Circus Local Centre
- 25 Montreal (Harrogate Road) Local Centre
- 26 Moortown Corner
- 27 Rawdon, Leeds Road
- 28 Royal Parks Local Centre
- 29 Slaid Hill Local Centre
- 30 Stanningley Botton Local Centre
- 31 Street Lane Local Centre
- 32 Tommy Wass (Dewsbury Road) Local Centre
- 33 Weetwood (Far Headingley) Local Centre



*Indicative location refer to Policy P5

4.3 Leeds City Centre

- 4.3.1 Leeds City Centre is at the top of the Centres Hierarchy and is the major financial and commercial centre and 'shop window' for the rest of the City and region. As such, one of the objectives of the Core Strategy is for the City Centre to remain a 'successful regional facility'. As the centre of the City Region and District's public transport network, the City Centre is a sustainable employment, shopping, leisure and cultural location, which can promote development that is less reliant on people travelling by car.
- 4.3.2 The City Centre's environmental quality is vital to its economic success and making it a better place to live in, work in and visit. Every opportunity will be taken to enhance streets and spaces in the City Centre, including provision of a major new park. The City Centre will also need to be able to adapt to effects of climate change. One important measure in this respect will be the Leeds Flood Alleviation Scheme, which will help to protect areas at risk of flooding particularly in the south of the City Centre.
- 4.3.3 Whilst the City Centre has seen substantial new development over the last decade, there remain significant parcels of vacant and underused brownfield land available, particularly to the south of the river (The South Bank - linked to the development of a potential Urban Eco Settlement, connecting to Aire Valley Leeds), to the east of Marsh Lane and along the Wellington Street and Whitehall Road corridors to the west. These areas have great potential to accommodate large scale commercial and mixed use development over the Plan period along with a City Centre Park. Holbeck Urban Village in the south west of the City Centre offers opportunity for significant development of a scale compatible with its historic street pattern and buildings. Improving transport links between the City Centre, its surrounding communities, the rest of the City Region and beyond is vital if the economy of the City Centre is to flourish.

SPATIAL POLICY 3: ROLE OF LEEDS CITY CENTRE

The importance of the City Centre as an economic driver for the District and City Region will be maintained and enhanced by:

- (i) Promoting the City Centre's role as the regional capital for major new retail, leisure, hotel, culture and office development,
- (ii) Making the City Centre the main focus for office development in the District (focussed upon the West End, South Bank and Holbeck Urban Village),
- (iii) Valuing the contributions to the life, vitality and economy of the City Centre made by the Universities, Leeds General Infirmary, Major Museums and Arena,
- (iv) Comprehensively planning the redevelopment and re-use of vacant and under-used sites and buildings for mixed use development and new areas of public space (including a major City Centre Park in the South Bank Area),
- (v) Improving public transport links between the City Centre and the rest of the District, including Leeds Bradford International Airport,
- (vi) Managing flood risk issues comprehensively through supporting the construction of the Leeds Flood Alleviation Scheme and use of other flood mitigation measures,
- (vii) Enhancing streets and creating a network of open and green spaces to make the City Centre more attractive, family friendly and easier for people to use and in consolidating and enhancing sense of place,
- (viii) Improving connections between the City Centre and adjoining neighbourhoods,
- (ix) Support the role of Leeds City Station, enhancing Leeds' role as a regional transport hub and supporting the potential for the integration of high speed rail,
- (x) Expanding city living with a broader housing mix (including family housing).

4.4 Regeneration Priority Programme Areas

- 4.4.1 There needs to be a clear focus on parts of the District where there is a concentration of neighbourhoods performing below City and national averages across a range of indicators, but that also presents opportunities for investment that will have a positive and lasting impact on those neighbourhoods and the City as a whole.
- 4.4.2 The Council, working with a number of key partners at the national and local level, seeks to address regeneration and housing needs Citywide through a range of approaches and tools. These include:- joint ventures and partnerships with the private sector, improved use of public sector assets, the Homes and Communities Agency's Affordable Homes Framework, planning obligations and proposed changes to the use of business rates, new investment mechanisms and initiatives (such as the Enterprise Zone at Aire Valley Leeds, the New Homes Bonus, Private Rental Sector Initiative and the Empty Properties Fund – the latter of which will allow the Council to generate additional income for re-investment in its priorities through building more homes, improving the quality of existing ones and bringing empty ones back into use as decent affordable rented accommodation), existing Council programmes, such as the Private Sector Lettings Scheme and the Affordable Housing Programme, and continued close collaboration with local communities and their representatives. Collectively, these approaches have the potential to stimulate economic growth and create more new jobs, to increase the number of new, affordable and sustainable homes in Leeds, and to also improve the availability, accessibility and quality of the City's private rented sector to better meet the needs of its growing population.

4.4.3 Current and planned regeneration activity largely focuses on those Leeds neighbourhoods that feature in the country's 10% most deprived (target neighbourhoods), as measured via the Government's Indices of Multiple Deprivation (IMD), 2010. This equates to 92 of Leeds' Lower Super Output Areas covering an approximate population of 150,000. The City also has smaller and more isolated pockets of deprivation that need to be taken into account on an ongoing basis. A range of information and intelligence sources, including the IMD and the Leeds Neighbourhood Index, will be used to identify areas in need of regeneration and to inform appropriate interventions.

Regeneration Priority Programme Areas

4.4.4 The approach to District wide regeneration should remain flexible and responsive to the changing needs of localities and neighbourhoods. Given the length of the plan period, it is anticipated that new priorities will arise which the LDF will need to reflect and respond to in terms of appropriate resource allocation.

4.4.5 The Council's Regeneration Priority Programmes focus on four spatial areas (as set out in the Council/HCA Local Investment Plan 2011-15):

- East Leeds
- Aire Valley Leeds
- Leeds Bradford Corridor (incorporating the West Leeds Gateway)
- South Leeds

SPATIAL POLICY 4: REGENERATION PRIORITY PROGRAMME AREAS

The following Regeneration Priority Programme Areas identified on the Key Diagram will be given priority for regeneration funding and resources:

- East Leeds,
- Aire Valley Leeds,
- Leeds Bradford Corridor (incorporating West Leeds Gateway SPD),
- South Leeds.

Additional Council led regeneration initiatives outside of the Regeneration Priority Programme Areas that can demonstrate a positive impact on their neighbourhoods will be supported. Priority will be given to developments that improve housing quality, affordability and choice, improve access to employment and skills development, enhance green infrastructure and green space, upgrade the local business environment, and improve local facilities and services.

The Regeneration Priority Programme Areas will be kept under review through the Council's Regeneration Priority Programme (and supporting evidence base), with any revisions reflected in future LDF documents.

4.4.6 The Programmes adopt an enabling and partnership approach to regeneration, through cross-sector working to realise opportunities for investment and development that will assist in tackling a range of issues that can collectively cause neighbourhoods to under-perform.

4.4.7 A wide range of interconnected issues contribute to such under-performance, ranging from poor quality physical environment and buildings, lack of community involvement and empowerment, poor community and retail facilities, low take-up of public sector services, long term unemployment, low skills levels, poor educational attainment and health, in addition to lack of housing choice, quality and affordability.

- 4.4.8 The Core Strategy aims to support investment priorities that can demonstrate positive and lasting improvements to the neighbourhoods within the Priority Programme Areas.
- 4.4.9 Therefore, support will be prioritised for those development opportunities of strategic importance that have potential to:
- Improve the quality of life for residents in the target neighbourhoods and localities,
 - Improve the employment prospects of residents in the target neighbourhoods,
 - Build the capacity of local communities to improve their neighbourhoods,
 - Provide choice, quality and affordability of housing,
 - Stimulate private sector investment,
 - Significantly improve the connectivity and image of neighbourhoods,
 - Add value to existing public sector investment through both the public and private sectors.
- 4.4.10 In addition to the Regeneration Priority Programme Areas, the 'Rim' concept has been developed to help understand the complex mix of issues affecting the area immediately adjoining the City Centre, much of which overlaps the four Regeneration Priority Programme Areas. The 'Rim', stretching approximately 1 km from the City Centre boundary, is separated from the City Centre by the Inner Ring Road and other road, rail and waterway networks. As well as making physical access difficult, the infrastructure contributes to a generally poor environment with few linkages. As is the case with the current Regeneration Priority Programmes, regeneration opportunities will need to focus on reconnecting the 'Rim' area to the City Centre so that it can contribute to the longer term vitality, economic growth and renewal of Leeds.
- 4.4.11 For example, Chapeltown in particular is a 'Rim' neighbourhood with much regeneration potential. This centres around a unique combination of regeneration opportunities, including - its strong track record of enterprise development and business start-up, its strategic location as a key northern gateway to the City and the number of recent and current investment schemes in the area, including the Townscape Heritage Initiative and Sharing the Success (Local Enterprise Growth Initiative), that can be built on to deliver further lasting improvements.
- 4.4.12 The current investment opportunities within each Priority Programme Area are identified below. It is recognised that these may change over time in light of Government policy and associated investment opportunities, the economic climate and demographic change across the City. A detailed evidence base has been compiled by the City Council, which sets out the need, in terms of neighbourhood deprivation, alongside the opportunities for sustained improvement within each of the Regeneration Priority Programme Areas. This material is updated annually to inform the targeting and monitoring of regeneration activity.

East Leeds

- 4.4.13 The character of East Leeds is wide-ranging. It contains one of Europe's largest concentrations of Council-owned housing, as well as a proliferation of very dense terrace housing within the inner-City. Much of the latter is back-to-back and does not comply with current housing decency standards. This extent and mix of dwellings presents a challenge and opportunity for housing-led regeneration.
- 4.4.14 The primary aim of the East Leeds Regeneration Priority Programme is to assist in the development of sustainable and vibrant communities by targeting some of the City's most deprived and underperforming neighbourhoods for improvements. This is underpinned by the development of new housing and complements wide-scale improvement to existing Council stock. Where funding is available private sector housing will also be

targeted for improvement. There are significant areas of land across East Leeds, both brownfield and allocated sites, including the East Leeds Extension, that offer the potential for redevelopment to meet local housing needs and create a more diverse mix of tenures. Improved green infrastructure, green space, and support for local employment, enterprise and training opportunities are other vital elements of the programme, that combined will assist in changing negative outside perceptions of the area.

4.4.15 The regeneration priority neighbourhoods where the Council is actively seeking improvement within East Leeds are: Harehills, Gipton, Lincoln Green, Burmantofts, Halton Moor, Osmondthorpe and Seacroft.

4.4.16 Meeting the housing and regeneration challenge in East Leeds will require significant investment. Therefore the Council will work in partnership with the private sector and other public bodies to seek and encourage innovative approaches that can realise the potential of sites in these areas to contribute to the regeneration of the area.

Leeds Bradford Corridor

4.4.17 Leeds Bradford Corridor is a strategic economic collaboration between Leeds and Bradford Councils. Its aim is to realise the economic potential of the area west of Leeds and east of Bradford City Centres and achieve better transport connections between the two cities. This is being achieved by a focus on four key areas of work: housing improvement, improved foot, cycle, rail and road access, improvements to green infrastructure, and increased business competitiveness and growth.

4.4.18 At this stage, Leeds' main contributions to the Corridor are taking place in inner West Leeds. This area is home to a substantial population of residents and businesses and over half of its neighbourhoods feature in the country's 10% most deprived. West Leeds Gateway SPD sets out the strategic direction for the area and supports the creation of more vibrant and successful neighbourhoods with improved connectivity to the rest of the City and the City Region. The SPD provides guidance on a variety of strategic development sites with potential to improve the area through the delivery of affordable housing and mixed-use development.

4.4.19 The regeneration priority neighbourhoods where the Council is actively seeking improvement within inner West Leeds area: New Wortley, Armley and parts of Bramley.

South Leeds

4.4.20 A range of regeneration activity driven by housing development is either planned or underway across South Leeds area. Major housing development schemes in Beeston Hill and Holbeck are being delivered and activity is focussed on the refurbishment of a large number of existing Council homes, construction of new Council homes and other significant environmental improvements.

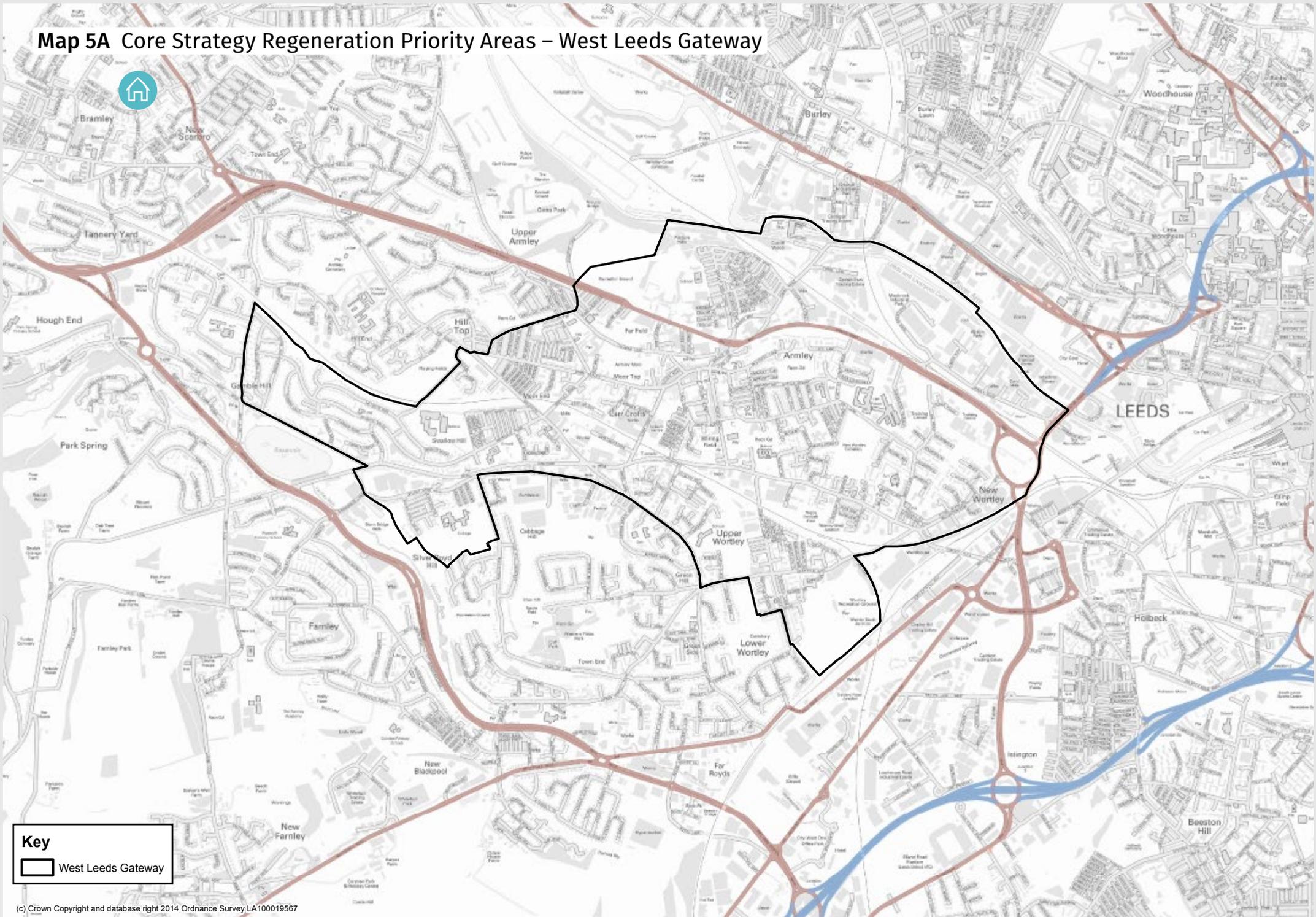
4.4.21 A major housing scheme for Beeston Hill and Holbeck will be delivered from 2012, focussing on the refurbishment of a large number of existing Council homes, construction of new Council homes and other significant environmental improvements. Parts of the back-to-back housing stock have been refurbished, though some of the oldest, least sustainable housing of this type has been cleared, in preparation for new development.

4.4.22 However, the area also has some considerable development potential due its strategic location as a key gateway to the City relationship to the Holbeck Urban Village area and direct access to the motorway network. It also contains a large amount of land forming part of the Council's affordable housing portfolio. As reflected within Middleton's spatial master plan (a Council and Aire Valley Homes partnership document), and the South

Leeds Investment Strategy, this land could act as a catalyst for infrastructure improvements and additional investment across the programme area.

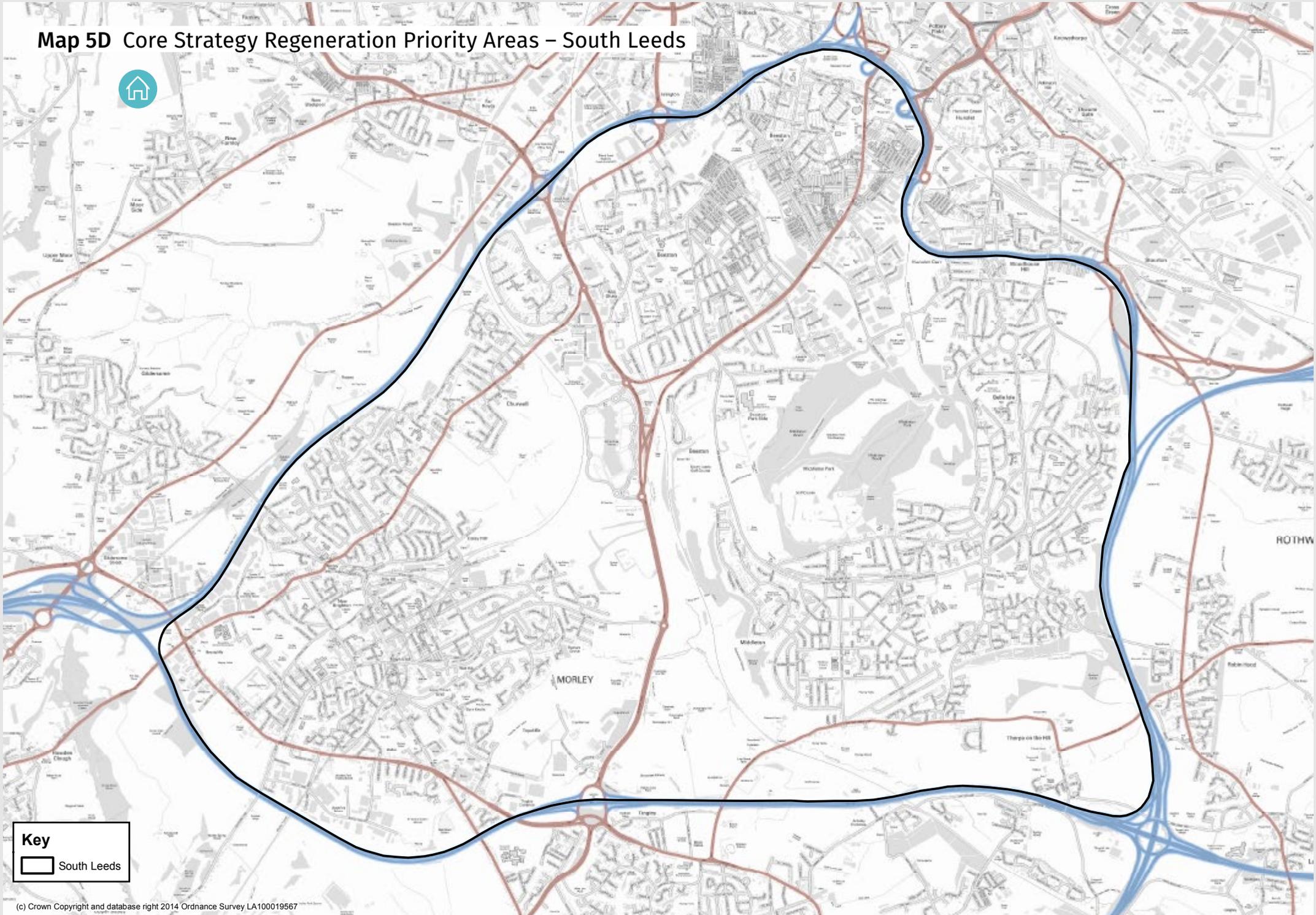
4.4.23 The regeneration priority neighbourhoods where the Council is actively seeking improvement within South Leeds are: Beeston Hill, Holbeck, Middleton, Belle Isle and parts of Hunslet.

Map 5A Core Strategy Regeneration Priority Areas – West Leeds Gateway



Key
[Black Outline] West Leeds Gateway

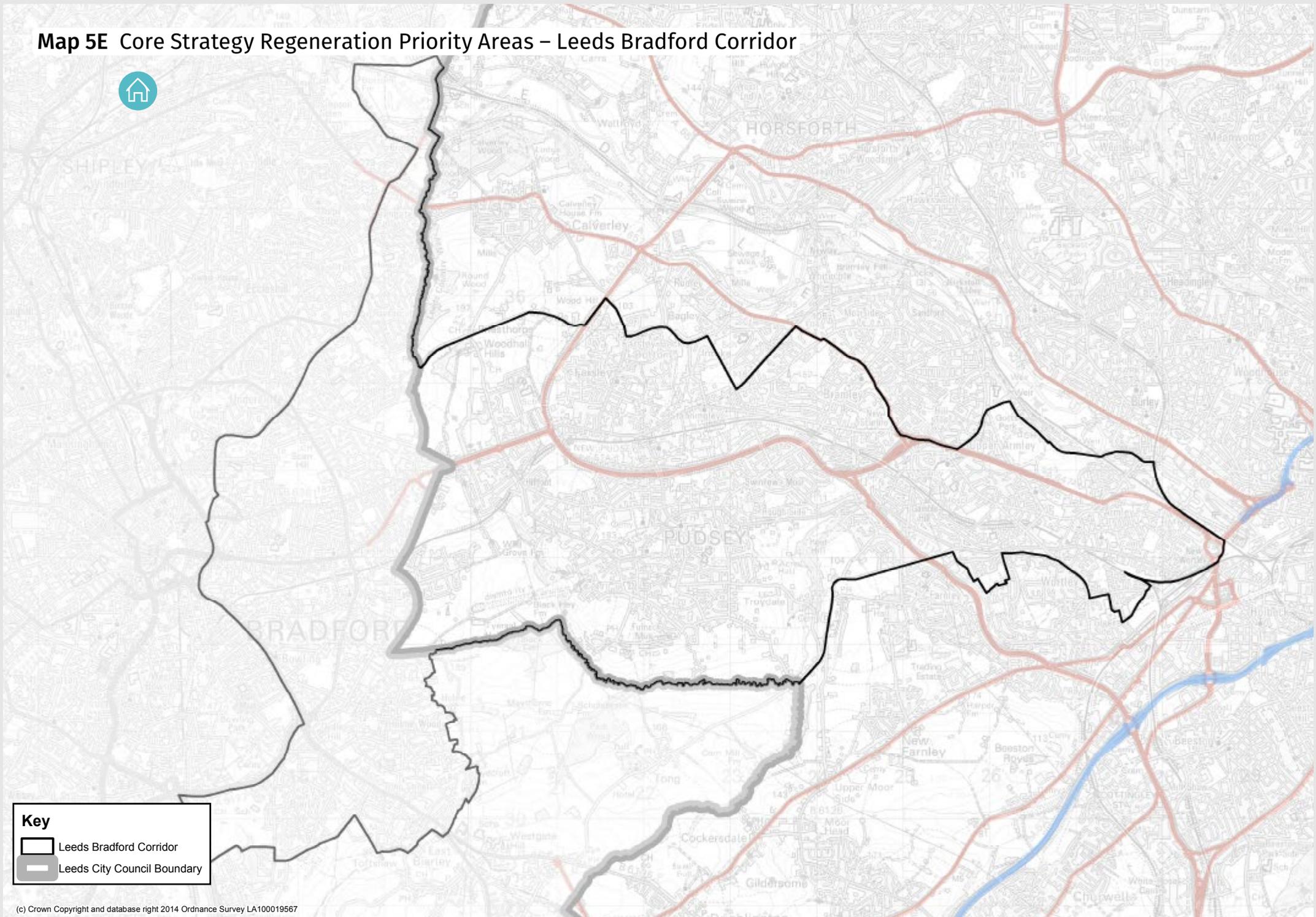
Map 5D Core Strategy Regeneration Priority Areas – South Leeds



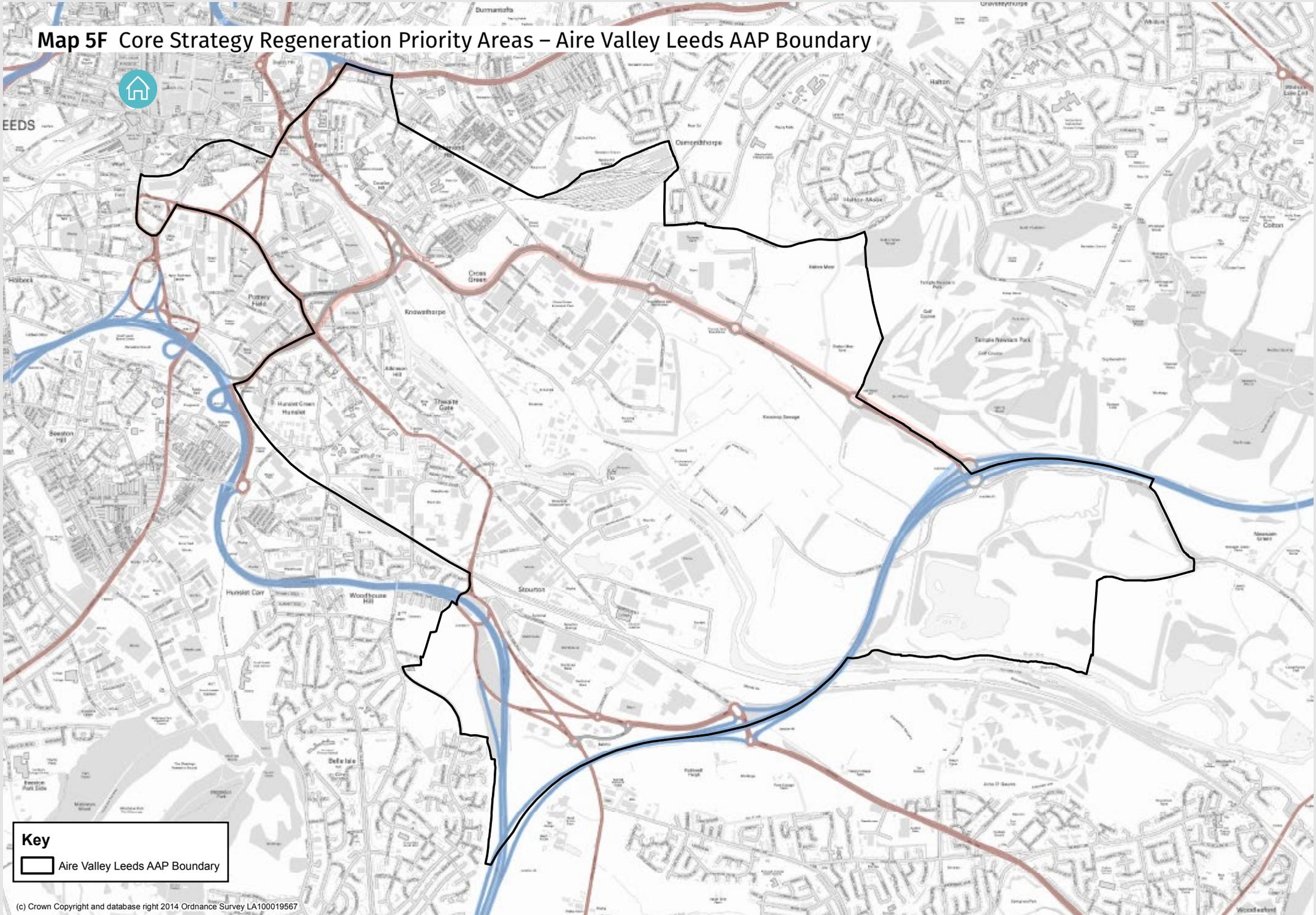
Key

South Leeds

Map 5E Core Strategy Regeneration Priority Areas – Leeds Bradford Corridor



Map 5F Core Strategy Regeneration Priority Areas – Aire Valley Leads AAP Boundary



4.5 Aire Valley Leeds

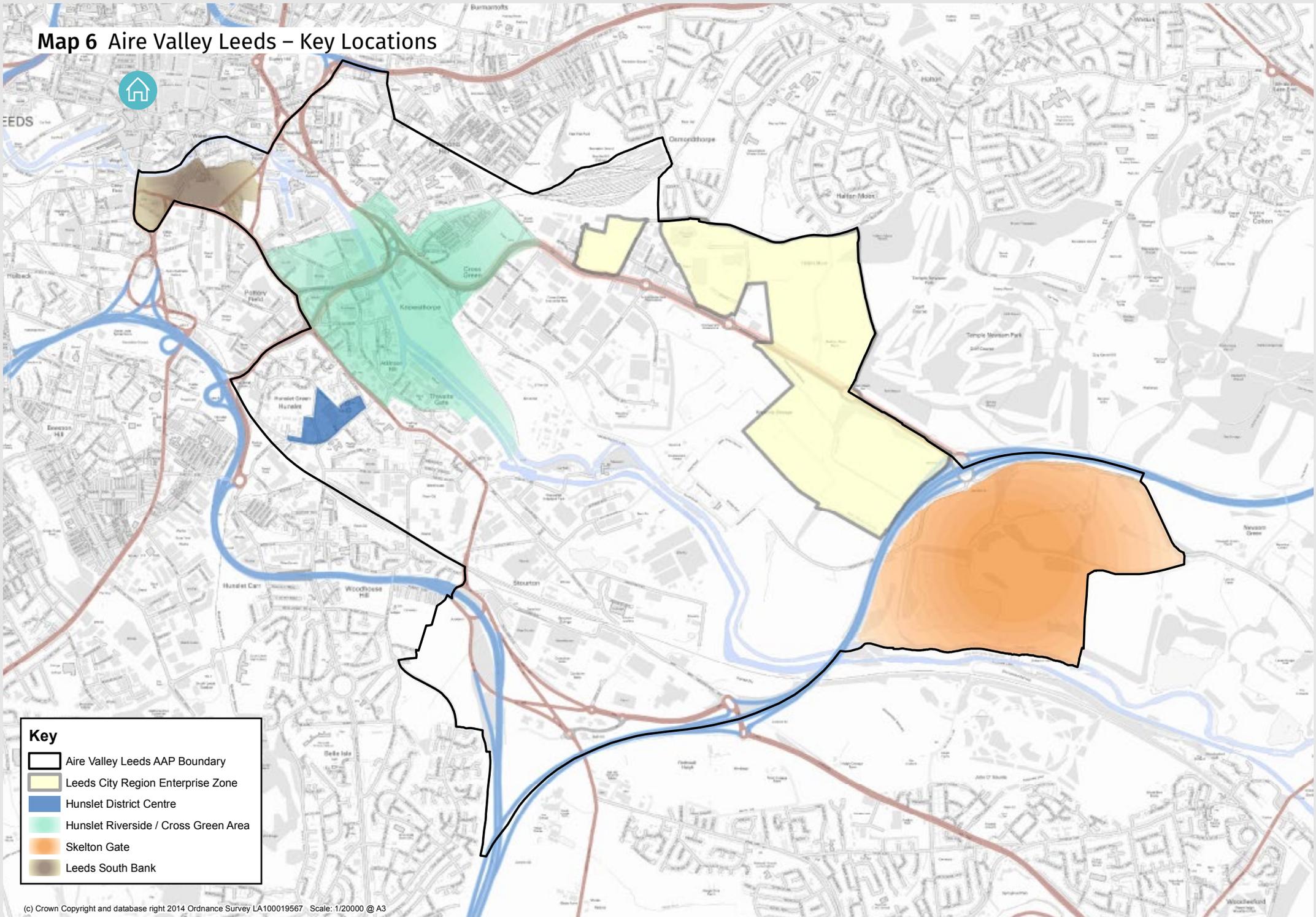
- 4.5.1 Aire Valley Leeds (AVL) is a major economic development and regeneration within the country and City Region situated to the south east of the City Centre. It extends to over 1,300 hectares and contains over 450 hectares of sites, which are available for development in the short to medium term, as well as areas of longer term potential. The area sits within the Main Urban Area of the Settlement Hierarchy extending from the M1 motorway into the City Centre along both banks of the River Aire Corridor (see Map 6) and forms a substantial and transformational development opportunity of national significance. AVL has an existing employment base of 800 businesses, employing around 30,000 people and also provides a considerable opportunity for local jobs growth with capacity to support some 35,000 new jobs. Many of the neighbourhoods within and surrounding AVL are within the country's 10% most deprived (many are located within the East Leeds and South Leeds regeneration programme areas), and a key aim is to link residents to current and future economic opportunities within AVL.
- 4.5.2 The unique selling point for AVL remains the delivery of a sustainable new District for the City and its region, delivering new jobs and homes. AVL, which has been identified as one of Leeds City Region's Urban-Eco Settlements, will promote sustainable development by seeking the delivery of commercial and residential areas which have high quality environment, energy efficient buildings and operations, low carbon and green business, sustainable transport, retail and community facilities and linked areas of green infrastructure including a new City Park in the South Bank area of the City Centre. Delivery of these ambitions will require major improvements to the area's infrastructure such as new public transport routes, bridges, schools and health facilities. In terms of regeneration and housing growth, good initial progress is underway in the delivery of a sustainable low carbon community, commencing with the H2010 housing development at Yarn Street in Hunslet, which incorporates a combined heat and power plant. Map 6 shows the key locations that have been identified as having potential to accommodate major housing and mixed use development within the UES; The South Bank, Hunslet Riverside/Cross Green and Skelton Gate.
- 4.5.3 In addition, a significant part of the AVL area (142 hectares) alongside the East Leeds Link Road is the Leeds City Region Enterprise Zone (see Map 6). This will help stimulate economic growth by simplifying procedures for planning applications and offering business rate discounts to new business. In turn, this will help provide the catalyst for an area, which will make a significant and lasting contribution to the economic viability of the region and Leeds.
- 4.5.4 Reflecting the overall strategic role of AVL in the Core Strategy and its contribution to job and housing growth, Strategic Policy 5 sets out a series of aspirations for the area. These will be delivered through the preparation of the AVL Area Action Plan which is currently being prepared and is to provide a framework for site allocations and infrastructure requirements to complement the wider regeneration programme.

SPATIAL POLICY 5: AIRE VALLEY LEEDS URBAN ECO-SETTLEMENT

Aire Valley Leeds (Urban Eco–Settlement) is identified (see Key Diagram) as a strategic location, providing a minimum of 6,500 new homes, at least 250 hectares of land for employment uses (including research and development, industrial, and warehouse development) and new retail services of an appropriate scale (in accordance with the approach set out in Policies P5 and P7).

A review of existing allocations, commitments, and other opportunities in the area will be undertaken through the Aire Valley Leeds Area Action Plan. The most suitable sites for the above uses will be retained, and co-ordinated measures put in place to address any infrastructure and other physical constraints to development of the land. Sites which are less suitable may be re-allocated for other uses.

Map 6 Aire Valley Leads – Key Locations



Key

- Aire Valley Leads AAP Boundary
- Leeds City Region Enterprise Zone
- Hunslet District Centre
- Hunslet Riverside / Cross Green Area
- Skelton Gate
- Leeds South Bank

4.6 Housing Development

- 4.6.1 It is anticipated that the population of Leeds will rise from 784,458 in 2017 to 856,819 in 2033. This raises major challenges for Leeds in seeking to meet the complex demographic needs of the existing population, together with the implications of an ageing and growing population over the Plan period. It is important that planning for such growth forms part of an overall strategy, which gives emphasis not only to a sufficient housing land supply in appropriate locations but also the quality, type and affordability of homes in meeting local needs. This needs to be achieved within an overall framework, which gives priority to delivering sustainable development, promoting regeneration and job growth, whilst maintaining local character, distinctiveness and environmental quality.
- 4.6.2 Within this context, the following Housing growth principles have been established.
- i) Ensure housing growth is linked to the creation of sustainable neighbourhoods throughout the City (see Spatial Policy 1),
 - ii) Set a realistic target for the delivery of new homes (see Spatial Policy 6)
 - iii) Ensure housing growth targets reflect local housing needs, now and in the future, in terms of tenure, type and size, (see Spatial Policy 6 and Policy H4),
 - iv) Enhance the distinctiveness of existing neighbourhoods and quality of life of local communities through the design and standard of new homes (see Policies H9, H10, P10 and EN2),
 - v) Facilitate the development of brownfield and regeneration sites, (see Spatial Policies 1, 3 and 6),
 - vi) Agree a range of mechanisms to deliver additional affordable homes, (see Policy H5),
 - vii) Work in partnership to find ways to facilitate housing growth (see Section 6 Implementation and Delivery).
- 4.6.3 Spatial Policy 6 sets out the housing requirement for Leeds over the period 2017 – 2033. The requirement draws upon evidence of the Strategic Housing Market Assessment 2017 and Government consultation paper “Building the Right Homes in the Right Places”. The policy will be implemented through the identification of land supply in the Site Allocations Plan and a Housing Implementation Strategy. Regard will be had also to past delivery of housing within each HMCA between 1st April 2012 and 31st March 2017.
- 4.6.4 The net requirement of 51,952 dwellings is converted to a gross requirement by taking account of the anticipated loss of dwellings over the plan period, estimated as 150 dwellings per annum based on recent trends of demolition in Leeds. To account for demolitions and other dwelling losses of 150 dwellings per annum (2,400 over the plan period) the gross housing requirement for the plan period of 2017 – 2033 is 54,352 dwellings.
- 4.6.5 As a large post-industrial city Leeds will continue to experience continual urban regeneration and renaissance involving the recycling of previously developed land (PDL) for windfall housing and other uses. Leeds has a long and well recorded history of windfall housing being delivered as a source of land for development. Windfall comprises two components: dwellings of schemes of less than the SHLAA threshold (less than 5 dwellings in most cases) and dwellings of schemes that were unpredicted in the SHLAA. This has been continuously monitored by the City Council since the 1980s. There is no evidence to change the allowance of 500 dwellings per annum set out in the original Core Strategy; the equivalent of 8,000 dwellings over the plan-period. This stock of supply reduces the level of land to identify from 54,352 dwellings (gross) to 46,352 dwellings (gross).

- 4.6.6 In reflecting the wider and longer term aspirations of the District (and its City Region role) the housing requirement takes into account the benefits of economic uplift. However, the Council will need to closely monitor the delivery and implementation of the housing requirement, including the roles and responsibilities of house builders throughout Leeds, seek to ensure effective build-out rates and assess any causes of under-delivery. Notwithstanding this, departure from the European Union, could potentially impact upon these aspirations, requiring a local solutions approach. This overall approach is intended to ensure that the City is as resilient as possible in delivering agreed priorities whilst managing unforeseen change against the context of national planning policy and its penalties for under delivery.

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

The provision of 51,952 (net) new dwellings will be accommodated between 2017 and 2033, with a target that 3,247 dwellings per year should be delivered.

Delivery of 500 dwellings per annum (8,000 over the plan period) is anticipated on small and unidentified sites.

Guided by the Settlement Hierarchy, the Council will identify 46,352 dwellings (gross) to support the distribution in Spatial Policy 7, using the following considerations:

- i. Sustainable locations (which meet standards of public transport accessibility – see the Well Connected City chapter), supported by existing or access to new local facilities and services, (including Educational and Health Infrastructure),
- ii. Preference for brownfield and regeneration sites,
- iii. The least impact on Green Belt purposes,
- iv. Opportunities to reinforce or enhance the distinctiveness of existing neighbourhoods and quality of life of local communities through the design and standard of new homes,
- v. The need for realistic lead-in-times and build-out-rates for housing construction,
- vi. The least negative and most positive impacts on green infrastructure, green corridors, green space and nature conservation,
- vii. Avoiding areas of flood risk and only where this is not possible, then mitigating flood risk.

Distribution of Housing Land

- 4.6.7 The Strategic Housing Market Assessment (SHMA) 2017 shows there are unmet housing needs for affordable housing and for a range of types and sizes of market dwellings in all parts of Leeds. The Strategic Housing Land Availability Assessment (SHLAA) 2017 shows that Leeds has a large stock of brownfield housing sites within the Main Urban Area. However, in providing a choice and competition in the market for land and to meet local needs throughout the District the delivery of the spatial strategy of the Core Strategy will depend upon having a wide portfolio of sites in different housing markets.
- 4.6.8 Policy SP7 provides an indication of the overall scale and distribution of development that will need to be planned for (combining information from the SHMA and SHLAA) in different Housing Market Characteristic Areas. The percentage figures in the second column, are intended as a guide rather than rigid targets. These areas were agreed through the SHMA 2011 and reflect functional submarkets. The distribution reflects the quantum of housing growth that accord with the housing growth principles and overall spatial strategy (the focus upon opportunities within the Settlement Hierarchy) and the potential availability of suitable sites (derived from the SHLAA). Areas with the highest

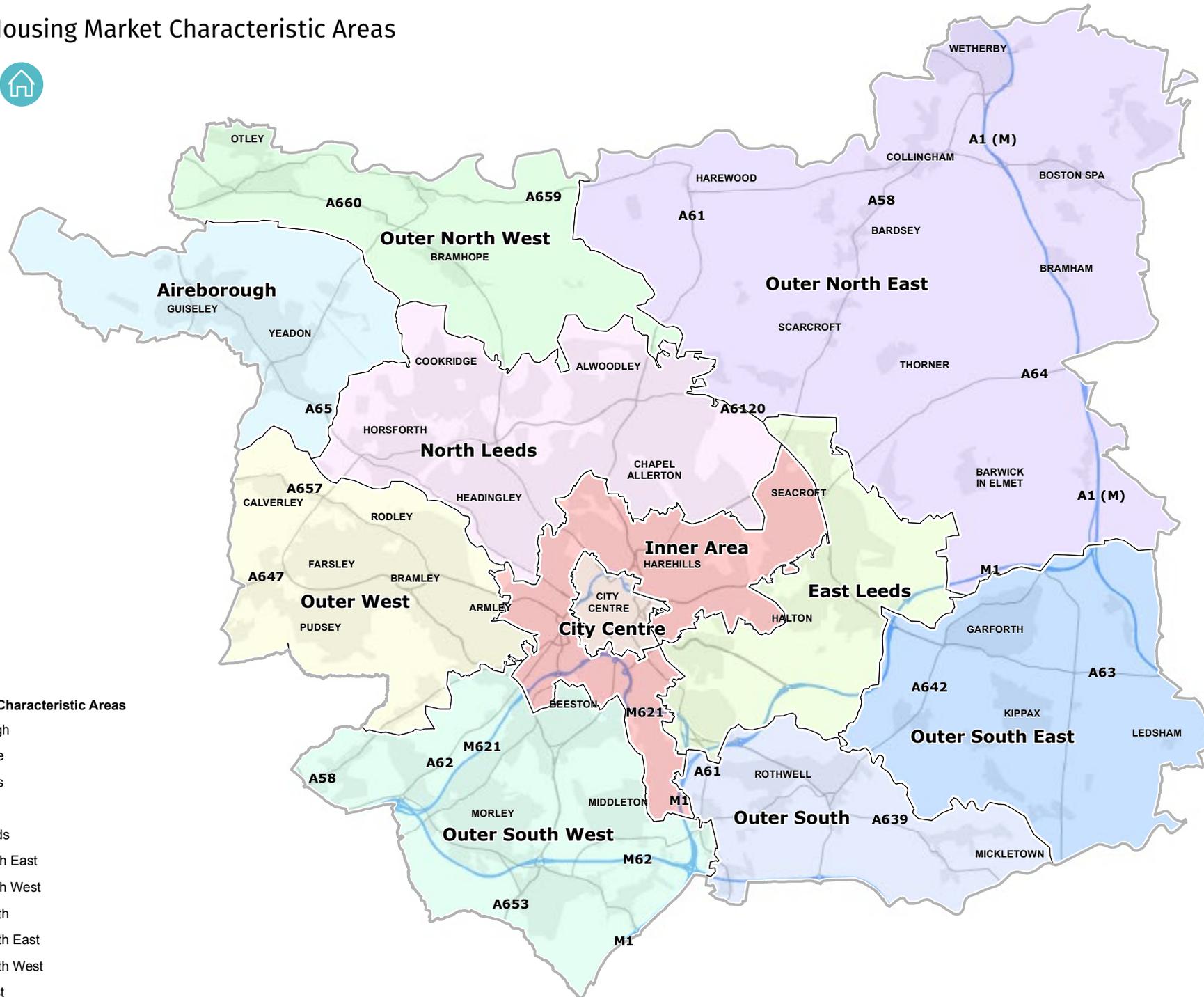
potential include the City Centre, Inner Areas, North Leeds and East Leeds where opportunities for development of previously developed land and regeneration are greatest. Major growth can also be accommodated in the outer areas of Outer South East and Outer South West including a combination of previously developed land opportunities in the Major Settlements but urban extensions too. These provide sustainable locations in terms of public transport connections, proximity to jobs and avoidance of special landscape. The other areas provide opportunity for modest growth, including urban extensions where appropriate.

SPATIAL POLICY 7: DISTRIBUTION OF HOUSING LAND AND ALLOCATIONS

The distribution of housing land (excluding windfall) will be planned based on Housing Market Characteristic Areas as follows:

Housing Market Characteristic Area	Percentage
Aireborough	3%
City Centre	15.5%
East Leeds	17%
Inner Area	15%
North Leeds	9%
Outer North East	8%
Outer North West	3%
Outer South	4%
Outer South East	7%
Outer South West	11%
Outer West	7%

Map 7 Housing Market Characteristic Areas

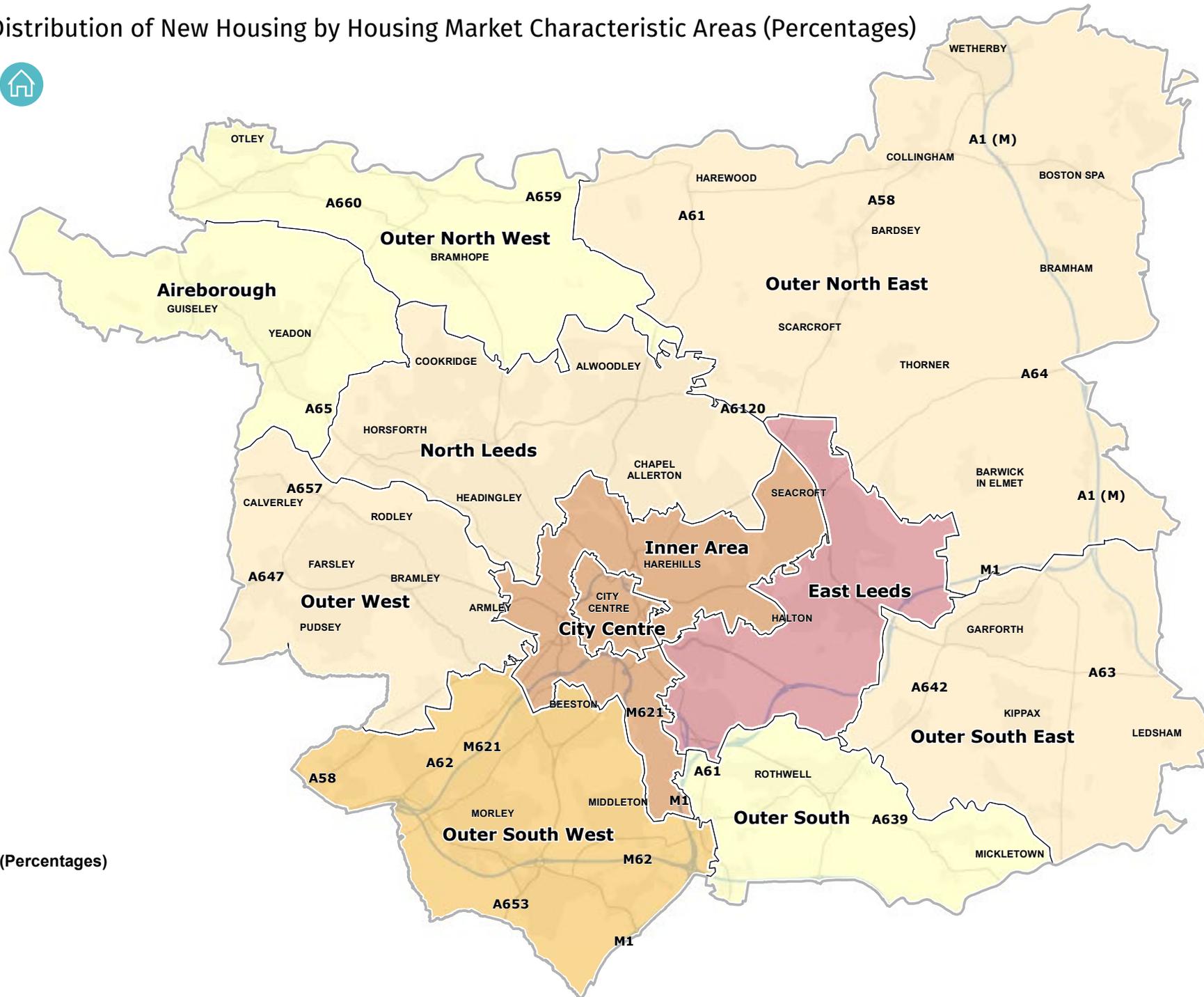


Key

Housing Market Characteristic Areas

- Aireborough
- City Centre
- East Leeds
- Inner Area
- North Leeds
- Outer North East
- Outer North West
- Outer South
- Outer South East
- Outer South West
- Outer West

Map 8 Distribution of New Housing by Housing Market Characteristic Areas (Percentages)



Key

New Housing (Percentages)

- 3% +
- 5% +
- 10% +
- 15% +
- 17% +

4.7 Economic Development Priorities

4.7.1 A key aim in Leeds is to secure long term economic growth and stimulate jobs that are associated with a successful economy. In doing so, it seeks to spread the benefits of that growth to all residents across the whole of the District.

Provision and safeguarding supply of land and buildings for offices, industrial and warehousing sectors

4.7.2 The Core Strategy supports existing business and future business activity and employment growth in identifying how much land will be needed to provide new employment in the period up to 2028 in the office, warehousing and industrial sectors (the traditional 'B' use classes).

4.7.3 To ensure the potential for future job growth, the Leeds Employment Land Review (2010 Update) has identified a requirement for 706,250 sqm of office space and 493 hectares of industrial and warehousing land to be provided to 2028. The portfolio of sites and premises to accommodate the forecasted job growth and development will be identified through LDF Allocation Documents and the Policies Map. The approach of the Core Strategy is to support economic growth and development in key locations (including the City Centre and the Aire Valley – Urban Eco Settlement), as well as supporting a broad portfolio of opportunities. This includes opportunities within existing settlements (including town and local centres), supporting the expansion or replacement of existing employment premises and land, promoting opportunities within Regeneration Priority Programme Areas (Spatial Policy 4) and potential locations associated with areas of longer term housing growth.

Promoting a strong local economy

4.7.4 The Core Strategy prioritises a number of employment sectors identified in the Leeds Growth Strategy and Employment Land Review. The Leeds Growth Strategy focuses on seven employment sectors which are,

- Health and Medical
- Financial and Business Services;
- Low Carbon Manufacturing;
- Retail,
- Digital and Creative Industries;
- Housing and Construction; and
- Social Enterprise and the voluntary sector

4.7.5 Whilst the above represent the prioritised employment sectors, the Yorkshire Futures Regional Econometric Model (REM) (which provides employment forecasting data for the Leeds Employment Land Review) predicts that between the period of 2010 to 2028, the five fastest growing sectors of the economy in Leeds (in terms of Full Time Equivalent employment) are likely to be,

- Business Services,
- Retailing,
- Banking and Insurance,
- Construction and
- Hotel and Catering

4.7.6 Leisure and tourism are both employment sectors which are of significant importance to the regional economy. The Leeds City Region Employment and Skills strategy research for Visit Britain forecasts that tourism will be one of the UK's best performing sectors over the coming decade (2010 – 2020). It is also predicted that the hospitality industry is likely to follow the same growth pattern. The hospitality industry employs the highest percentage of young people (16-24 year olds).

4.7.7 The employment sectors are considered to be the key local economic drivers needed to support the retention of existing businesses and drive future economic prosperity. It is the role of the Core Strategy to formulate the policies and allocate land for office use and for general industrial use (B1b, B1c, B2, B8) which will result in accommodating these employment sectors. The sectors that are prioritised in the Leeds Growth Strategy will also be accommodated through these allocations.

Job retention and creation reducing barriers to employment opportunities

4.7.8 There is a strong correlation between unemployment/economic inactivity and skills levels. Leeds is the main employment centre in the City Region, accounting for just under a third of all jobs. However the Leeds City Region Initial Labour Market Evidence Base (published in 2010) states the region suffers from the dual challenge of low workforce skills levels and significant concentrations of worklessness. Although the recession has significantly reduced the demand for jobs in the short term in order to be prepared for the medium to long demand for skilled labour there are potential challenges at both ends of the age spectrum. Demand side analysis suggests future growth in the City Region will occur in occupations and sectors which will require higher levels of skills. Many of the jobs lost in the recession have been in lower skilled occupations which are not expected to return. Potentially the flow of entrants into the workforce may not have the skills required to compete in a labour market where the job market will demand higher skills levels.

4.7.9 The City's education institutions already play an important role in providing employability skills and training. Additionally they work hard to foster innovation and research outputs which contribute significantly to the local and regional economy. Graduates should be encouraged to remain in the City and use their skills and knowledge to help contribute to Leeds growing economy. Partnership working through local business mentoring and knowledge transfer should help to stimulate business innovation and creativity both locally and globally. It is therefore essential that training and skills development, sites and premises, transport infrastructure, enterprise and innovation are promoted and linked as part of the overall spatial planning framework.

Economic development opportunities and Major Sporting venues

4.7.10 Leeds has a number of high profile sports venues that attract major events. In principle, the Council supports improvement at its major sporting venues, such as Headingley Carnegie Stadium and Elland Road and recognises that such developments may not always be financially viable and therefore may require some form of enabling development in order that a valuable sporting resource can be retained and the wider economic and social benefits for the City realised. The Council is in principle willing to consider such enabling development providing that it is demonstrated to be necessary and that the scale of enabling development is no more than is required to bridge any funding gap. Any proposals for enabling development will need to be clearly tied to the associated development by legal agreement. Similar considerations may apply to the City's major leisure and cultural attractions such as the Arena, City Museum and Royal Armouries.

Improve accessibility to employment opportunities

4.7.11 Leeds along with Bradford and York has more people travelling in to the City Region to work rather than out. Commuting flows into Leeds are particularly significant, with over 100,000 people travelling into work in the City. Although Leeds acts as a focal point within the City Region, there are individuals who face significant barriers to participating in the labour market and are much less likely to commute to access employment. It is an aim of the Core Strategy to improve transport links and ensure that a sufficient supply of

appropriate range and mix of employment land and premises are available across a broad range of job sectors.

Rural economy

- 4.7.12 Overall a balance needs to be struck between providing local employment opportunities, promoting sustainable patterns of development and protecting the character of the countryside and reflecting Green Belt purposes. The District's Major Settlements have a vital role in serving surrounding rural areas and in providing local job opportunities. In preparing the LDF Allocations documents, sufficient land needs to be made available for economic development purposes (for example rural social enterprises) in these locations taking into account the needs of the wider rural catchment area.

Supporting training / skills and job creation initiatives

- 4.7.13 In order to ensure residents are able to access local job opportunities, employers and developers will be required through planning obligations to enter into local labour and training agreements, and apprenticeships appropriate to the individual development.

Supporting most new employment development within urban and rural areas

- 4.7.14 New employment locations are identified to relate to the Settlement Hierarchy and will provide a link between housing and jobs. The identified locations (as shown in the Key Diagram) have been selected to take advantage of the District's strategic infrastructure which includes the highway and rail network, the Airport, flood defence and major utilities. The Infrastructure Delivery Plan will provide a co-ordinated framework for longer term investment and delivery.
- 4.7.15 East Leeds, the Leeds Bradford Corridor and South Leeds along with the City Centre and Aire Valley Leeds provide a number of other locations which will offer opportunity for new job creations. Aire Valley Leeds, the City Region Enterprise Zone is an area covering 142 hectares. The designation of the Zone should help attract long term investment to this area and benefits will be felt across the whole of the District. Depending on the type of development, some locations are better suited than others. The Core Strategy will seek to ensure that a variety of suitable locations are available to ensure future job growth.
- 4.7.16 Securing high quality communication infrastructure in particular initiatives to deliver super speed broadband technologies is critical to securing long term economic prosperity and improves business links both locally and internationally.
- 4.7.17 Leeds and the region have an important role in assisting emerging new business links (business start-up, investment in new projects) and encourage young entrepreneurship. These will be supported by the retention and provision of new small start-up units including workshops in appropriate locations.

SPATIAL POLICY 8: ECONOMIC DEVELOPMENT PRIORITIES

A competitive local economy will be supported through:

- (i) The provision and safeguarding of a sufficient supply of land and buildings, as part of a wide portfolio of sites to match employment needs and opportunities for B class uses,
- (ii) Promoting the development of a strong local economy through enterprise and innovation, in facilitating existing strengths in financial and business services and manufacturing and to continue to grow opportunities in health and medical, low carbon manufacturing, digital and creative, retail, housing and construction, social enterprise, leisure and tourism and the voluntary sector,
- (iii) Job retention and creation, promoting the need for a skilled workforce, educational attainment and reducing barriers to employment opportunities,
- (iv) Seeking to improve accessibility to employment opportunities by public transport, walking and cycling across the District and especially in relation to job opportunities in the City Centre and Aire Valley Leeds (Urban Eco Settlement and Enterprise Zone),
- (v) Supporting the growth and diversification of the rural economy, consistent with the Settlement Hierarchy and the protection and enhancement of a high quality rural environment. Outside the Main Urban Area, Major Settlements and Small Settlements, the following proposals should be supported, where appropriate,
 - conversion of existing buildings,
 - promote the development and diversification of agricultural and other land-based rural businesses,
 - support provision and expansion of tourist and cultural facilities in appropriate locations ,
 - retention and development of local services and community facilities.
- (vi) Supporting training/skills and job creation initiatives via planning agreements linked to the implementation of appropriate developments given planning permission,
- (vii) Developing the City Centre and the Town/Local Centres as the core location for new retail, office employment and other main town centre uses,
- (viii) Supporting development in existing locations/sites for general industry and warehousing, particularly in locations which take full advantage of existing services, high levels of accessibility and infrastructure (including locations and sites accessible by rail and/or waterway),
- (ix) Support the advancement of high quality communications infrastructure to foster sustainable economic growth and to enhance business links subject to landscape, townscape and amenity considerations,
- (x) Support the retention and provision of new business start-up units including small workshops, where appropriate.

Provision for offices, industry and warehouse employment land and premises

4.7.18 The Leeds Employment Land Review (ELR) Update 2010 provides the evidence base for the Core Strategy which is used to estimate job growth for the District. The ELR converts the estimate of future job growth into a requirement for land and premises for employment uses in the District over the Plan period. The employment forecasting method also compared past rates for take up of land and premises to provide a more robust approach. The requirements are expressed as gross figures and have taken account of the likely loss of existing employment sites and premises to other uses, based

on past trends, and the need to provide some margin of choice for business investors and occupiers.

- 4.7.19 Spatial Policy 9 focuses on the requirements for land and premises to accommodate job growth in the traditional employment sectors, the 'B' use classes (offices, industry and warehousing). It is also important to recognise that a significant proportion of employment growth will also likely occur within other sectors of the economy such as retail, leisure, construction, education and health¹. The spatial approach and land requirements for these sectors, where applicable, are considered in the Place Making section.
- 4.7.20 The forecasts for both offices, industrial and warehouse employment land include for the provision of a choice of sites above the minimum level of demand identified. This level of choice is equivalent to five years of land supply over the entire plan period. The requirement for offices is expressed as floorspace; the margin of choice equals 31,000 sqm of floor space per annum. The requirement for other types of employment (research and development, industrial and distribution/warehouse use) is expressed as hectares (gross) of land. For industrial and warehouse land requirements the margin of choice equates to 8 hectares (gross) per annum. The margin of choice is added to the annual requirement figure.
- 4.7.21 The methods for forecasting demand used in the Leeds ELR (2010 Update) concluded 706,250 square metres of office floorspace would be required over the period 2010-28 as a minimum (this includes the margin of choice discussed above). Currently 840,000 square metres already exists in planning permissions. However the City Centre and Town Centres are identified as being priority locations for office development, and a large proportion of the existing supply is in an out of centre location. Therefore additional land in the City and Town Centres should be identified for office use. Therefore a minimum of 1,000,000 sqm of floorspace will be identified, through LDF Allocations Documents of which 840,000 sqm is already identified in planning permissions. The additional floorspace will be identified in or on the edge of the City and Town Centres. By identifying floorspace in excess of need, the Council will be in a position to re-examine any renewals for out of centre office locations and direct them to more central locations as appropriate. No new out of centre office locations will be allocated.
- 4.7.22 The Leeds ELR (2010 Update) also identified that an average of 21.4 hectares of land was required each year to accommodate the anticipated job growth in the industrial and warehouse sectors between 2010 and 2028. An additional 8 hectares (gross) of land each year is added to the requirement figure (21.4ha) in order to provide a choice of sites. This means that an average of 27.4 hectares of land per annum will be identified, totalling approximately 493 hectares for the plan period. Around 350 hectares currently exist in the planning permissions and allocations, leaving a residual requirement of 143 hectares of land to be identified.
- 4.7.23 There are a number of opportunities available, which will assist in meeting the 143 ha of land needed. The employment land review identified that there were approximately 140 ha of land in the supply, which was classified as "LDF to Determine". Some of these sites might be suitable for retention in the portfolio and therefore will reduce the total amount of land needed to be identified accordingly. Ongoing work through the Aire Valley Area Action Plan has identified additional opportunities in excess of those recorded in the Employment Land Review. These sites will need to be reviewed through LDF Allocations Documents to determine if they are suitable for allocation and in particular prioritise the opportunities to re-use underused existing employment land and to promote regeneration areas. Finally there may be a need for limited Green Belt release for employment use.

¹ It is expected that the land required for general employment land will help to deliver the provision of waste jobs as identified in the Council's Natural Resources and Waste Local Plan

Green Belt release would only be linked to the proposed housing growth locations, promoting opportunities for local job growth close to where people live.

- 4.7.24 The update of the Leeds ELR provides a snapshot indication of the demand for employment land in Leeds District based on the latest economic forecast, which comes from the Yorkshires Forward Regional Econometric Model (REM) produced by the company Experian. Although the REM is updated twice a year, employment forecasting should always be treated with some caution as growth and decline in particular sectors of the economy cannot always be predicted reliably over the medium to long term. This highlights the need for some flexibility in the approach and above all the need to provide a portfolio of sites across the whole of the District, which meets the requirements of businesses and investors.
- 4.7.25 During the course of the Core Strategy plan period it will be important to monitor the demand for (based on employment forecasts), take-up and available supply of employment land. The key issue will be to ensure that there is not a significant undersupply or oversupply of land at any particular point in time. An undersupply position would put at risk job growth targets in the relevant sectors but an oversupply position might mean holding back land which could otherwise be developed for other forms of economic development or to meet other identified needs.

SPATIAL POLICY 9: PROVISION FOR OFFICES, INDUSTRY AND WAREHOUSE EMPLOYMENT LAND AND PREMISES

Potential job growth in the traditional employment land use sectors (offices, industry and warehousing) will be accommodated over the plan period by ensuring locations and sites provide:

- (i) A minimum of 706,250 sqm office (B1a class) floorspace in the District. 840,000 sqm already exist in planning permissions. To provide flexibility when determining renewals on existing out of centre permissions a minimum of an additional 160,000 sqm will be identified in or on the edge of the City Centre and Town Centres,
- (ii) A minimum of 493 ha of land of general employment land for uses such as research and development, industrial and distribution/warehousing uses in the District (B1b, B1c, B2 and B8 classes). The locations and sites will appear across the whole of the District.

4.8 Green Belt

- 4.8.1 Spatial Policies SP1, SP4, SP6 and SP9 set out the District wide priorities for regeneration, housing and employment. The Settlement Hierarchy, Spatial Policy 7, as well as Policy H1 provide for the distribution and the order of priority of development. Ensuring that development is sustainable whilst maintaining the local character and distinctiveness of the Main Urban Area and individual settlements is central to the overall approach.
- 4.8.2 The Leeds Metropolitan District is characterised by extensive tracts of open land which surround the Main Urban Area and a number of free standing settlements. A unique feature of the District also, is the extent to which urban areas have been influenced and shaped, by major areas of green space, green corridors and river valleys. These areas combine, to establish, a strategic network of Green Infrastructure (see Spatial Policy 13), which overlay both urban and rural areas and add significantly to the attractiveness and quality of life for the City.

- 4.8.3 In helping to protect this overall character and the identity, the Leeds Green Belt plays a key role in keeping land open and free from development and in making a clear distinction between town and country. National Planning Policy describes the purposes of and prescribes the use of land in the Green Belt including the definition of inappropriate development. The Leeds Green Belt has been established in accordance with this guidance.
- 4.8.4 The guidance requires that once established, the Green Belt boundary should remain in place over a long period and should only be changed in exceptional circumstances. The Green Belt boundary in Leeds has been established in Local Plans and the UDP. Changes were made in 2001 in order to meet the need for housing and employment land and make provision for possible long term growth beyond the plan period.
- 4.8.5 To meet Leeds' housing and employment requirements, it is anticipated that some land will need to be taken out of the Green Belt to provide for these allocations. As emphasised throughout the Core Strategy, a key priority for Leeds is to respond to the consequences of population growth and demographic change and the development needs associated with this. Within the Core Strategy, focus is therefore placed upon opportunities for growth within Regeneration Priority Programme Areas (Spatial Policy 4) and within the Main Urban Area and settlements identified as part of the Settlement Hierarchy. This framework (and as directed by Spatial Policy 1) will be used to direct growth to the most appropriate and sustainable locations, to meet housing need and other growth requirements. The Core Strategy provides the overall basis for a Green Belt review (as set out in Spatial Policy 10 below). The detailed mechanism for the review, will be through the Site Allocations Plan, informed by the above approach and through consultation with stakeholders including local communities, developers and infrastructure providers, to determine the precise extent and location of boundary changes.

Protected Areas of Search Land

- 4.8.6 The Leeds Unitary Development Plan designated land outside of the Green Belt for unidentified needs in the future; this is known as Protected Areas of Search (PAS). This land will provide one of the prime sources for housing allocations in the LDF. Which land is identified by LDF Allocation Documents (and in particular the Site Allocations Plan) will depend on how well it meets the strategy for housing distribution, embodied by the criteria in Spatial Policy 6. Land not appropriate for housing might be needed for employment allocations or retained as future PAS in the LDF.
- 4.8.7 Through the LDF a sufficient and realistic supply of PAS land, will be identified to provide contingency for growth, if the supply of housing and employment allocations proves to be insufficient in the latter stages of the plan period. New PAS should account for at least 10% of the total land identified for housing. With regard to housing land, as described above (housing growth principles), it is considered that the plan already has a significant level of flexibility given the modest windfall allowance, compared to historic rates of delivery. This will also help to maintain the permanence of the Green Belt boundary.

SPATIAL POLICY 10: GREEN BELT

A review of the Green Belt will need to be carried out to accommodate the scale of housing and employment growth identified in Spatial Policy 6 and Spatial Policy 9, as well as an additional contingency to create new Protected Areas of Search (to replace those in the UDP which will be allocated for future development). The review will generally consider Green Belt release around:

- (i) the Main Urban Area (Leeds City Centre and surrounding areas forming the main urban and suburban areas of the City),
- (ii) Major Settlements of Garforth, Guiseley/Yeadon/Rawdon, Morley, Otley, Rothwell and Wetherby,
- (iii) Smaller Settlements (listed in Table 1: Settlement Hierarchy),

Exceptionally, sites unrelated to the Main Urban Area, Major Settlements and Smaller Settlements, could be considered, where they will be in sustainable locations and are able to provide a full range of local facilities and services and within the context of their Housing Market Characteristic Area, are more appropriate in meeting the spatial objectives of the plan than the alternatives within the Settlement Hierarchy. Otherwise review of the Green Belt will not be considered to ensure that its general extent is maintained.

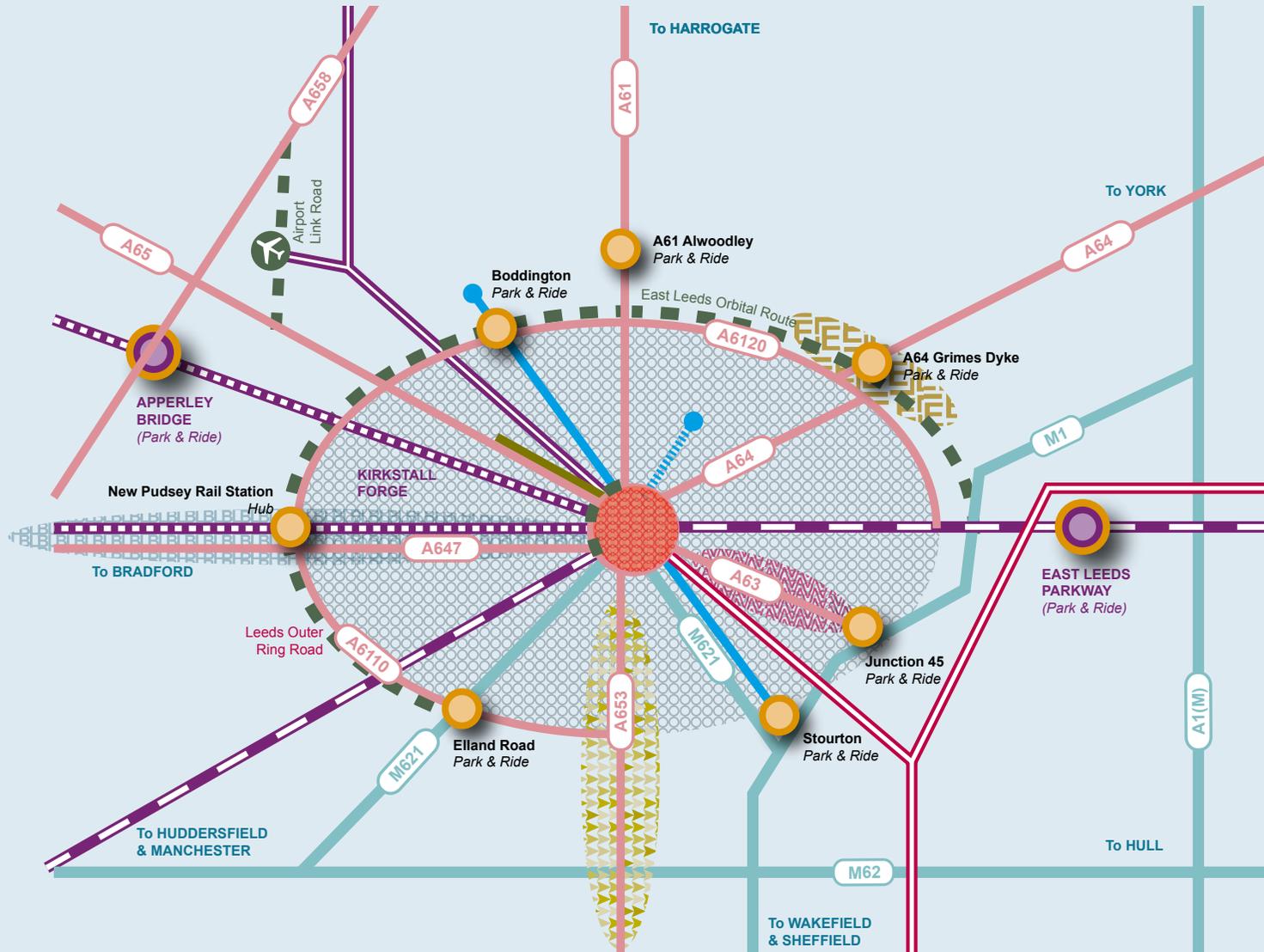
In assessing whether sites in the Green Belt review should be allocated for development, the following criteria will be applied:

- (iv) Sites will be assessed against the purposes of including land in Green Belts identified in national guidance (National Planning Policy Framework). These purposes are:
 - to check the unrestricted sprawl of large built up areas,
 - to prevent neighbouring towns from merging,
 - to assist in safeguarding the countryside from encroachment,
 - to preserve the setting and special character of historic towns and
 - to assist in urban regeneration.

4.9 Integrating Transport and Spatial Planning

4.9.1 As part of an overall development strategy, it is crucial that there is a co-ordinated and comprehensive relationship between development and transport to facilitate sustainable communities and ensure Leeds' continued economic success. The development of appropriate policies and interventions within Leeds must have regard to the wider role and context of Leeds, serving both Leeds as a District and as a transport hub for the City Region, with national road and rail networks converging in Leeds, and being host to Leeds Bradford International Airport (LBIA).

Map 9 Key Elements of Leeds Transport Strategy



NEW RAIL STATIONS	M62 Motorway Network	NGT	Package of improvements: QBC, core cycle network, UTMZ, 20mph zones
NEW RAIL STATIONS (Park & Ride)	A65 A Road Network	NGT extension to St James' Hospital	City Centre Strategy
High Speed Rail Initial Preferred Route	A65 QBC	Park & Ride	Aire Valley Transport Strategy
Harrogate Rail line improvements package	Highway Improvements	East Leeds Extension	Leeds - Bradford corridor
Rail electrification	Leeds - Dewsbury corridor package		

- 4.9.2 Integrated, sustainable transport is fundamental in supporting the ambitions of the Core Strategy and is necessary to deliver a range of policies across the Plan. National Policy is increasingly recognising the wider goals which transport needs to support, with a particular emphasis on transport's contribution to economic growth and to tackling climate change. The West Yorkshire Combined Authority, is the Local Transport Authority for West Yorkshire and has a statutory duty to 'develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport', and to prepare a Local Transport Plan for West Yorkshire. It does this in partnership with the five District Councils of Bradford, Calderdale, Kirklees, Leeds and Wakefield.
- 4.9.3 The West Yorkshire Local Transport Plan for 2011 – 26 (WYLTP3) sets out a strategy for the delivery of the local transport system for the period up to 2026 and contains a series of three year Local Implementation Plans for the five District authorities and the West Yorkshire Combined Authority. Over the life of the Plan, the aspiration is to deliver the priorities in the Leeds City Region Transport Strategy together with targeted enhancements to the network. The three key WYLTP3 objectives are:
1. To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region;
 2. To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans;
 3. To enhance the quality of life of people living in, working in and visiting West Yorkshire.
- 4.9.4 Enhanced collaboration between the Local Transport Plan partners and others in strategic land use planning, as well as the management of individual planning applications, is integral in ensuring that development is concentrated and in sustainable, accessible and safe locations, and delivered with a layout that enables sustainable travel choices. The Plan supports growth which is focused on City and Town Centres and corridors currently well served by public transport.
- 4.9.5 The challenge for Leeds will be to accommodate an increasing population, while at the same time:
- minimising the growth in travel by car in order to reduce carbon emissions and traffic congestion;
 - ensuring the appropriate location and accessibility of development;
 - continuing to improve the public transport networks and services to accommodate growth, and
 - improving journey time reliability and the connections with key destinations outside of the City Centre.
- 4.9.6 Within the context of the WYLTP3, the Leeds City Region Transport Strategy, and the Vision for Leeds, there is a need to secure the promotion and delivery of a fully integrated transport system for Leeds, which includes a high quality public transport system. Such transport solutions are essential not only to meet current needs but also as part of a longer term framework to tackle transport's contribution to climate change, secure urban regeneration and opportunities for housing growth and link homes to job opportunities, services and facilities.
- 4.9.7 At a national level the UK transport sector currently produces about 33% of the total UK CO₂. Air pollution is a major environmental risk to health. In recent decades air quality has improved in Leeds due the introduction of cleaner fuels and use of exhaust after treatments. However Leeds has 6 existing Air Quality Management Areas and 32 Areas of Concern. By reducing air pollution levels through the promotion of walking, cycling and

public transport and moving to a lower carbon transport system, through the promotion of low carbon technologies, the burden of disease from respiratory infections, heart disease, and lung cancer can be reduced.

- 4.9.8 Measures are also necessary to improve the opportunities for cycling and walking, which will contribute towards improving health and tackling obesity, and to manage the demand for travel by car. Lower levels of car usage will help to conserve and enhance environmental quality, as well as limiting the production of greenhouse gases.
- 4.9.9 There is little road capacity for increased car commuting into the centre of Leeds, and limited spare capacity for rail commuting until extra capacity is provided on both the trains and at Leeds City Station. If the City is to grow as forecasts suggest is possible, ways need to be found of getting more people into the City Centre without adding to traffic congestion or the capacity problems of the rail network. This may include making better use of the City's bus network, increasing rail capacity, providing park and ride sites, encouraging increased car occupancies and converting shorter distance car journeys to cycle and walking. Network management will also play a key role through the continued use of Urban Traffic Management and Control (UTMC) and through increased capacity on the City's ring roads to aid orbital journeys. In addition, the City Centre, and the station in particular, is a key transport hub for both Leeds and the City Region. This role will gain in importance in facilitating interchange for travel both within Leeds and over the wider area.
- 4.9.10 A new Southern Entrance at Leeds City Station, improvements to the station concourse, and planned capacity improvements (to enable a greater frequency of services) will greatly enhance this infrastructure at the heart of the transport hub. In addition, the electrification of the Manchester-Leeds-York Trans-Pennine route, delivery of new suburban stations and the introduction of Park and Ride will further improve accessibility to the City Centre, including Holbeck Urban Village and the South Bank.
- 4.9.11 In the longer term the provision of High Speed Rail will deliver significant economic benefits to both Leeds and the wider City Region. Although delivery of the route to Leeds is outside the period of the Core Strategy, development and preparatory work on the project will be required to ensure the High Speed Rail facilities and anticipated station are fully integrated with the public transport and road networks, especially in the City Centre.

SPATIAL POLICY 11: TRANSPORT INFRASTRUCTURE INVESTMENT PRIORITIES

The delivery of an integrated transport strategy for Leeds will be supported, which includes a range of infrastructure improvements and other interventions in accordance with the objectives of West Yorkshire Local Transport Plan 3 and the Leeds City Region Transport Strategy (2009). The Infrastructure Delivery Plan and the Key Diagram give further details of the scope of these improvements/interventions. These infrastructure improvements/interventions are also supported by the demand management measures outlined in Policy T1.

Spatial Priorities

- (i) Public transport improvements for the bus and rail networks (including supporting the role of Leeds City Station, enhancing Leeds' role as a regional transport hub, and new rail stations where appropriate) and investment in a rapid transit system to increase radial route capacity to the City and Town Centres and to improve reliability together with investment in the provision of Park and Ride facilities,
- (ii) Surface access improvements to support growth of Leeds Bradford International Airport (see also Spatial Policy 12),
- (iii) Targeted highway schemes to alleviate congestion and assist improved connectivity for local and strategic orbital movements, and the strategic road network,
- (iv) Expansion of the Leeds Core Cycle Network to improve local connectivity,
- (v) Improved facilities for pedestrians to promote safety and accessibility, particularly connectivity between the 'Rim' and the City Centre,
- (vi) Measures to deliver safer roads,
- (vii) The provision of infrastructure to serve new development (including within regeneration areas defined in Spatial Policy 4 and urban extensions),
- (viii) Supporting the development of infrastructure for new low carbon technologies,
- (ix) Transport improvements to connect to and from and within the Aire Valley Leeds development area (see Spatial Policy 5),
- (x) Supporting High Speed Rail as a longer term intervention to serve Leeds and the wider City Region by providing a substantial enhancement to inter-city connectivity,
- (xi) Provision for people with impaired mobility to improve accessibility,

Routes designated in the emerging transport strategy or programmed works will be protected from development. Current proposals are identified on the Key Diagram, the Leeds Transport Strategy Map (Map 9) and saved UDP Policies.

Leeds Bradford International Airport

4.9.12 At international, national and regional levels, airports play an important role as an element of key transport infrastructure. However, air travel raises a number of concerns regarding its impact on climate change through the generation of emissions and also the local impact on the environment (including transport trips). Such issues need to be balanced with overall national objectives and guidance and considered within the context of the Core Strategy.

4.9.13 Leeds Bradford International Airport (LBIA) makes an important contribution to the economic growth of Leeds and the City Region, both in terms of economic attractiveness and as a local employer. It is estimated that LBIA provides in the order of 2,500 jobs within the City Region economy (Arup and Oxford Economics LBIA Impact Assessment 2009). Leeds City Station and the Airport provide key components of strategic infrastructure, for businesses, residents and visitors. These facilities provide 'gateways' to the City Region as a whole. The national, Trans Pennine and local linkages from Leeds

City Station (including those to Manchester International Airport) are complemented and expanded by the national and international connections afforded by LBIA. In accessibility terms also, the Airport is connected to the key settlements of Bradford, Harrogate and York, as well as Leeds, although there are opportunities to improve the public transport links. For the future growth of the airport to be sustained, improved connectivity via surface access needs to be delivered. The Leeds City Region Transport Strategy (2009) identifies improved surface access to the airport as a policy priority. Measures are currently being investigated including a tram-train link from the Leeds – Harrogate line and an A65/A658 road link.

4.9.14 The Future of Air Transport White Paper (2003) set out a policy framework for the development of UK airports. The LBIA Masterplan (2005-16) and Airport Surface Access Strategy were published in response to the White Paper and set out how the airport could develop in future years with identified surface access improvements. Since that time the ownership of the airport has changed and planning permission has been granted for the redevelopment of the existing terminal building to enable improved operational efficiency of the airport. The Airport Masterplan and Surface Access Strategy is due to be reviewed by LBIA. Subject to the outcomes of this review process, the Council will assess the need to revise existing planning policies relating to the airport's designation, operational use and surface access proposals.

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

The continued development of Leeds Bradford International Airport will be supported to enable it to fulfil its role as an important regional airport subject to:

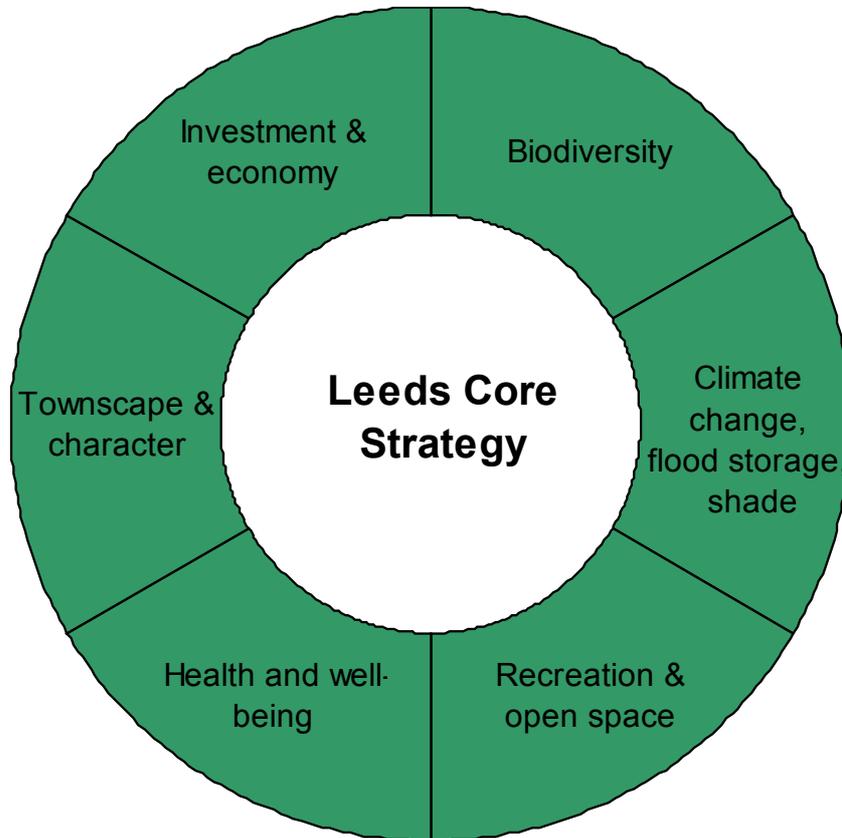
- (i) Provision of major public transport infrastructure (such as Tram Train) and surface access improvements at agreed passenger levels,
- (ii) Agreement of a surface access strategy with identified funding and trigger points,
- (iii) Environmental assessment and agreed plans to mitigate adverse environmental effects, where appropriate,
- (iv) The management of any local impacts and implementation issues, including visual and highway issues.

4.10 Managing Environmental Resources and Green Infrastructure

- 4.10.1 The District's environmental resources are crucial, not just in ensuring quality of life, but also sustaining life itself. The natural world regulates the atmosphere and climate, and plays a part in breaking down waste. It provides the resources that we all use for our daily lives by providing clean air and water, land for growing food, open spaces for our health and well being, minerals to use for building and the resources to provide heat and power. We have an obligation to protect our environmental resources and to pass on to future generations the natural wealth that we have inherited. In addition, there is the requirement to safeguard and conserve biodiversity. Biodiversity in Leeds is not constrained to designated nature conservation sites or merely concerned with rare or threatened species or habitats, it is equally about ensuring that widespread and common species remain an integral part of a sustainable natural environment. The Leeds Habitat Network seeks to show where the most important ecological areas and ecological corridors are in relation to each other (see Map 18).
- 4.10.2 The Rivers Aire and Wharfe and their tributaries are a dominant feature of the Leeds District. This means that there is a large proportion of the population at risk from flooding. Parts of Leeds City Centre are subject to a 1 in 20 year risk of flooding from the River Aire. There are also a number of settlements at risk along the River Wharfe in the North of the District. The South Eastern area of the District also experiences flooding from the River Calder. In considering areas of the District where future growth should take place, the Council has sought to avoid areas of high flood risk. The Leeds Flood Alleviation Scheme is intended to provide a 1 in 200 year standard of protection against flooding along the River Aire in the long term.
- 4.10.3 Strategic Green Infrastructure is that which has strategic importance across the District due to its size and significance to the City. At this strategic level, Green Infrastructure can include natural and managed green areas in both urban and rural settings. It also includes the strategic connections between green areas for the benefit of people and wildlife. The inclusion of areas forming part of the Strategic Green Infrastructure network does not necessarily mean that no development can take place in these areas (unless precluded by other Policies). Development opportunities in appropriate circumstances can provide a basis to ensure that Green Infrastructure can be delivered or achieved (for example within the lower Aire Valley).
- 4.10.4 Not all of Leeds' strategic Green Infrastructure is easily accessible. An objective of the Core Strategy is to improve access. The network of Public Rights of Way (PROW) are essential in helping to access the countryside and urban green space, linking people with place, and urban and rural areas. Leeds City Council has prepared a Rights of Way Improvement Plan (ROWIP), which sets out an Action Plan over the period 2009-2017. There is an interdependent relationship between the need to protect, enhance and add to the strategic Green Infrastructure and supporting improvement of the PROW network in planning the future of Leeds. All development proposals should have regard to the ROWIP where relevant.
- 4.10.5 Green Infrastructure is the network of multi-functional green spaces, both urban and rural, which includes protected sites, woodlands, hedgerows, nature reserves, river corridors, public parks and amenity areas, together with green links. It extends from urban centres through green corridors to open countryside and supports the natural, recreational and ecological processes which are integral to the health and quality of life of sustainable communities. A key function of Green Infrastructure is to help maintain and enhance the character and distinctiveness of local communities and the wider setting of places. The other possible functions are shown in Diagram 5 below.

4.10.6 Integral to Leeds' resilience to climate change is the importance of identifying, linking and extending Strategic Green Infrastructure as shown on Map 16 and increasing the amount, distribution and accessibility of green space. The Core Strategy and the LDF will ensure that the Strategic Green Infrastructure networks found across Leeds are maintained and strengthened in order to fulfil the functions illustrated below and any potential conflicts are minimised.

Diagram 5: Functions of Green Infrastructure



4.10.7 Green Infrastructure has to carry out several of these functions in order to create robust and multifunctional networks. Integral to the overall spatial approach of the Core Strategy is the desire to maintain and enhance an integrated network of Strategic Green Infrastructure in the long term as shown on Map 16.

4.10.8 At this strategic level, Green Infrastructure includes natural and managed green areas in both urban and rural settings. It also includes the strategic connections between green areas for the benefit of people and wildlife. The inclusion of areas as forming part of the Green Infrastructure network does not necessarily mean that no development can take place in these areas (unless precluded by other Policies). Development opportunities in appropriate circumstances can provide a basis to ensure that Green Infrastructure can be delivered or achieved (for example within the lower Aire Valley).

SPATIAL POLICY 13: STRATEGIC GREEN INFRASTRUCTURE

The Strategic Green Infrastructure for the Leeds District is indicated on the Key Diagram. This infrastructure performs many important functions and provides for opportunities for recreation. Within these areas the Council will maintain and, in partnership with others, enhance the following key corridors:

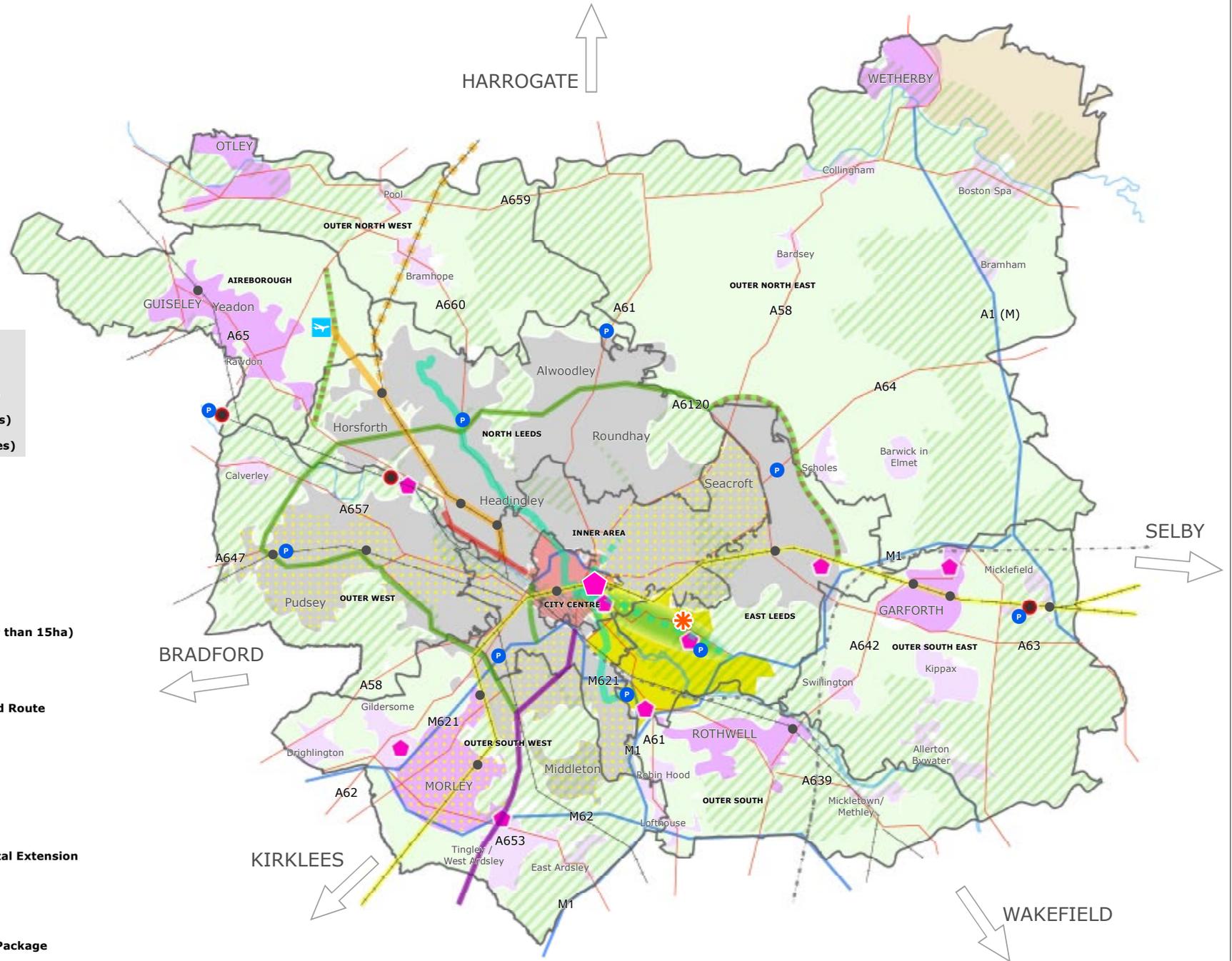
- (i) The Aire Valley, along the river and canal corridors and including; West Leeds Country Park and Kirkstall Valley Park to the north; Fairburn Ings; St Aidans and Aire Valley Leeds to the South, incorporating the proposed Urban Eco-Settlement (which has particular aims to strengthen green links to Leeds City Centre, the lower Aire Valley, Temple Newsam, and Rothwell Country Park),
- (ii) South Leeds (including the Morley-Middleton-Holbeck corridor),
- (iii) The Limestone Ridge (which runs North-South at the Eastern edge of the District),
- (iv) The Wharfe Valley and Chevin Ridge,
- (v) Wyke Beck Valley,
- (vi) Woodhouse Ridge,
- (vii) Meanwood Valley,
- (viii) Tong Cockersdale,
- (ix) Gledhow Valley.

4.10.9 In complementing the whole network of Green Infrastructure as Leeds develops and grows, it is essential to improve the quantity, quality and accessibility of green spaces serving the people living and working in the District. The provision of green space is vital for the continued health and well being of the residents and visitors of Leeds. Across the District there are 1,750 green space sites, 278 children's play facilities and 154 indoor sports sites serving the Leeds population. Overall there is good green space provision in Leeds, which is influenced by the presence of 6 City parks and many large natural spaces on the edge of the urban area.

4.11 The Key Diagram for Leeds

4.11.1 In reflecting the overall policy approach set out as part of the Broad Development Strategy and Spatial Policies, the following Key Diagram illustrates the Core Strategy for Leeds.

Key Diagram



Key

- Settlement Hierarchy (i)**
- City Centre (10,200 New Homes)
- Main Urban Area (33,300 New Homes)
- Major Settlements (14,300 New Homes)
- Smaller Settlements (7,500 New Homes)
- Housing Market Characteristic Area
- Green Belt
- Rural Land (Non-Green Belt)
- Strategic Green Infrastructure (SGI)
- Regeneration Priority Areas
- Aire Valley AAP / Eco Settlement / Strategic Waste Facilities
- Enterprise Zone
- Strategic Locations for Job Growth (1,000+ FTE jobs + area of land larger than 15ha)
- Leeds City centre - Southern Area
- Railways
- Railways - Proposed Electrification
- High Speed Rail (HSR) Initial Preferred Route
- Railway Stations
- Proposed Railway Stations
- Proposed Park & Ride
- A65 Quality Bus Initiative
- Proposed Tram Train - Phase 1
- Proposed Tram Train - Phase 2
- Proposed NGT Route
- Proposed NGT Route - St James Hospital Extension
- Aire Valley Transport Strategy
- Airport
- A Roads
- Motorways
- Leeds - Dewsbury Transport Corridor Package
- Highway Improvements
- Proposed Highway (East Leeds Orbital Route & Airport Link Road)
- Waterways

(i) Settlements in the Settlement Hierarchy may be subject to Green Belt review. Spatial Policy 7 sets out the approach to the overall scale and distribution of housing land. This is based upon the identification of Housing Market Characteristic Areas and percentage targets for each area. The identification of specific sites will be determined through the preparation of the Site Allocations DPD.

5. STRATEGIC THEMES AND POLICIES

5.1 CITY CENTRE

- 5.1.1 Leeds City Centre performs a key economic, strategic and cultural role at the heart of the Metropolitan District and the City Region. The City Centre is the focus for major employment and job growth, a hub for major transport infrastructure, a premier destination for retail development and a range of commercial activity (including a portfolio of major office locations) and the prestigious location for major cultural facilities (including Europe's first purpose built, super theatre arena). A key strength of the City Centre also is the distinctive historic core, high quality public realm and the delivery of iconic architecture and urban design solutions. These factors combine to present the City Centre as a major opportunity for longer term growth and enhancement.
- 5.1.2 In reflecting the aspiration for Leeds to be the 'Best City in the UK', as set out in the Vision for Leeds (including special recognition of the City Centre), the Core Strategy sets out an overall vision, strategy and policy approach. As a basis to facilitate the longer term vitality and viability of the City Centre, this provides the context for longer term growth and economic development, whilst seeking to maintain and enhance its unique and distinctive character. The south eastern quadrant of the City Centre falls within the boundary of the Aire Valley Area Action Plan, for which specific policies are being concurrently brought forward.
- 5.1.3 In addition to its economic and commercial role, the City Centre is also home to an established and developing residential population. This serves to diversify and enhance its role and reduce the need to travel to work, without prejudicing the primary role for town centre uses. It is recognised that the City Centre environment will need to be planned to support the needs of a growing residential community in terms of open spaces suitable for recreation and supporting services such as GPs, convenience shops, nurseries etc.

Offices

- 5.1.4 In reflecting the status and role of the City Centre for job growth and economic development and the need to maintain longer term competitiveness, the Core Strategy supports the provision of a first class portfolio of opportunities to serve the office market. These include the West End, South Bank (as reflected in the South Bank Planning Framework) and Quarry Hill.
- 5.1.5 Whilst current forecasts anticipate a need for over 1 million sqm of office floorspace District wide 2010-28, it is considered that most of this space will be accommodated in the City Centre for the following reasons:
- i) To achieve a sustainable pattern of development in Leeds with better potential for employees to reach work by public transport or on foot,
 - ii) To enhance the health and viability of the City Centre by positioning the spending power of employees and businesses in close proximity to shops, restaurants, hotels, cultural, leisure and entertainment facilities,
 - iii) To offer a flexible portfolio of sites within the City Centre,
 - iv) To make use of sites that already have planning permission in the City Centre,
 - v) To anticipate that not all out-of-centre permissions will be implemented
 - vi) to make optimum use of the extensive areas of development opportunity south of Leeds City Station.

Shopping

- 5.1.6 Retailing is integral to the City Centre and its primary status within the retail planning hierarchy. In challenging economic circumstances interest in City Centre retailing remains strong with the Trinity development completed in 2013 and the Victoria Gate development due to open in 2016 (phase 1). Together, with Victoria Gate (phase 2) these schemes will provide 130,000 sqm net additional retail floorspace. It is also important to recognise the valuable role placed by independent retailers and Kirkgate Market. A number of enhancement schemes are planned including the Merrion Centre and Kirkgate Market.
- 5.1.7 Beyond the provision anticipated through the Trinity and Victoria Gate schemes, the City, Town and Local Centres Study (July 2011) identifies a need for 31,000 sqm of comparison retail space in the City Centre, although it will be expected that Leeds City Centre will be the first preference for major shopping provision to meet the vast majority of Leeds' needs for comparison shopping. The Prime Shopping Quarter (PSQ) is of a sufficient size to accommodate anticipated growth in comparison shopping for at least the short to medium period of the plan. Once the Trinity and Victoria Gate retail developments have completed it is probable that some retail operators will vacate floorspace elsewhere in the PSQ to take up new opportunities in these schemes. It is only after consequent vacancy has been absorbed or dealt with through modernisation or re-designation of frontages that extension of the PSQ be considered, subject to need being confirmed in a further retail study. The Council may identify locations for possible long term growth in comparison retailing which could be extensions of the PSQ or may be sited in the southern half of the City Centre, possibly associated with the Crown Point Retail Park. Over the years Crown Point has transformed into high street shopping although the retail park layout with free car parking remains. Also, with the redevelopment of the former Tetley Brewery, the physical barrier between Crown Point and the historical core of the City will be removed. As such the Core Strategy longer term vision is to assume that Crown Point Retail Park already functions as an integral part of the City Centre rather than a retail warehouse destination. For clarity the Primary Shopping Quarter (as defined by the Leeds Unitary Development Plan) is shown on Map 10. This boundary is subject to review as part of the Site Allocations Plan.

Shopping Frontages

- 5.1.8 A review of the extent of the primary and secondary shopping frontages will be undertaken as necessary, for example on completion of the Trinity and Victoria Gate shopping centres.

Retail Warehousing

- 5.1.9 Retail warehousing (also known as bulky goods retailing) across the wider district is discussed in section 4 above and section 5.3 below). The first preference is for retail warehousing to be accommodated within the City Centre boundary in order to offer good accessibility for non-car users. Large enough sites are not available in core areas adjacent to the Prime Shopping Quarter, but City Centre locations around Mabgate will be appropriate for accommodating new retail warehousing.

Convenience Shopping and Local Centres – Within the City Centre

- 5.1.10 Given the expected growth in residential and working populations in the City Centre over the Plan period a need for further limited provision of convenience stores outside of the PSQ is recognised. This will be particularly true of the southern half where most growth of housing and offices is planned. In accordance with District wide retail policy, development will be controlled to channel this provision into existing and new local convenience centres within the City Centre along with complementary convenience facilities (e.g. dry cleaners, off-licenses, banking facilities, medical facilities, cafés, and pubs).

Existing local convenience centres include:

- Leeds Dock,
- Great George St,
- Woodhouse Lane (University), and
- Wellington Street.

Further local convenience centres may be identified in response to new evidence or new development

Conservation

- 5.1.11 The City Centre has Anglo-Saxon origins and a medieval layout in part, but it is its Victorian buildings which mark it out. John Betjeman said that “No City in the North of England has so fine a swagger...” There are hundreds of listed buildings in the City Centre, many highly graded such as the Town Hall and the Corn Exchange (both designed by Cuthbert Broderick).
- 5.1.12 The historic environment is the backdrop for many of the economic and cultural activities that make Leeds City Centre successful, which is a testament to a flexible policy of adaptation. The re-use of historic buildings and spaces has been combined with innovative design which has made for the stimulating townscape combining the best of the old with the best of the new.
- 5.1.13 Most of the City Centre is within a conservation area which has evolved by amalgamation and extension since the 1970s. As the shape and pattern of economic development of the City Centre changes and the appreciation of heritage expands, the boundary of the conservation area needs to adapt. The existing conservation area boundary needs to be reviewed following an appraisal of the character and appearance of the conservation area and management policies adopted which reflect on conservation practice over the last twenty years.

A Growing Residential Community

- 5.1.14 With significant house building between 1995 and 2010 a substantial residential population exists in the City Centre. Despite the recession and pause in construction activity, City living remains extremely popular with little vacancy. Considerable land opportunities exist in the City Centre to boost the residential population further. It is important that efforts are made to make best use of this opportunity in order to make efficient use of land and provide a wide housing offer for Leeds as a whole, as delivery of housing in the City Centre is key to the overall delivery of the Core Strategy. However, with some of the first residents putting down roots and wanting to continue to live in the City Centre it is important that a wider variety of sizes and types of housing are made available than have previously been built. In line with Policy H4 Housing Mix, major housing developments across the City Centre will be expected to contribute to a wider mix of dwelling sizes. Potential for creation of family friendly environments exist on the fringes of the City Centre where densities can be lower, and more green space and supporting services can be delivered, including medical and education services. The City Centre remains a good location for purpose built student housing, but excessive concentrations in one area should be avoided in line with Policy H6.
- 5.1.15 There should be higher standards of sustainability in dwellings within the Aire Valley Eco Settlement which overlaps the south eastern quadrant of the City Centre, providing that development remains viable.

Hospital, Universities and Culture

5.1.16 The City Centre contains the major teaching hospital, the Leeds General Infirmary which contributes greatly to the vitality and economy of the City Centre through the use of shops and services by thousands of staff, patients and visitors. The same type of contribution comes from Leeds University and Leeds Beckett University which have most of their teaching accommodation and a number of halls of residence in the City Centre and from a number of higher education colleges including music and dance which are located in or on the edge of the City Centre. There is also a wider attraction of Leeds as a centre of medical and academic excellence. Major museums exist in the City Centre at the Royal Armouries and City Museum (Millennium Square) and major theatres at West Yorkshire Playhouse, the Grand Theatre, City Varieties and the Carriageworks. These facilities will be complemented by the opening of the Arena in 2013 and all contribute to the vitality, culture and economy of the City Centre. The hospital, universities and cultural venues generate large amounts of footfall and journeys which make it appropriate that their presence is largely retained in the City Centre where public transport accessibility is extremely good. Future growth in office space, shops and dwellings should be planned to sustain rather than undermine the hospital, universities and major cultural facilities. Exceptions may be made to help retain historic buildings or where floorspace will be replaced elsewhere in the City Centre.

Supporting Services

5.1.17 The means for delivering the range of supporting services and open spaces will include policy requirements, Section 106 Agreements and/or the Community Infrastructure Levy (CIL), and the natural incentives of the market. Policy G5 sets out the requirements for provision of sufficient civic and green spaces. The Council will support the delivery of other facilities including nurseries, schools, health facilities, convenience shops, hair dressers, laundrettes, dry cleaners, banks, restaurants, cafes, bars, and private gyms, although planning policy control will be exercised to ensure these are suitably located giving first preference to locations in centres.

POLICY CC1: CITY CENTRE DEVELOPMENT

The City Centre will be planned to accommodate at least the following:

- (i) 655,000 sqm of office floorspace,
- (ii) 31,000 sqm of net additional retail space (comparison), following completion of the Trinity and Victoria Gate schemes and subject to need being confirmed in a further retail study,
- (iii) 10,200 dwellings*,
- (iv) Supporting services and open spaces and improvements to the public realm.

This will be achieved through implementation of outstanding permissions, decision making on planning applications, master-planning, and identification of appropriate sites and mixed use allocations through LDF Allocations Documents, according to the following criteria:

- a) Favouring locations with the best public transport accessibility for large scale offices,
- b) Encouraging residential development including new buildings and changes of use of existing providing that it does not prejudice the town centre functions of the City Centre and that it provides a reasonable level of amenity for occupiers,
- c) Hospital, university, college, and cultural facilities to be retained in the City Centre,
- d) Comparison retail proposals will be subject to a sequential order of preference of Primary Shopping Quarter, then edge of the Primary Shopping Quarter, then the rest of the City Centre. Proposals for comparison retail space located outside of the Primary Shopping Quarter will undergo a sequential assessment to demonstrate that there are not site opportunities within other sequentially preferable locations. Impact assessments will be in line with the requirements of Policy P8.
- e) It is recognised that in many cases the Primary Shopping Quarter will not be an appropriate location to direct bulky goods. Therefore, where this is demonstrated through a sequential test, bulky goods proposals will be directed to within the City Centre boundary, and then on to fringe areas beyond the City Centre boundary that are well connected by public transport corridors and that are not more than 300m from the City Centre boundary. Impact assessment will be in line with the requirements of Policy P8,
- f) Considering proposals for convenience retailing as follows:
 - (i) Up to 200 sqm acceptable anywhere within the City Centre,
 - (ii) 201 – 372 sqm sequential test to include the Prime Shopping Quarter and any local convenience centres if they fall within 300m walking distance, or if the proposal is not complementary to the function of office areas or entertainment or cultural destinations, including the waterfront,
 - (iii) 373 – 1,499 sqm (gross) sequential test to include the Prime Shopping Quarter, all local convenience centres and those centres identified in Policy P1 that fall within a 5 minute inbound off-peak drive time,
 - (iv) 1,500 sqm and above sequential test as per iii) above plus an impact assessment on the Prime Shopping Quarter and local convenience centres and centres identified in iii) above,
 - (iv) 1,500 sqm and above sequential test as per iii) above plus an impact assessment on the Prime Shopping Quarter and local convenience centres and centres identified in iii) above,

(v) Aggregating floorspace together for the purposes of the above thresholds if more than one unit is proposed,

such that where a realistic alternative opportunity exists in-centre in the first instance, or edge of centre in the second, or where the impact on the viability and vitality of the Prime Shopping Quarter, a centre or local convenience centres would be significantly adverse, proposals will be resisted.

g) All other town centre uses will be supported within the City Centre boundary provided the use does not negatively impact on the amenity of neighbouring uses and that the proposal is in accordance with all other Core Strategy policies,

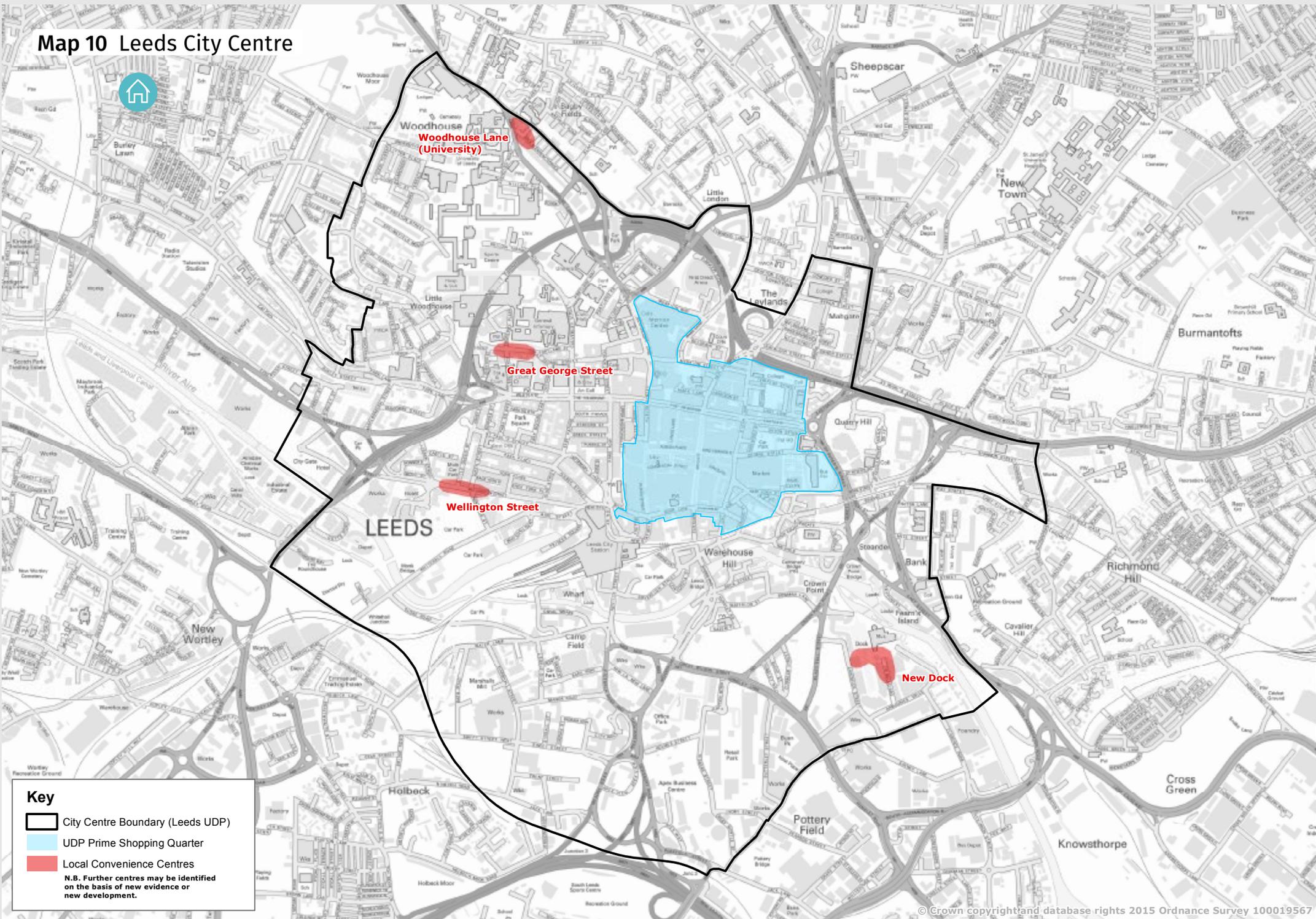
h) A concentration of shops with ground floor frontages should be maintained in the Prime Shopping Quarter for reasons of vitality. Proposals for non-retail use should not result in the proportion of retail frontage length falling below 80% in primary frontages or below 50% in secondary frontages.

Proposals for uses outside of the “A” class will not be permitted within designated ground floor frontages.

N.B. All thresholds are for Gross Internal Area.

*The 10,200 figure related to the original 2014 version of the Core Strategy. Please see Policy SP7 for the position introduced by the Core Strategy Selective Review 2019

Map 10 Leeds City Centre



City Centre South

- 5.1.18 The southern half of Leeds City Centre (all of the area south of the River Aire - see Diagram 6) offers huge potential for development of offices, leisure uses, parkland, and housing, and possibly in the longer term further high street shopping. In reflecting this ambition a South Bank Planning Framework has been developed, setting out opportunities for major redevelopment including the provision of a major new City Centre Park, at the heart of the City Centre to the south of the River Aire and improved pedestrian connections to the City Centre and lower Aire Valley. It is an aspiration that this development should be achieved in a street pattern, form and scale which helps unite 'City south' with the northern area and confirm its role as an integral part of the City Centre as a whole. It should also provide for connectivity with the existing residential neighbourhoods to the south. In particular, the anticipated opening of the southern entrance to Leeds City Station will help to reinforce the centrality of the southern half of Leeds City Centre.

POLICY CC2: CITY CENTRE SOUTH

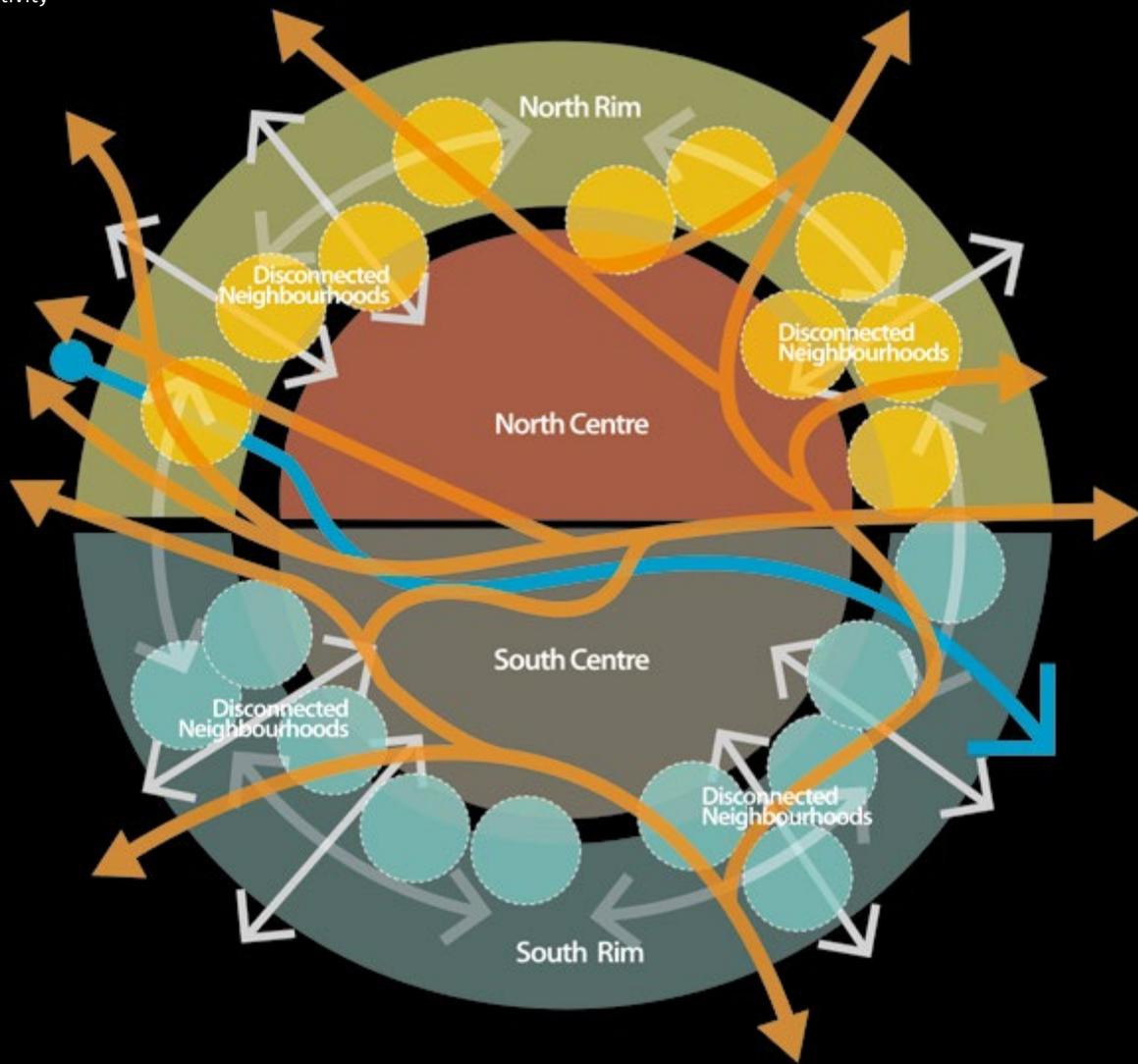
The north and south halves of Leeds City Centre are to be more effectively integrated and better connected.

The areas of development opportunity south of the river will be prioritised for town centre uses (see list in Policy P2), particularly large scale office development, delivery of a new park, residential, cultural and leisure uses, and a strong pedestrian corridor to connect Crown Point Retail Park with the Prime Shopping Quarter and east/west links to Leeds Dock and the remainder of the lower Aire Valley. Within this priority, there is substantial opportunity for residential development. Large scale edge of centre development which would prejudice the achievement of this priority will be resisted. The suitability of this area for provision of comparison retail floorspace to be released for development will be considered (subject to the need being confirmed in a further retail study) only after the Victoria Gate retail development has completed and any subsequent excess retail vacancy in the remaining Prime Shopping Quarter has been taken up.

Connections

- 5.1.19 To address the physical and social disconnectivity between the City Centre and the inner-City (the Rim), the Council will advance and promote schemes to improve pedestrian linkages. Particular attention will be given to overcoming obstacles to movement such as Armley Gyratory, Sheepscar Junction and the Southern Inner Ring Road/M621. The West Leeds Gateway SPD provides more information about Armley Gyratory. In line with Policy CC3, new development will need to be laid out and designed to improve connectivity, for example large redevelopment sites might be laid out with new traversing roads or pathways to improve connectivity; smaller developments might enhance an existing route by providing lighting or installing windows overlooking the route to improve natural surveillance. Any provision made under Policy CC3, will need to be considered in relation to the open space provision or contributions expected under Policy G5. The focus of these Policies is to provide appropriate levels of on and off site contributions to open space and infrastructure to improve amenity and connectivity. The ambition to improve connectivity within the City Centre and between the City Centre and neighbouring communities has also been identified in the Renaissance Leeds Project. (See Diagram 6).

Diagram 6
City Centre
Connectivity



Open Space and Permeability

- 5.1.20 Existing public open space will be protected and new space sought in association with new development in line with the green space policies (G3 and G5). Maximum pedestrian permeability and public accessibility should be promoted in new development.

POLICY CC3: IMPROVING CONNECTIVITY BETWEEN THE CITY CENTRE AND NEIGHBOURING COMMUNITIES

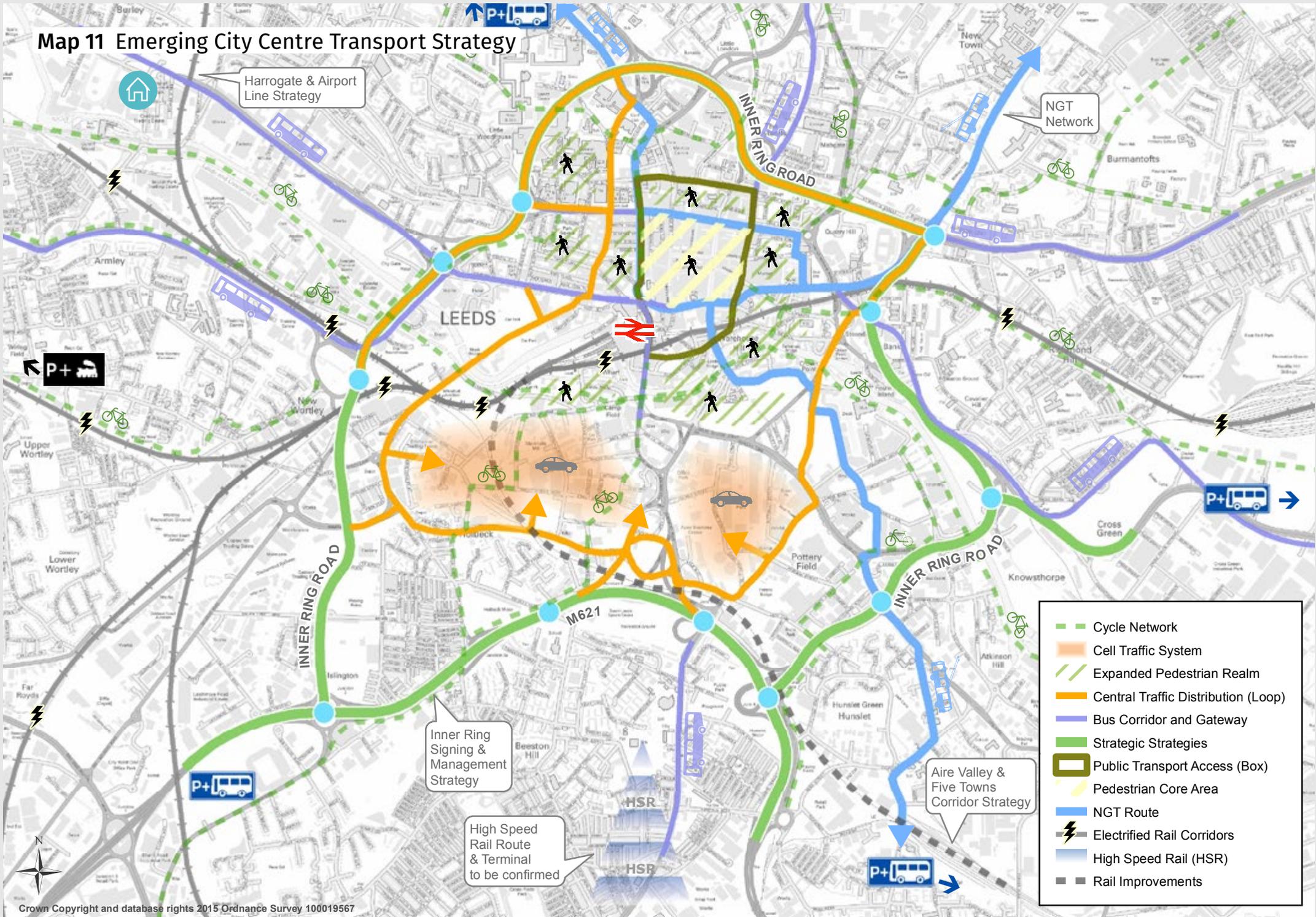
To help provide and improve routes connecting the City Centre with adjoining neighbourhoods and improve connections within the City Centre in order to improve access to jobs and services, to encourage greater usage and make walking and cycling easier, safer and more attractive, new development will be expected:

- i) to make contributions (and contributions through the Community Infrastructure Levy once introduced),
- ii) if proposals are located in the line of or adjacent to a new route or a route planned for improvement, to make appropriate route enhancements or appropriate off site contributions.

Transport

- 5.1.21 The City Centre is the heart of the transport hub for Leeds, providing a gateway to the City via the national rail and motorway networks, and forming the core of the local bus network. (See Map 11)
- 5.1.22 A transport strategy is currently being developed for the City Centre that will deliver a step change in the environment, making it more of a place for people, and reducing the dominance of traffic. A key element to delivering this will be to significantly improve access by public transport, including park and ride, so that more people are able to get there without the need to use the private car. At the same time the Council will implement schemes that will remove through traffic and re-prioritise the needs of the pedestrian.
- 5.1.23 Planned transport infrastructure for the whole of Leeds is shown on the Key Diagram and investment priorities are set out in Spatial Policy 11. Particular proposals relevant to the City Centre are:
- to increase public transport radial route capacity into the City Centre, including park and ride and the provision of the New Generation Transport (NGT) trolleybus scheme,
 - to improve orbital road movement around the south west of the City Centre, which will allow changes to be made to the traffic circulation system,
 - to increase and improve cycle routes into the City Centre,
 - to support enhancements to Leeds City Station, including the provision of the new southern entrance,
 - development and enhancement of pedestrianised areas,
 - planning for the longer term provision of a High Speed Rail station to serve both the City Centre and the wider City Region.
- 5.1.24 In line with Policy T1, the Council will plan to restrain the provision of commuter car parking but will plan for adequate parking and other transport facilities to support the retail and leisure functions of the City Centre.
- 5.1.25 The above proposals will support the role of the City Centre in delivering economic growth, whilst enhancing the environment and making the City Centre a more attractive place to work, live, visit, and do business.

Map 11 Emerging City Centre Transport Strategy



Harrogate & Airport Line Strategy

NGT Network

LEEDS

Inner Ring Signing & Management Strategy

High Speed Rail Route & Terminal to be confirmed

Aire Valley & Five Towns Corridor Strategy

- Cycle Network
- Cell Traffic System
- Expanded Pedestrian Realm
- Central Traffic Distribution (Loop)
- Bus Corridor and Gateway
- Strategic Strategies
- Public Transport Access (Box)
- Pedestrian Core Area
- NGT Route
- Electrified Rail Corridors
- High Speed Rail (HSR)
- Rail Improvements



5.2 MANAGING THE NEEDS OF A SUCCESSFUL DISTRICT

a) Housing

- 5.2.1 In seeking to respond to the challenges of population growth and housing needs, the delivery of these objectives during current economic and market conditions is a considerable task. As emphasised throughout the Core Strategy, housing delivery in sustainable locations, which respects local character and distinctiveness, maximises opportunities to recycle previously developed land, whilst minimising greenfield and Green Belt release is a priority. Plan monitoring, review and a degree of realism and flexibility will be necessary to achieve these ambitions.
- 5.2.2 Within this framework and in support of Spatial Policies 6, 7 and 10, Policy H1 describes the need for phasing to achieve the aims of a sustainable pattern of development, with focus on the Main Urban Area and regeneration of areas within it. The Policy explains that the phased release of allocations will ensure that there is always a 5 year supply of housing land. When determining the five year supply, the windfall allowance of 500 units per annum will be deducted from the total number of units needing to be identified. This aligns with SP6 which seeks to identify 66,000* out of the 74,000* gross units required.
- 5.2.3 In providing a basis for housing supply in the early years of the plan (the first 5 years), there are a number of sites which benefit from a planning permission and in addition there are housing allocations released as part of the UDP (phases 2 and 3). These sites are not regarded as being subject to phasing as part of Policy H1, as they are regarded as currently available for development. Only sites which do not have an extant planning permission (for housing) or allocation will be identified as new allocations and phased, through LDF Allocations Documents (Site Allocations Plan and Aire Valley Area Action Plan).
- 5.2.4 In reflecting the District's strong historical performance in the delivery of previously developed land (PDL), Policy H1 identifies a target of 65% (taken from the Regional Spatial Strategy "The Yorkshire and Humber Plan" 2008). According to the amount of deliverable PDL land identified in the SHLAA, 65% presents a realistic target for the first 5 years of the Plan. Beyond this period, although sources of PDL supply are still likely to come forward, more greenfield land as part of the overall balance, will be needed to sustain the housing supply, consequently the target drops to 55%.
- 5.2.5 Recognising the relatively long lead in time and technical issues associated with bringing forward larger sites for residential development, which will often necessitate the need for phasing and the provision of infrastructure, consideration will be given to opportunities to bring such sites forward for development, as part of earlier phases, where this is appropriate and consistent with the overall strategy.
- 5.2.6 In seeking to meet housing need and to help support the viability of housing delivery, there may also be opportunities for sites to be brought forward, in advance of their particular phasing where appropriate. Examples could include where there are opportunities through early release, to provide higher levels of Affordable Housing through off site contributions or the use of City Council assets (within regeneration areas) as a basis to 'pair' with greenfield sites in private ownership.

* These figures relate to the original 2014 version of the Core Strategy. Please see Policy SP6 for the position introduced by the Core Strategy Selective Review 2019

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

POLICY H1: MANAGED RELEASE OF SITES

LDF Allocation Documents will phase¹ the release of allocations according to the following criteria in order to ensure sufficiency of supply, geographical distribution in accordance with Spatial Policy 7, and achievement of a previously developed land target of 65% for the first 5 years and 55% thereafter. Subject to these considerations, phases with the earliest release should be made up of sites which best address the following criteria:

- (i) Location in regeneration areas,
- (ii) Locations which have the best public transport accessibility,
- (iii) Locations with the best accessibility to local services,
- (iv) Locations with least impact on Green Belt objectives,
- (v) Sites with least negative and most positive impacts on existing and proposed green infrastructure, green corridors, green space and nature conservation,

Consideration will be given to bringing forward large sites, of more than 750 dwellings, to facilitate early delivery in the Plan period.

In special circumstances, allocated sites may be permitted to be released in advance of their phasing outlined above, so long as the permitted site delivers infrastructure and housing investment that is needed within Regeneration Priority Programme Areas. In such cases, suitable mechanisms will be agreed to ensure that delivery within the Regeneration Priority Programme Area occurs either before, or in conjunction with the delivery of the permitted site.

The Council will maintain a five year supply (plus appropriate NPPF buffer) of deliverable housing sites through considering release of the subsequent phase or phases of sites to help address the shortfall.

5.2.8 Policy H2 is needed to enable housing developments to be permitted on land that was too small to allocate or becomes available unexpectedly. It concerns the principle of housing development rather than details which may be controlled through other Policies. For example, development of a residential garden for housing would depend on how much the garden contributes to the visual and spatial character of an area, not on the quality of design which is the domain of Policies P9 and P10.

¹ Phase means a series of sequential bandings of site preference

POLICY H2: NEW HOUSING DEVELOPMENT ON NON ALLOCATED SITES

New housing development will be acceptable in principle on non-allocated land, providing that:

- (i) The number of dwellings does not exceed the capacity of transport, educational and health infrastructure, as existing or provided as a condition of development,
- (ii) For developments of 5 or more dwellings the location should accord with the Accessibility Standards in Table 2 of Appendix 3,
- (iii) Green Belt Policy is satisfied for sites in the Green Belt.

In addition, greenfield land:

- a) Should not be developed if it has intrinsic value as amenity space or for recreation or for nature conservation, or makes a valuable contribution to the visual, historic and/or spatial character of an area, or
- b) May be developed if it concerns a piece of designated green space found to be surplus to requirements by the Open Space, Sport and Recreation Assessment.

Housing Density

5.2.9 A minimum density Policy is needed for Leeds to ensure sustainable housing development. This means efficient use of land in order to avoid more greenfield land being developed than is necessary and in order to achieve a higher population in proximity to centres. Lower density schemes will be accepted in exceptional circumstances relating to townscape and character. Exceptional townscape reasons for lower densities will need to consider quality of townscape character including recognition through conservation area character statements, neighbourhood design statements and other published assessments. For clarity, 'urban areas' within Policy H3 includes both the Leeds Main Urban Area as well as Major Settlements, and 'Smaller Settlements' and includes sites within and adjacent to them. For all other areas, no minimum density applies because other housing Policies only allow for a small amount of housing development in these areas. The density Policy will apply to all forms of housing development, including specialist housing, but not residential institutions (Class C2). Density is measured by the number of dwellings per hectare (dph). Net housing density is calculated by dividing the developable area (i.e. excluding land for roads, green space etc.) within the red line boundary of the planning approval by the total number of units granted permission.

POLICY H3: DENSITY OF RESIDENTIAL DEVELOPMENT

Housing development in Leeds should meet or exceed the following net densities unless there are overriding reasons concerning townscape, character, design or highway capacity:

- (i) City Centre and fringe* - 65 dwellings per hectare
- (ii) Other urban areas - 40 dwellings per hectare
- (iii) Fringe urban areas - 35 dwellings per hectare
- (iv) Smaller Settlements - 30 dwellings per hectare

Special consideration will be given to the prevailing character and appearance in Conservation Areas.

* fringe is defined as up to 500m from the boundary

Housing Mix

5.2.10 The SHMA 2011 provides evidence of the forecast growth of households and the need for different sized property. By 2026 there is expected to be 45,800 additional single person households and almost 19,500 couple households. Family households (including lone parent families) are forecast to only grow by approximately 4,500 households. Aligning household growth with preferences expressed in the 2007 SHMA survey therefore suggests the following mix of dwelling sizes should be aimed for: 8% 1 bed, 55% 2 bed, 27% 3 bed and 10% 4+ bed (as set out in Fig 6.19 of the SHMA 2011). In terms of the mix of houses and flats, the aim of the Policy is to avoid the excesses of market trends experienced when houses dominated the mix in the 1980s and early 1990s and when flats dominated the mix in the late 1990s and early 2000s. Table 4 below, distils this evidence into a preferred mix for 2012 – 2028.

5.2.11 Policy H4 aims to ensure that the new housing delivered in Leeds is of a range of types and sizes to meet the mix of households expected over the Plan Period, taking account of SHMA preferences and difference in demand in different parts of the City, and changing demand. With this aim in mind, the Policy is worded to offer flexibility. For small developments, achievement of an appropriate mix to meet long term needs is not overriding. The form of development and character of area should be taken into account too. For example, a scheme of 100% flats may be appropriate in a particular urban context. For larger developments it will be appropriate to take account of local housing need in accordance with the principles agreed as part the housing growth debate.

Table H4: Preferred Housing Mix (2012 – 2028)

Type*	Max %	Min %	Target %
Houses	90	50	75
Flats	50	10	25
Size*	Max %	Min %	Target %
1 bed	50	0	10
2 bed	80	30	50
3 bed	70	20	30
4 bed+	50	0	10

*Type is applicable outside of City Centre and town centres; Size is applicable in all parts of Leeds

POLICY H4: HOUSING MIX

Developments should include an appropriate mix of dwelling types and sizes to address needs measured over the long term taking into account the nature of the development and character of the location. This should include the need to make provision for Independent Living (see Policy H8)

For developments over 250 units, in or adjoining the Main Urban Area and Major Settlements or for developments over 50 units in or adjoining Smaller Settlements, developers should submit a Housing Needs Assessment addressing all tenures so that the needs of the locality can be taken into account at the time of development.

Affordable Housing

- 5.2.12 In conformity with national planning guidance, affordable housing will be required to meet local needs informed by the Leeds Strategic Housing Market Assessment (SHMA 2017) and the Economic Viability Study 2017.
- 5.2.13 The Strategic Housing Market Assessment (2017) identifies an annual need of 1230 affordable housing dwellings across Leeds. It also suggests that 67.2% of affordable dwellings are needed for affordable or social rent (as defined in the NPPF. See definitions in Affordable Housing Definitions Table in the Glossary, and 32.8% are needed for intermediate tenures as defined in the NPPF. Policy H5 translates this need into requirements for affordable housing that have been viability tested. It should be noted that Leeds City Council is investing heavily to improve the City Centre and Inner Areas of Leeds and it is expected that progressive regeneration activity will improve the strength of these housing markets so that higher affordable housing targets can be achieved through Plan Review in the early 2020s. Targets are set for provision of affordable housing in the 4 affordable zones with a mix of affordable types relating to low earnings of households.
- 5.2.14 The 40% and 60% requirement for a mix of Intermediate and Social Rented affordable dwellings (as defined by the NPPF), means that developers are expected to provide a mix of affordable dwellings that will be affordable to households on low and very low earnings or income. Social Rented (as defined by the NPPF) is the label for types of affordable housing typically rented by registered providers which is affordable to very low earning and low income households. Intermediate affordable housing sits between the price of market housing and the price of social rented affordable housing. Typically intermediate affordable housing will include shared ownership and other discounted sale products. The City Council calculates benchmark prices to establish the price at which Social Rented and Intermediate dwellings should be made available by developers. In practice this means that dwellings should be made available by developers to Registered Providers at prices which are affordable enough for households on these earnings: households on lower quartile earnings for Intermediate affordable housing; households on lower decile earnings for Social Rented affordable housing. Registered Providers are then expected to make the affordable dwellings available for the tenures expected.
- 5.2.15 For affordable dwellings to be suitably integrated throughout the development this means that the affordable dwellings ought to be mixed in with the corresponding size and type of market dwellings on a site. For example, in a development with a mix of houses and flats, the affordable provision should be partly mixed in with the houses and partly with the flats.
- 5.2.16 Build to rent developments in Leeds can either provide affordable housing on-site as advised in national guidance or in line with the first paragraphs of Policy H5. If developers prefer to pay a commuted sum in lieu of on-site provision, this should be calculated on the basis of paragraph 5.2.17.4. Regarding requirements in national guidance, consultation currently suggests 20% of total dwellings as “Affordable Private Rent” dwellings with rents to be 20% lower than market rents in the local area and agreement of eligibility criteria with secure arrangements that continue in perpetuity.
- 5.2.17 For development schemes led by Registered Providers for social housing the Council will take a flexible approach to determining the appropriate quantity and type of affordable housing taking into account the needs of the area and the wider benefits of development.
- 5.2.17.1 Purpose built student accommodation will not be required to provide affordable housing.

- 5.2.17.2 Secure arrangements in the form of S106 agreements, must be agreed to ensure delivery and that affordability embodied within affordable housing is maintained for future people of Leeds in housing need in perpetuity.
- 5.2.17.3 Applicants may choose to demonstrate via individual viability appraisals that there are exceptional site circumstances which mean the affordable housing target cannot be met on specific schemes. In such cases, where evidence in accordance with the National Planning Guidance principles for carrying out a viability assessment is submitted, a departure from the affordable housing policy may be justified. Where developments are expected to take more than five years to complete, the Council will normally expect permitted schemes to make provision for a review of the scheme's viability, to determine whether the level of affordable housing being provided across the scheme as a whole is appropriate. The Government currently expects Local Plan policies to be reviewed after 5 years and the minimum targets set out in Policy H5 are likely to be reviewed in any event as part of this process.
- 5.2.17.4 As a general principle, commuted sums should be calculated to ensure that the required quantity and type of affordable dwellings can be delivered in the locality of the development, assuming involvement of Registered Providers. This will be equivalent to the differential between affordable price and market price (free of restrictions) with adjustment for any locality delivery costs. Locality can be defined as the surrounding streets or whether the site is within a defined settlement or established neighbourhood but this will be a matter of judgement depending on size of site and character of the area; postcode sector boundaries may be helpful indicators. Locality is important for calculating sums not necessarily for determining where commuted sum money is spent, which may include strategic priorities elsewhere in Leeds. Provision that results in 4 or less affordable dwellings may be converted into an equivalent financial contribution.

POLICY H5: AFFORDABLE HOUSING

On major* housing developments, affordable housing provision should be provided on-site at the target levels specified in the following zones:

Zone	Minimum Target
1	35%
2	15%
3	7%
4	7%

The mix of affordable housing should be designed to meet the identified needs of households as follows:

- 40% affordable housing for Intermediate or equivalent affordable tenures
- 60% affordable housing for Social Rented or equivalent affordable tenures

The affordable units should be a pro-rata mix in terms of sizes and house types of the total housing provision, unless there are specific needs which indicate otherwise, and they should be suitably integrated throughout a development site.

Affordable housing provision should be on site, unless off site provision or a financial contribution can be robustly justified.

Build-to-rent developments shall provide either:

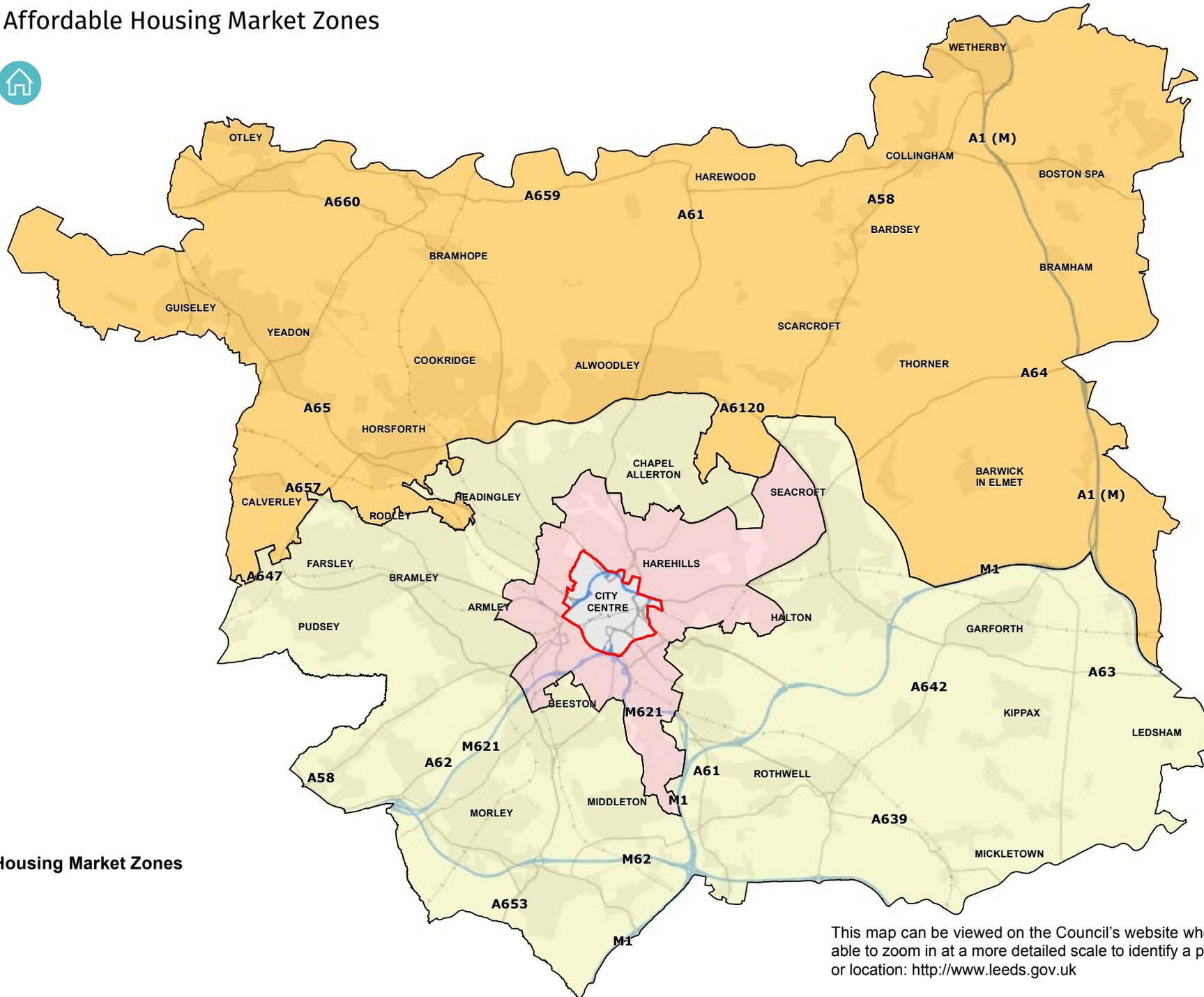
- i) on-site, according to national policy advice, currently 20% Affordable Private Rent dwellings at 80% of local market rents administered by a management company with appropriate arrangements for identifying households in need, including city council nomination rights, which apply in perpetuity, or
- ii) on-site, the percentage of affordable housing specified for zones 1-4 and mix of Intermediate and Social Rented types of affordable housing set out in the first paragraphs of this Policy at affordable housing benchmark rents administered by either a registered provider or a management company with appropriate arrangements for identifying households in need, including City Council nomination rights, which apply in perpetuity, or
- iii) a commuted sum in lieu of on-site provision of affordable housing of option ii).

Departures from this policy should be justified by evidence of viability considerations.

* Major development means either:

- provision of 10 or more dwellings (or where the number of dwellings is not known, development is to be carried out on a site having an area of 0.5 hectares or more) or
- provision of a building or buildings where the floor space to be created would be 1,000 square metres or more;
- or development on a site having an area of 1 hectare or more;

Map 12 Affordable Housing Market Zones



Key
Affordable Housing Market Zones
ZONE

- Zone 1
- Zone 2
- Zone 3
- Zone 4

This map can be viewed on the Council's website where you will be able to zoom in at a more detailed scale to identify a particular site or location: <http://www.leeds.gov.uk>

Houses in Multiple Occupation, Student Accommodation, and Flat Conversions

- 5.2.18 Houses in Multiple Occupation (HMOs) are an increasingly popular part of the housing market within Leeds. As rooms can be rented individually they provide affordable accommodation used primarily by students, young people and those on lower incomes. Whilst the need for this type of accommodation is not in dispute, HMOs tend to be grouped together in certain inner City areas, becoming the dominant type of housing which can lead to social and environmental problems for local communities.
- 5.2.19 According to figures published by Unipol, Leeds had 43,500 students in 2010/11 of which approximately 30,500 sought accommodation through the private rented sector. The City's universities and specialist colleges are an important part of the Leeds economy, but significant growth in student numbers in the past has led to high concentrations of student housing in areas of Headingley, Hyde Park and Woodhouse. This generated concerns about loss of amenity to long term residents as well as wider concerns about the loss of housing suitable for families.
- 5.2.20 Leeds' SHMA 2011 suggests a levelling off in the growth of student numbers in the early years of the Plan which raises question marks over the future of approximately 4000 surplus student bed-spaces. Demand for student accommodation is variable and is expected to fluctuate over the Plan period, although there is always expected to be a significant demand from many students wanting to live in shared private residential houses which are now classed as HMOs.
- 5.2.21 The SHMA 2011 anticipates growth in the need for HMOs in the early years of the Plan to accommodate young people reliant on housing benefit and because of strong demand for private rented accommodation from working people unable to buy. This could affect all areas of Leeds, but is likely to be focussed on the inner areas popular for rented property.
- 5.2.22 Changes of occupation of houses from dwelling-house (class C3 of the Use Class Order) to small shared house (class C4) will require planning permission in the area affected by the HMO Article 4 Direction. This includes all of inner Leeds and adjoining suburbs. Changes of occupation to large shared houses (sui generis) already require planning permission in every part of the City. The government has recognised that high concentrations of HMOs in an area can lead to the following impacts:
- Increased anti-social behaviour, noise and nuisance
 - Imbalanced and unsustainable communities
 - Negative Impacts on the physical environment and streetscape
 - Pressures upon parking provision
 - Increased crime
 - Growth in the private sector at the expense of owner-occupation
 - Pressure on local community facilities
 - Restructuring of retail, commercial services and recreational facilities to suit the lifestyles of the predominant population.
- 5.2.23 Core Strategy policy needs to balance the need for growth in HMOs with the need to avoid high concentrations which cause loss of amenity and undermine the health and stability of communities. Ease of access to work and universities without needing a car also needs to be considered. New HMOs should be located in sustainable locations which allow ease of access to work and education by means of sustainable transport, whilst reducing the need to use the private car. Proposals for new HMOs should look to address detailed local amenity issues as discussed in paragraph 5.2.22, including local parking pressures and impacts on neighbours.

- 5.2.24 Leeds has a diverse housing stock ranging from large Victorian terraces to modern City Centre flats. Some houses tend to be more suitable for families and when these are in areas with high concentrations of HMOs they should remain available for occupation by families. Factors to consider include the size of the dwelling, the amount of garden and private amenity space available, location of the property and any prolonged period of vacancy. In the interpretation of H6A iii) it is recognised that some streets (or a part of a street) may already have such a high concentration of HMOs that the conversion of remaining C3 dwellings will not cause further detrimental harm. Also, in the interpretation of H6A v) it may be the case that the remaining C3 dwellings would be unappealing and effectively unsuitable for family occupation. In such circumstances Policy H6A would not be used to resist changes of use of such dwellings to HMOs.
- 5.2.25 In order to encourage landlords to experiment with lettings of HMOs to non-HMO occupants, the Council will consider granting flexible C3/C4 permissions for new and existing C4 HMOs. This will enable a C4 HMO to convert to a C3 dwelling house without losing the potential to revert back to C4 use within a fixed period (normally 10 years). If a property has a lawful C4 use when applying for a flexible permission this will then be a material consideration when the Council considers the planning application. The permission will enable flexibility to let a property between C3 and C4 uses during the specified period. On expiry of the dual use period, the use of the property at that time would become the permitted use of the property.
- 5.2.26 The period between 2001 – 2012 witnessed considerable development of new purpose built student accommodation particularly in and around the north west sector of the City Centre. Growth in this accommodation is to be welcomed in order to meet need and to deflect pressure away from private rented houses in areas of over-concentration. Nevertheless, care is needed to ensure that purpose built accommodation does not itself become over-concentrated and is located with good access to the universities.
- 5.2.27 Conversion of houses into flats will be one of the means of meeting need for smaller households. However, this has to be reconciled with the importance of protecting local amenity and creating good standard dwellings with sufficient parking space and security. Factors to take into account when assessing sufficiency of parking include:
- The amount of parking available on and off site
 - Existing parking pressures
 - The number of units proposed
- ‘Deconversion’ of previously converted flats back into dwelling houses is sometimes sought in order to cater for large families. This will usually be considered acceptable and, if involving only 2 units to 1, does not normally need planning permission.

POLICY H6: HOUSES IN MULTIPLE OCCUPATION (HMOs), STUDENT ACCOMMODATION AND FLAT CONVERSIONS

- A) Within the area of Leeds covered by the Article 4 Direction for Houses in Multiple Occupation (HMOs), Development proposals for new HMOs will be determined:
- (i) To ensure that a sufficient supply of HMOs is maintained in Leeds,
 - (ii) To ensure that HMOs are distributed in areas well connected to employment and educational destinations associated with HMO occupants,
 - (iii) To avoid detrimental impacts through high concentrations of HMOs, which would undermine the balance and health of communities,
 - (iv) To ensure that proposals for new HMOs address relevant amenity and parking concerns,
 - (v) To avoid the loss of existing housing suitable for family occupation in areas of existing high concentrations of HMOs.
- B) Development proposals for purpose built student accommodation will be controlled:
- (i) To help extend the supply of student accommodation taking pressure off the need for private housing to be used,
 - (ii) To avoid the loss of existing housing suitable for family occupation,
 - (iii) To avoid excessive concentrations of student accommodation (in a single development or in combination with existing accommodation) which would undermine the balance and wellbeing of communities,
 - (iv) To avoid locations which are not easily accessible to the universities by foot or public transport or which would generate excessive footfall through residential areas which may lead to detrimental impacts on residential amenity,
 - (v) The proposed accommodation provides satisfactory internal living accommodation in terms of daylight, outlook and juxtaposition of living rooms and bedrooms.
- C) Development proposals for conversion of existing houses into flats will be accepted where all the following criteria apply:
- (i) The property is not a back-to-back dwelling,
 - (ii) The property is of sufficient size (min. 100 sqm gross) and the internal layout is shown to be suitable for the number of units proposed,
 - (iii) The impact on neighbouring dwellings is not likely to be detrimental to the amenity of their occupants by virtue of the conversion alone or cumulatively with a concentration of converted dwellings, HMOs, or residential institutions,
 - (iv) Where there is a demand for family sized accommodation and the property has (or has the potential for provision of) good access to suitable space for private recreation, provision is normally made for at least one family sized unit in the proposed mix of flats,
 - (v) Sufficient easily accessible and appropriately located off and on street car and cycle parking is incorporated,
 - (vi) The proposed dwellings provide satisfactory internal living accommodation in terms of daylight, outlook and juxtaposition of living rooms and bedrooms,
 - (vii) Each dwelling has safe and secure (and where possible, level) access from the street and any parking areas and suitable accessible enclosures are provided for refuse storage.

Accommodation for Gypsies, Travellers and Travelling Showpeople

5.2.28 In planning for all sections of the community to have access to decent housing, there is a need to make appropriate provision for Gypsies, Travellers and Travelling Showpeople. According to government guidance, Planning for Travellers Sites (2012), local planning authorities should identify a need for Gypsies, Travellers and Travelling Showpeople's

accommodation for the plan-period and allocate sufficient sites (pitches and plots) to meet identified needs as well as demonstrate a sufficient supply of sites to meet identified needs within a five year period.

5.2.29 In Leeds there is a current supply of 48 pitches for Gypsies and Travellers. The Council maintains a site at Cottingley Springs, Gildersome with 41 pitches. Elsewhere there are 7 pitches on private sites. There are currently no authorised plots for Travelling Showpeople within Leeds, although there are currently 7 families living on plots with the consent of landowners.

5.2.30 In accordance with national guidance, “pitch” means a pitch on a Gypsy and Traveller site and “plot” means a pitch on a Travelling Showperson’s site (often called a “yard”). This terminology differentiates between residential pitches for Gypsies and Travellers and mixed-use plots for Travelling Showpeople, which may need to incorporate space or to be split to allow for the storage of equipment.

5.2.31 In order to determine an up to date level of Gypsy and Traveller needs for the Plan period, the City Council worked with Leeds Gypsy and Traveller Exchange (GATE) in preparing a Gypsy and Traveller Pitch Requirement Study in 2013/14. This assessment was based on methodology derived from Planning Policy for Traveller Sites (2012) and also Gypsy and Traveller Accommodation Needs Assessments (2007). The approach is locally based, in accordance with Planning Policy for Traveller Sites, and agreed between the Council and Leeds GATE. The main sources of information used were Leeds’ housing applications data (including housing needs assessments for Gypsies and Travellers on the housing waiting list), Leeds GATE local knowledge and a survey prepared and carried out by Leeds GATE with support from the Council.

5.2.32 This information provides an understanding about the needs and preferences of Leeds’ Gypsies and Travellers. It suggests that there is a preference for small sites, that whilst many Gypsies and Travellers wish to live on a Council run site there is a significant group that wish to make their own provision and that there are a number of people in pitch based provision that seek a bricks and mortar house as a preference.

5.2.33 An assessment by Leeds GATE and the City Council, including revisions to the Council’s Gypsy and Traveller Pitch Requirement Study and a survey of local Gypsies and Travellers carried out by Leeds GATE shows an unmet housing preference for 58 pitches made up of 26 households seeking permanent public sector provision and having an assessed housing need and 26 households seeking permanent private pitch provision. There is also an identified expressed preference from 6 households seeking negotiated stopping. By applying a compound growth of 3% and allowing for vacancy levels within the existing provision there is a need for 62 pitches for the plan period (i.e. up to end March 2028). For the plan period this need can be split as follows:

- Council provision = 25 pitches
- Private provision = 28 pitches
- Negotiated stopping provision = 9 pitches

5.2.34 For Travelling Showpeople the Travelling Showmen’s Guild has indicated that there is a need to provide suitable provision for 15 families throughout the Core Strategy plan period i.e. on 15 plots. They advise that this should be provided on either one or two sites (approximately 1 hectare in total), which would also contain some transit provision.

5.2.35 The Council will allocate land for Gypsies, Travellers and Travelling Showpeople on the basis of the identified needs above through the Site Allocations Plan. In order for Gypsies and Travellers to have a high quality of life it will be desirable for pitches and plots to have

the same access to services as the settled population. This is a message that has arisen from consultation with the Gypsy and Traveller community themselves who do not desire to live in remote or inaccessible locations. At the same time it should be recognised that sites should in all cases be deliverable to Gypsies, Travellers and Travelling Showpeople and in reality this may mean that, for example, the most accessible sites are not viable. The deliverability of sites is therefore included as a criterion to inform the allocation of sites and decision taking.

5.2.36 The Site Allocations Plan will engage positively with the Gypsy and Traveller community and Leeds GATE to ensure that suitable Council run sites (including where appropriate an element of transit provision) are identified and allocated to meet the full needs for the plan period. For private pitch provision, including for Travelling Showpeople, the Council will work proactively with the Gypsy and Traveller communities, Leeds GATE and the Showmen's Guild to help identify and allocate such sites through the Site Allocations Plan in line with the criteria in Policy H7.

5.2.37 Planning Policy for Traveller Sites (2012) confirms that a criteria based policy can provide a basis for decision taking as well as allocating sites, therefore the policy contains criteria to guide land supply allocations and provide a basis for decisions, should applications nevertheless come forward.

5.2.38 Consultation responses from representatives of the Gypsy and Traveller community have previously indicated a strong preference for sites to be of a small size suited to occupation by close family groups. It may not be possible to identify sites without considering exceptional and limited alterations to the Green Belt Boundary. Any alterations to the Green Belt boundary will need to be considered as part of the Site Allocations Plan. Alternatives will be explored before Green Belt locations are considered.

POLICY H7: ACCOMMODATION FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOW PEOPLE

The City Council will identify suitable sites in the Site Allocations Plan to accommodate the following identified needs:

- 62 pitches for Gypsies and Travellers (of no more than 15 pitches per site), and
- 15 plots for Travelling Showpeople (to be accommodated on either one or two sites),

In identifying land or determining planning applications for pitches / plots, consideration will be based on the following criteria:

- (i) pitches and plots should have reasonable access to public transport, health care, schools, shops and local services,
- (ii) pitches and plots should not be located on land that is deemed unsuitable for general housing, such as land that is contaminated, adjacent to refuse sites, landfill sites, heavy industry or electricity pylons,
- (iii) pitches and plots should avoid zones of high flood risk (zone 3 flood risk areas),
- (iv) the following order of preference for categories of land should be followed: brownfield, greenfield and Green Belt. Alterations to the Green Belt boundary to accommodate pitches and plots will only be considered in exceptional circumstances, to meet a specific identified need. In such circumstances and as part of the Site Allocations Plan, sites will be specifically allocated as a Gypsy, Traveller and Travelling Showpeople's site only,
- (v) the availability of alternative deliverable sites for Gypsies and Travellers and Travelling Showpeople,

Housing for Independent Living (including Elderly People, and People with Impaired Mobility)

5.2.39 It is important that the Core Strategy seeks to plan for a range of housing needs and Independent Living. The SHMA 2011 anticipates that Leeds will have a significantly greater proportion of older people by 2026 than in 2010, with a 16% increase in households aged over 65, a 30% increase in over 75s and a 70% increase in households aged over 85 years. In absolute terms the projection suggests that across Leeds there will be an additional 22,000 households with a head of household aged over 65. Most households over 65 are likely to continue to live in standard housing which needs to be capable of adaptation. Within the overall context of housing provision, the concept of "Lifetime" homes is broadly supported, as a basis to meet housing needs in the long term. Furthermore, it is desirable that all new housing should be built to the latest accessible housing design standards.

5.2.40 Some elderly people or disabled people will want to live in sheltered or other housing schemes. Meeting such needs is a key challenge for the Core Strategy and in considering development proposals for Independent Living, it is important that such schemes are appropriately located and form part of a wider housing mix, in reflecting a range of housing needs within individual communities. Within this context, proposals need to be suitably located with easy access to the shops and facilities of town and local centres and shopping parades.

POLICY H8: HOUSING FOR INDEPENDENT LIVING

Developments of 50 or more dwellings are expected to make a contribution to supporting needs for Independent Living. Very large scale development will have potential to provide sheltered schemes, as part of a wide housing mix. Smaller developments may contribute in other ways, including provision of bungalows or level access flats.

Sheltered and other housing schemes aimed at elderly or disabled people should be located within easy walking distance of town or local centres or have good access to a range of local community facilities. LDF Allocations Documents should seek to identify land which would be particularly appropriate for sheltered or other housing aimed at elderly or disabled people.

Minimum Space standards for new dwellings

- 5.2.40.1 There has been growing concern that the internal space of new dwellings is getting smaller with implications for accessibility, for sustainability and for quality of life including health. This section seeks to improve the quality of housing provided in Leeds to create a healthy and sustainable living environment for current and future generations.
- 5.2.40.2 Policy H9 covers internal space within new dwellings setting requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. These reflect exactly the Nationally Described Space Standards (NDSS) of 2015.
- 5.2.40.3 The standard Gross Internal Areas set out in Policy H9 are organised by storey height to take account of the extra circulation space needed for stairs to upper floors, and deal separately with one storey dwellings (typically flats) and two and three storey dwellings (typically houses). These are set out in the table below.
- 5.2.40.4 Individual dwelling types are expressed with reference to the number of bedrooms (denoted as 'b') and the number of bedspaces (or people) that can be accommodated within these bedrooms (denoted as 'p'). A three bedroom (3b) home with one double bedroom (providing two bed spaces) and two single bedrooms (each providing one bed space) is therefore described as 3b4p.
- 5.2.40.5 This allows for different combinations of single and double/twin bedrooms to be reflected in the minimum Gross Internal Area standards. The breakdown of the minimum Gross Internal Area therefore allows not only for the different combinations of bedroom size, but also for varying amounts of additional living, dining, kitchen and storage space; all of which are related to the potential occupancy.
- 5.2.40.6 Regarding development of Purpose Built Student Accommodation, the NDSS were not designed with student housing in mind. There are clear differences between student and general housing in that students live in student accommodation for only a fixed period of time, other accommodation (communal rooms) is often provided and there are no standards for dwellings with 7 or more bedrooms. Provision of reasonable space standards is still important for student accommodation, and this will need to be judged on a case by case basis, and via the application of any national standards that might be created in the future. Houses in multiple occupation (HMOs) are not dwellings (class C3 of the use class order), so the space standards of Policy H9 will not apply to proposals for new HMOs. Nevertheless, it is reasonable for HMOs to provide adequate levels of amenity for residents in terms of space, light and ventilation. Further guidance will be provided through supplementary planning guidance. Any future changes to Government Guidance on NDSS will be taken into account in decision making in planning applications.

5.2.40.7 Applicants may choose to demonstrate via individual viability appraisals that there are exceptional site circumstances which mean the minimum space standards cannot be met on specific schemes. In such cases, where evidence in accordance with the National Planning Guidance principles for carrying out a viability assessment is submitted, a departure from Policy H9 may be justified.

POLICY H9: MINIMUM SPACE STANDARDS

All new dwellings must comply with the following standards: The standard requires that:

- a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below
 - b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom
 - c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide
 - d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²
 - e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
 - f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area)
 - g. any other area that is used solely for storage and has a headroom of 900- 1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
 - h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement
 - i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area
- Departures from this policy should be justified by evidence of viability considerations
- Minimum gross internal floor areas and storage (m²)

Number of bedrooms	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built in storage
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

*Where a one person flat has a shower room rather than a bathroom, the floor area may be reduced from 39m² to 37m².

Development of student accommodation and houses in multiple occupation (HMOs) will not be subject to the space standards as set out in the Table above. Instead such development should reflect the NDSS with appropriate adjustments to address the particular characteristics of these types of development. They should also meet standards of general amenity for occupiers to include adequate space, light and ventilation. Further guidance will be provided through a Supplementary Planning Document.

Notes

- i. The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls that enclose the dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. The Gross Internal Area should be measured and denoted in square metres (m²).
- ii. If the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area
- iii. The standards are organised by numbers of storeys to take account of extra circulation space needed for stairs between floors.

Accessible housing

5.2.40.8 Changes to national planning policy and the Building Regulations in 2015 enable Local Authorities to require the provision of accessible dwellings as part of new residential developments to meet the needs of residents. In Leeds there is an evidenced need for housing which is suitable for disabled people, older people and families with young children. The provision of dwellings which meet the optional accessible housing standards provided in Part M volume 1 of the Building Regulations can help meet this need.

5.2.40.9 The optional accessible housing standard M4(2) 'accessible and adaptable dwellings' contained within Part M volume 1 of the Building Regulations provides a higher level of accessibility and adaptability than standard dwellings ('standard dwellings' are those which meet the requirements of M4(1) of Part M volume 1 of the Building Regulations). The optional accessible housing standard M4(3) 'wheelchair user dwellings' provides a standard for dwellings which are accessible for wheelchair users or can easily be adapted to be suitable for wheelchair users.

5.2.40.10 15.8% of households in Leeds contain 1 or 2 members with a disability, 23.2% contain a member aged 65 years or over and 11.8% contain a child aged 4 years or younger, 3.3% of households contain a wheelchair user who requires adaptations to their home to ensure it is more accessible for them now or anticipate they will need adaptations in the next 5 years (SHMA Household Survey 2017). All of these residents could benefit from the design features of M4(2) accessible and adaptable dwellings, or M4(3) wheelchair user dwellings.

5.2.40.11 Under the Building Regulations the housing standards contained within Part M volume 1 only apply generally to new-build dwellings. The Building Regulations define student accommodation as hotel accommodation in relation to Part M, with accessible hotel accommodation, and therefore student accommodation, is covered by Part M volume 2 of the Building Regulations. For this reason, planning policy requirements for accessible housing do not apply to purpose built student accommodation.

5.2.40.12 M4(3) of Part M volume 1 of the Building Regulations 'wheelchair user dwellings' provides 2 standards:

- wheelchair adaptable dwellings,
- wheelchair accessible dwellings.

Wheelchair adaptable dwellings are homes that are designed to be easily adapted to meet the needs of wheelchair users. Wheelchair accessible dwellings are homes which are readily usable by wheelchair users at the point of completion, and provide all the necessary fixtures and fittings specified by the standard. National policy states that planning policy requirements for wheelchair accessible homes should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling. Unless the Local Authority has this responsibility, wheelchair user dwellings required by this policy should be M4(3) wheelchair adaptable dwellings. In most cases it is expected that market housing for sale and specific affordable dwellings provided through planning requirements will be wheelchair adaptable. Only where Leeds City Council is nominating a wheelchair user as an occupier will wheelchair accessible dwellings be required.

5.2.40.13 Where M4(2) and M4(3) dwellings are to be provided within the same block or share the same approach route, the approach route and block communal arrangements from the highest category of dwelling served should be provided.

5.2.40.14 Where the size of development means that the percentage requirements for M4(2) or M4(3) dwellings generate less than 1 dwelling, if the figure generated is 0.5 of a dwelling or more this should be rounded up to 1 dwelling, if it is below 0.5 then the dwelling does not need to be provided.

5.2.40.15 To provide choice for people who require accessible housing, the breakdown of size, type and tenure of M4(2) and M4(3) dwellings should reflect the breakdown of housing proposed overall as closely as possible, unless there is evidenced need for additional accessible housing in one particular tenure.

5.2.40.16 Whilst dwellings in accordance with the optional accessible housing standards should be agreed in terms of their size and form on submitted drawings, the provision of accessible housing should be secured via planning condition. This allows the building control body to check dwellings compliance against the provisions of the applicable optional building regulations standards (M4(2) or M4(3)).

5.2.40.17 Planning conditions should specify:

- Which and how many dwellings within the development are required to satisfy M4(2)* accessible and adaptable dwellings standards
- Which and how many dwellings within the development are required to satisfy M4(3)* wheelchair adaptable dwellings standards
- Which and how many dwellings within the development are required to satisfy M4(3)* wheelchair accessible dwellings standards

*contained within Part M volume 1 of the Building Regulations

5.2.40.18 Applicants may choose to demonstrate via individual viability appraisals that there are exceptional site circumstances which mean the accessible housing requirements cannot be met on specific schemes. In such cases, where evidence in accordance with the National Planning Guidance principles for carrying out a viability assessment is submitted, a departure from Policy H10 may be justified.

POLICY H10: ACCESSIBLE HOUSING STANDARDS

New build residential developments should include the following proportions of accessible dwellings:

- 30% of dwellings meet the requirements of M4(2) 'accessible and adaptable dwellings' of Part M Volume 1 of the Building Regulations.
- 2% of dwellings meet the requirement of M4(3) 'wheelchair user dwellings' of Part M volume 1 of the Building Regulations. Wheelchair user dwellings should meet the M4(3) wheelchair adaptable dwelling standard unless Leeds City Council is responsible for nominating a person to live in the dwelling.

Where the scale of development would generate more than one accessible dwelling, the mix of sizes, types and tenures of M4(2) and M4(3) dwellings should reflect the mix of sizes, types and tenures of the development as a whole as closely as possible (unless the applicant can demonstrate an evidenced need locally to provide accessible housing in dwellings of a particular size, type and / or tenure. Locally will normally mean the Designated Neighbourhood Area, or where this is not defined, will mean relevant settlement, or ward if the site lies within the main urban area).

The required number, mix and location of accessible dwellings should be clearly illustrated on drawings and via planning condition.

Departures from this policy should be justified by evidence of viability considerations.

b) Supporting Employment Opportunities

5.2.41 The Leeds Employment Land Review (2010 Update) identifies there are 85 sites in the existing portfolio for general employment use, amounting to 400 hectares. Almost 50% of this land area comprises of UDP allocated employment land. The LDF Allocations Documents will seek to identify the additional 143 hectares of land for general employment uses. For clarity, general employment land relates to all the B Class employment sectors except for offices. EC1 refers to research and development (B1b class), light industry (B1c), general industry (B2) and storage or distribution (B8).

5.2.42 The assessment of potential employment sites and locations will be based on their suitability, availability and deliverability, which is the same criteria applied to each site assessed in the Leeds Employment Land Review. Suitability refers to the physical conditions of the site for example the topography and general sustainable development factors for example access to public transport or freight provision. Availability considers whether planning permission is in place for employment or alternative uses and whether the site has been actively marketed in the past for employment uses. Deliverability refers to the likely associated costs of developing the sites in order to be able to bring the site/location forward during the plan period. This approach reflects the suggested criteria in the Office of Deputy Prime Minister guidance on Employment Land Reviews published (2004).

POLICY EC1: GENERAL EMPLOYMENT LAND

- (A) General employment land will be identified, in the first instance, to meet the identified need for land to accommodate research and development, industry, warehousing and waste uses over the plan period (as identified in Spatial Policy 9) including a margin of choice for the market by:
- (i) Carrying forward existing allocations and other commitments that have been assessed to be suitable, available and deliverable for general employment use or,
 - (ii) Identifying new allocations of general employment land to address deficiencies in the existing supply over the District and within local areas in the following locations, subject to the suitability, availability and deliverability of that land:
 - In accessible locations within the Main Urban Area, Major Settlements and Smaller Settlements; including sites with good access to the motorway, rail and waterways networks,
 - Within regeneration areas identified in Spatial Policy 4,
 - Within established industrial areas,
 - Within urban extensions linked to new housing proposals to help deliver sustainable mixed use communities,
 - (iii) Phasing the release of the land consistent with the overall strategy for major regeneration and housing growth,
 - (iv) Identifying freight storage/distribution opportunities as part of the overall employment land requirement set out in Spatial Policy 9. The site search will be focused in the following locations:
 - Along rail corridors, particularly in the Aire Valley,
 - Along the Aire and Calder Navigation.
- (B) Other uses (i.e. sui generis) with similar locational requirements to the employment uses set out under (A) which are generally less well suited to locating in centres, residential areas or other environmentally sensitive areas are acceptable on general employment sites.

Office-based floor requirement

- 5.2.43 Paragraph 4.7.18 to Spatial Policy 9 identifies that a minimum of 706,250 sqm of office floorspace will be provided over the Plan period. This provision will comprise of new and existing locations. The Leeds Employment Land Review (2010 Update) identified current commitments on sites which amount appropriately to 840,000 sqm. However over a third of the existing supply is located outside the City Centre, resulting in further floorspace being needed to help prioritise the locating of offices in Centres. These permissions include the remaining land at partially developed sites, such as the business park at Thorpe Park and office development at Leeds Valley Park.
- 5.2.44 It is anticipated that current commitments, in the form of planning permissions, will be used to help meet the overall requirements identified above. In order to provide flexibility when determining renewals of existing out of centre office applications, 160,000 sqm of floorspace will be identified in or on the edge of the City and Town Centres. This will therefore bring the total office floorspace required up to 1,000,000 sqm.
- 5.2.45 The breakdown of the existing supply of commitments includes for out of centre sites amount to 322,470 sqm, with a further 19,290 sqm located in or on the edge of town centres and 498,736 sqm located in the City Centre. Spatial Policy 9 states that an additional 160,000 sqm will be identified in, or on the edge of City and Town Centres. Policy CC1: City Centre Development proposes to accommodate at least 655,000 sqm of office-based development, with a further 3,710 sqm to be identified in or on the edge

of town centres The proposed total of offices in or on the edge of centres reflects the current percentage of commitments, scaled up to the new requirements.

The proposed distribution of office development will be:

Gross Total Floorspace			
Location	Existing planning permissions	Proposed new locations	Net total Floorspace*
Out of Centre	322,470 sqm	-	322,000 sqm
In or On Edge of Town Centres	19,290 sqm	3,710sqm	23,000 sqm
City Centre	498,736 sqm	156,264sqm	655,000 sqm
Total office provision	Approx. 840,000 sqm	Approx. 160,000 sqm	Approx. 1,000,000 sqm

*All figures are rounded to the nearest 1,000 sqm

5.2.46 Spatial Policy 2 already advises that new proposals for offices will generally be encouraged to locate in or on the edge of the City and Town Centres. However the Council does recognise that in a district as large and varied as Leeds, and noting the changing emphasis of national guidance, many employment areas exist out of centre. Such locations play a valuable role in the Leeds economy in offering a choice of location for business and in providing local job opportunities. Indeed they can often be as accessible to a substantial local labour market as many of the smaller town centres. They can represent highly sustainable options particularly when located in the Main Urban Area.

5.2.47 National planning guidance expects out of centre or edge of centre office proposals to be subject to a sequential test to determine whether preferable sites exist either in-centre (first preference) or edge of centre (second preference). To complement this, and for the avoidance of doubt, sequential assessment for out-of-centre renewals and new development will be required subject to floorspace threshold requirements as set out in paragraph 5.2.45.

5.2.48 All sequential assessments for large scale proposals will be directed in the first instance to the City Centre. Such development would be expected to attract employees commuting from a wide catchment area, but below this scale of development a smaller catchment area may be identified based on likely travel to work patterns.

5.2.49 Offices can considerably enhance the vitality and viability of centres as well as provide an important source of local employment. Office development in town centres tends to be smaller in scale and located in mixed use buildings, for example, above shop units. The capacity of each centre to accommodate new office floorspace will vary considerably depending on factors such as market preference, transport links and availability of land and premises.

5.2.50 Proposals for office development must accord with the following sequential and impact assessment requirements where appropriate. Locations which are subject to a sequential assessment are identified on Map 14

Scale	Office Floorspace (Gross Internal)	Sequential Assessment		Impact Assessment	Other Requirements
Small	Up to 500 sqm	No ²		No	Accessibility standards*
Medium	501 – 2,499 sqm	Yes		No	n/a
Large	Over 2,500 sqm	Yes		Yes	n/a

* Table 1 in Appendix 3 of the Core Strategy sets out the Accessibility Standards and indicators for employment uses.

- 5.2.51 It is considered appropriate for small scale offices and office extensions to be supported in regeneration areas and in accessible rural locations away from town and local centres, without the need for a sequential test. The threshold size of small scale is defined as 500 sqm. Therefore in regeneration areas and in those areas not served by a centre in rural areas or villages (as shown on Map 4) small scale office development (up to 500 sqm) will be permitted without the need to undertake a sequential test. Locations outside of the Settlement Hierarchy will need to demonstrate compliance to accessibility standards as outlined in Table 1, Appendix 3 of the Core Strategy. All office development larger than 500 sqm will need to undertake a sequential assessment.
- 5.2.52 Within this context, limited additional office development may be acceptable in out of centre locations where they are demonstrably sustainable, where proposals are of an appropriate scale to existing development and will not compromise the centres first approach.
- 5.2.53 National planning guidance advises that when assessing applications for office development outside of town centres, an impact assessment should be required if the development is over 2,500 sqm. This threshold will be used in the application of Policy EC2.

POLICY EC2: OFFICE DEVELOPMENT

Appropriate locations for allocations and windfall office development;

- (i) A target of 655,000 sqm for the City Centre and 23,000 sqm of new office floorspace is set for locations in or on the edge of town centres to guide allocation documents,
- (ii) The focus for most office development will be within and/or edge of the City Centre and designated Town and Local Centres,

Due to the availability of development opportunities in centre and edge of centre, out of centre proposals would normally be resisted. Exceptions would apply where either (iii) or (iv) below are applicable,

- (iii) There are existing commitments for office development that can be carried forward to meet the identified floorspace requirement over the plan period, unless it would be more sustainable for the land to be re-allocated to meet identified needs for other uses,

² Subject to locations in Policy EC2 (iv)

- (iv) There is a need to provide flexibility for businesses, so that small scale office development (up to 500 sqm) will not be subject to sequential assessments in the following locations,
- i. Regeneration Priority Programme Areas identified under Spatial Policy 4,
 - ii. Settlements within the Hierarchy which do not have designated Centres as outlined in Map 4,
 - iii. Villages or rural areas that are not included in the Settlements Hierarchy as outlined in Map 3,

Map 14: shows which locations are subject to a sequential assessment.

- (v) In existing major employment areas, which are already a focus for offices, some small scale office floorspace may be acceptable where this does not compromise the centres first approach.

Safeguarding existing employment land and industrial areas

5.2.54 The Council has a commitment to deliver an appropriate local balance between potentially competing uses of land, particularly housing and employment. The market alone will not necessarily deliver that balance, especially where land values for housing are substantially higher than those achievable for employment uses.

5.2.55 Policy EC3 applies to proposals on sites currently or last in use for employment purposes or to employment allocations. The issue to be determined is whether there is a planning need for the site to remain in employment uses. There is a shortage of employment sites in certain locations but potential oversupply in others. The conclusions relating to land supply in the Leeds Employment Land Review (2010 Update) and subsequent updates will be a key consideration when making assessments of proposals for the development of existing employment sites.

5.2.56 Leeds as with other major cities can be characterised as a place where both ‘strong’ and ‘weak’ markets coexist. Therefore as part of an integrated approach at local level, these market conditions will require an appropriate planning response (as set out in Policy EC3) to consider necessary interventions to manage them. Policy EC3 sets the criteria for the release of land from employment allocations and the release of land or buildings at present or last in employment uses, whilst maintaining safeguards for the supply of employment land and premises where the need is clear.

5.2.57 This is a criteria based Policy which applies to the consideration of planning applications. Part A relates to all sites not identified in an area of shortfall and therefore assessed on a District-wide basis.

Part A: For all sites across the District outside of areas of shortfall

Bullet point (i) relates to employment allocations and other land identified in the Leeds Employment Land Review (2010 Update) or future updates of the review. Employment needs are identified in Spatial Policy 9 which sets out the amount of land needed over the plan period.

Bullet point (ii) applies to all existing premises and land previously or currently used for employment uses but which are not allocated. Non-viable may be defined as:

- property or land has remained empty or vacant for a period of time despite being marketed (for a minimum of 12 months), or
- the employment space no longer serves the needs of businesses, and may be incompatible with neighbouring uses through noise and amenity issues.

Bullet point (iii) provides opportunity for mixed use proposals to deliver the Core Strategy employment objectives as identified in Spatial Policies 8 and 9.

Part B: Proposals in shortfall areas

Part B refers to general employment³ sites in shortfall areas.

Applications will be assessed using an appropriate definition of “surrounding area” as agreed between the Council and the applicant with reference to Table 1 – Accessibility Standards and Indicators for Employment and Social Infrastructure Uses in Appendix 3

The availability of sites and past take up in the surrounding area will be assessed to determine how much supply should be maintained to achieve the economic objectives of the Core Strategy.

- 5.2.58 Local need is calculated for the total amount of land that will be required in an area based on local population. This calculation will identify surplus and deficit of any local provision.
- 5.2.59 Leeds Employment Land Review (2010 update) identified a potential shortfall of available general employment land in some areas of the District, particularly in the north and west of the City. Over the last decade there has also been a significant loss of existing employment sites to other types of development, particularly new housing encouraged by the focus on Brownfield development. While redevelopment is often positive, consideration also has to be given to retention of local employment opportunities. Therefore, in areas where there is an identified shortfall in the provision of general employment land there will be a presumption against loss of general employment sites to other uses.
- 5.2.60 The Leeds Employment Land Review (2010 Update) identifies the following local sub areas - Inner North East, Inner North West, Inner West, Outer North West and Outer North East where there are currently shortfalls in employment land provision. It may not always be possible to address deficiencies in some areas due to the lack of availability of suitable sites. Accessibility is also an important issue, particularly the needs of businesses to access transportation networks. Subsequent updates of the Leeds Employment Land Review will monitor and bring up to date any changes to these areas and identify any new areas.

³ Please see Glossary for the definition of general Employment Land.

POLICY EC3: SAFEGUARDING EXISTING EMPLOYMENT LAND AND INDUSTRIAL AREAS

Part A: For all sites across the District outside of areas of shortfall

A) Proposals for a change of use on sites which were last used or allocated for employment to other economic development uses including town centre uses or to non-employment uses will only be permitted where:

(i) The proposal would not result in the loss of a deliverable employment site necessary to meet the employment needs during the plan period ('employment needs' are identified in Spatial Policy 9),

Or

(ii) Existing buildings and land are considered to be non-viable in terms of market attractiveness, business operations, age, condition and/or compatibility with adjacent uses,

Or

(iii) The proposal will deliver a mixed use development which continues to provide for a range of local employment opportunities and would not undermine the viability of the remaining employment site,

And where appropriate,

Part B: For sites in shortfall areas

B) Where a proposal located in an area of shortfall as identified in the most recent Employment Land Review would result in the loss of a general employment allocation or an existing use within the Use Classes B1b, B1c, B2 and B8, non-employment uses will only be permitted where:

The loss of the general employment site or premises can be offset sufficiently by the availability of existing general employment land and premises in the surrounding area (including outside the areas of shortfall) which are suitable to meeting the employment needs of the area.

5.3 PLACE MAKING

TOWN AND LOCAL CENTRES

- 5.3.1 Leeds City Centre is the major centre in the Leeds District and the Leeds City Region as outlined in Spatial Policy 2. The City Centre chapter sets out the importance of its shopping, employment, leisure and cultural offer. Leeds is, however, a large District with many other established centres providing facilities within communities. The Core Strategy seeks to maintain and enhance this sustainable pattern of development across the District, ensuring that town and local centres remain the focus for shopping, intensive/built leisure, employment and services.
- 5.3.2 The UDP established a centres hierarchy which included shopping frontages for the City Centre, 28 town centres and 11 other local centres. The function and performance of these centres has been reviewed in the Leeds City Centre, Town and Local Centres Study (July 2011). In addition to the City Centre, the Core Strategy now identifies 27 town centres and 33 local centres. A network of neighbourhood parades and shops within Smaller Settlements also make a contribution towards meeting basic day to day shopping and service requirements.
- 5.3.3 The aim of the Policies within this section is to support the vitality and viability of these centres for weekly shopping requirements, leisure, local employment provision, and a range of services and community facilities and to promote sustainable and linked trips.
- 5.3.4 Town centres are at the heart of communities within Leeds and contribute towards the character and identity of communities. They provide for weekly and day-to-day shopping and service needs close to where people live and work. The range of uses and the presence of independent traders are important characteristics of a town centre, as are their historic characters and provision of public realm. Apart from the purpose built town centres constructed during the 1950s and 1960s (e.g. Bramley and Cross Gates), town centres have evolved over time, and in some cases have a long history with many historic features remaining. They are embedded in the communities which they serve, with the town centres of stand alone settlements particularly having an important role in serving their local catchments.
- 5.3.5 The main element of town centres are the 'A' use classes (e.g. shops, financial services, restaurants, public houses and bars). In Leeds town centres have a good range of convenience and comparison retail, including the presence of local independent traders, and the great majority contain a medium sized supermarket (around 1,000 sqm trading floorspace), or a superstore (larger than 2,500 sqm trading floorspace). They also contain financial services such as banks, estate agents, and employment offices, and restaurants or cafes. The town centres in Leeds also contain either a library or Council offices, some form of health provision, and community facilities such as a community hall or place of worship (D1 use). The large majority also include office employment (Class B1a) and leisure uses (Class D2) such as gyms or indoor sports facilities.
- 5.3.6 The defined primary shopping frontages in town centres are those with predominantly A1 uses. Saved UDP Policy SF7 seeks to maintain this core focus for town centres with a 70:30 split between A1 and other uses. Greater flexibility is given to the mix of uses within secondary frontages, with applications being determined on their merits with the purpose to safeguard the overall retailing character of shopping streets and maintain the vitality of town centres as a whole. This approach to primary and secondary shopping frontages is taken forward in principle within the Core Strategy with the detail to be established in the Site Allocations Plan.

- 5.3.7 'Local centre' is a new designation to replace the UDP 'Policy S4 Centres' and the number of designated local centres has increased to recognise their importance in providing day-to-day local shopping and service needs. Local centres cater for daily shopping needs, and provide shopping provision to complement weekly shopping, known as 'top up' shopping. The range of uses and the scale of units is less than that offered by town centres and there may be no Council, health or community facility, although they provide financial services such as banks and estate agents and a third contain office uses.
- 5.3.8 Due to the significant differences in scale and function of local centres across Leeds the Core Strategy establishes a two-tier approach to split them into higher and lower order. 1,500 sqm of total gross internal retail floorspace is the general threshold above which a local centre is higher order (notwithstanding any site specific issues which give rise to individual anomalies). Higher order centres also generally have a small supermarket up to 1,500 sqm, and some service and community facilities. They normally have more health centre and library type uses than lower order local centres.
- 5.3.9 Lower order centres only have a small convenience store which allows trade outside of Sunday licence restrictions (up to 280 sqm trading floorspace), fewer restaurants and cafes, and less of a mix of other shops and small scale community facilities. They ordinarily have to contain at least 500 sqm of A1 retail, and at least an additional 500 sqm across all other appropriate uses, otherwise they are simply neighbourhood parades.
- 5.3.10 Policy P1 sets out the town and local centre designations. The term 'district centre' no longer applies and all those centres that were previously district centres within the UDP are now classed as town centres. Kippax and Boston Spa have been redefined from their UDP town centre classification, to be a higher order local centre as their facilities do not reflect those of a town centre. The Richmond Hill All Saints area is proposed as the location of a new town centre (subject to further evidence and assessment), to complement Hunslet Town Centre in the Aire Valley Eco Settlement.

Map 15 Hierarchy of Centres – Town and Local Centre Designations



Key

● Town Centres

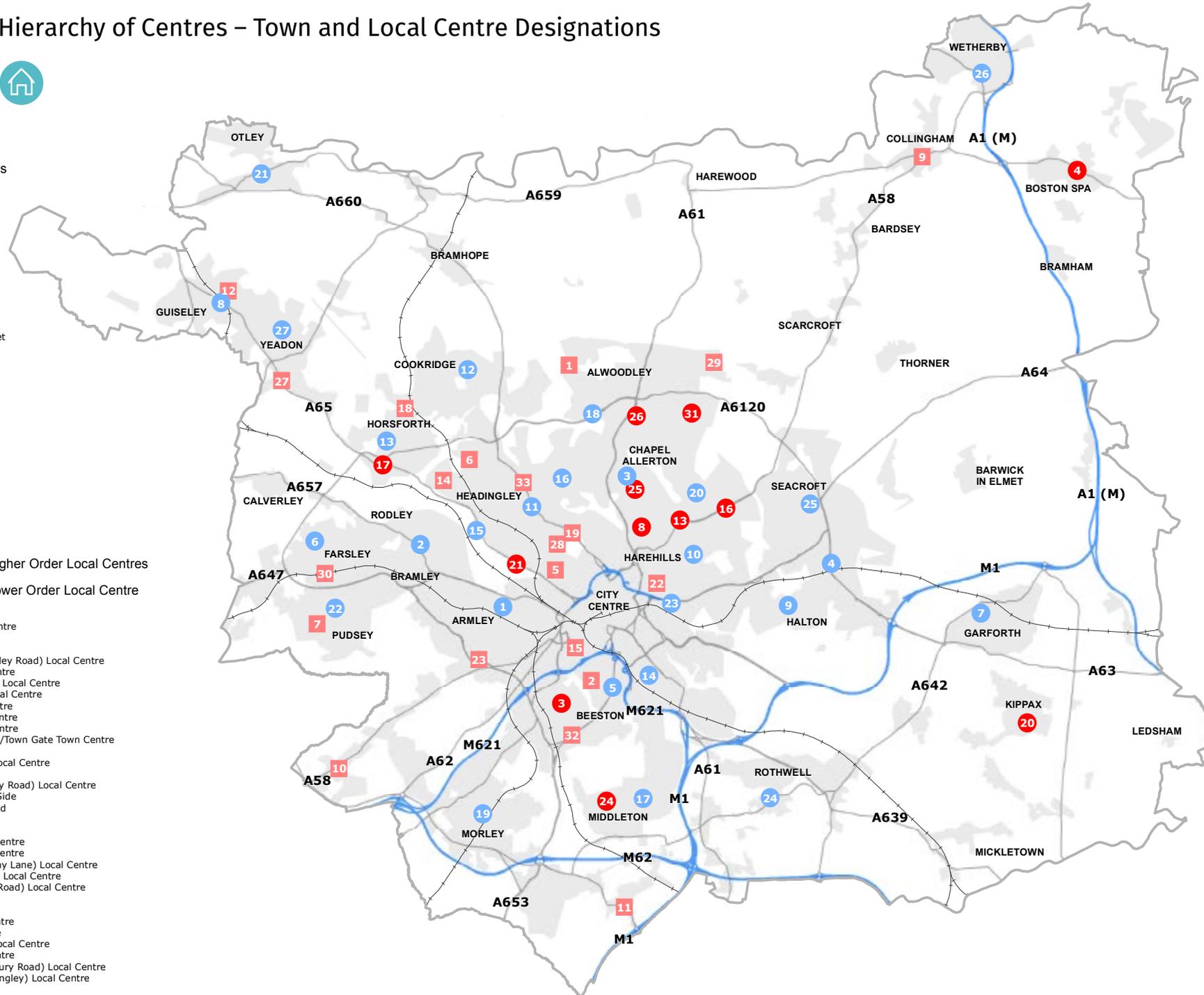
- 1 Armley
- 2 Bramley
- 3 Chapel Allerton
- 4 Cross Gates
- 5 Dewsbury Road
- 6 Farsley
- 7 Garforth
- 8 Guiseley, Otley Road
- 9 Halton
- 10 Harehills Lane
- 11 Headingley
- 12 Holt Park
- 13 Horsforth, Town Street
- 14 Hunslet
- 15 Kirkstall
- 16 Meanwood
- 17 Middleton Ring Road
- 18 Moor Allerton
- 19 Morley
- 20 Oakwood
- 21 Otley
- 22 Pudsey
- 23 Richmond Hill*
- 24 Rothwell
- 25 Seacroft
- 26 Wetherby
- 27 Yeadon

● Proposed Higher Order Local Centres

■ Proposed Lower Order Local Centre

- 1 Alwoodley King Lane
- 2 Beeston Hill Local Centre
- 3 Beeston Local Centre
- 4 Boston Spa
- 5 Burley Lodge (Woodsley Road) Local Centre
- 6 Butcher Hill Local Centre
- 7 Chapeltown (Pudsey) Local Centre
- 8 Chapeltown Road Local Centre
- 9 Collingham Local Centre
- 10 Drighlington Local Centre
- 11 East Ardsley Local Centre
- 12 Guiseley Oxford Road/Town Gate Town Centre
- 13 Harehills Corner
- 14 Hawksworth Estate Local Centre
- 15 Holbeck Local Centre
- 16 Hollins Park (Easterley Road) Local Centre
- 17 Horsforth New Road Side
- 18 Horsforth Station Road
- 19 Hyde Park Corner
- 20 Kippax
- 21 Kirkstall Road Local Centre
- 22 Lincoln Green Local Centre
- 23 Lower Wortley (Granny Lane) Local Centre
- 24 Middleton Park Circus Local Centre
- 25 Montreal (Harrogate Road) Local Centre
- 26 Moortown Corner
- 27 Rawdon, Leeds Road
- 28 Royal Parks Local Centre
- 29 Slaid Hill Local Centre
- 30 Stanningley Botton Local Centre
- 31 Street Lane Local Centre
- 32 Tommy Wass (Dewsbury Road) Local Centre
- 33 Weetwood (Far Headingley) Local Centre

*Indicative location refer to Policy P5



POLICY P1: TOWN AND LOCAL CENTRE DESIGNATIONS

Town and local centres are designated in the following locations:

Town Centres	Higher Order Local Centres	Lower Order Local Centres
1. Armley	1. Beeston	1. Alwoodley, King Lane
2. Bramley	2. Boston Spa	2. Beeston Hill
3. Chapel Allerton	3. Chapeltown Road	3. Burley Lodge
4. Cross Gates	4. Harehills Corner	4. Butcher Hill
5. Dewsbury Road	5. Hollins Park	5. Chapeltown, Pudsey
6. Farsley	6. Horsforth, New Road Side	6. Collingham Village Centre
7. Garforth	7. Kippax	7. Drighlington
8. Guiseley, Otley Road	8. Kirkstall Road	8. East Ardsley
9. Halton	9. Middleton Park Circus	9. Guiseley, Oxford Road
10. Harehills Lane	10. Montreal, Harrogate Road	10. Hawksworth Estates Centre
11. Headingley	11. Moortown Corner	11. Holbeck
12. Holt Park	12. Street Lane, Roundhay	12. Horsforth, Station Road
13. Horsforth, Town Street		13. Hyde Park Corner
14. Hunslet		14. Lincoln Green
15. Kirkstall		15. Lower Wortley
16. Meanwood		16. Rawdon, Leeds Road
17. Middleton		17. Royal Parks
18. Moor Allerton		18. Slaid Hill
19. Morley		19. Stanningley Bottom
20. Oakwood		20. Tommy Wass
21. Otley		21. Weetwood, Far Headingley
22. Pudsey		
23. Richmond Hill*		
24. Rothwell		
25. Seacroft		
26. Wetherby		
27. Yeadon		

*refer to Policy P5

5.3.11 Boundaries of all centres, and their shopping frontages, will be reassessed through the Site Allocations Plan (and future LDF Allocations Documents as appropriate), and the scope to change their designation and proposals to extend or include new centres to reflect retail need as a result of housing growth proposals will be considered in the interim. Centre boundaries shown in the Centres Study will be a material consideration in the determination of planning proposals until boundaries are reconfirmed in LDF Allocations Documents.

5.3.12 Out of centre shopping retail parks do not perform the role of a City, town or local centre, as they lack the broad range of facilities and services which should be available within such centres. Nevertheless major out-of-centre retailing is a feature of most regional economies, usually associated with the regional City. Such retail parks provide a valuable part of the wider retail offer and make a significant contribution to the local economy and as a source of employment. It is not in the interest of the local economy that such centres should be allowed to decline. In recognition of the important role of such retail parks it is considered that some element of the retail capacity identified in the Core Strategy could be acceptable in established retail park locations where this is clearly demonstrated not to compromise the centres first approach, including consideration of the impact on centres beyond the Leeds boundary. Such proposals should be considered within the context of the delivery of major retail proposals in the City Centre (Trinity and Victoria Gate).

5.3.13 To support the centres first approach, town centre uses should be focussed in the identified centres to help to maintain the vitality and viability of centres. Where this is not possible edge of centre locations are appropriate (see Policy P8 and its supporting text for further guidance). This in turn ensures that facilities are available where they can be readily accessed by sustainable modes of transport and provides the opportunity for linked visits to other services. Policy T2 sets out Accessibility Standards. The full range of uses considered appropriate within town and local centres are listed in Policy P2.

5.3.14 The Policy for office development is explained in more detail in Spatial Policy 3 and Policies CC1 and EC2. This indicates that while the City Centre and locations on the edge of the City Centre will be the major focus for new office development, town centres and edge of town centres will also be promoted as locations for office development, with a target of 23,000 sqm set for locations in or on the edge of town centres.

5.3.15 While respecting the centres hierarchy, it is also important that the role of Leeds within the wider Leeds City Region is recognised. In particular, nearby centres such as Bradford, Harrogate, Wakefield and Castleford provide important services for Leeds' residents living near the District boundary, just as residents outside Leeds travel into the District to access employment and services. Improving sustainable transport links within the Leeds City Region is therefore of key importance.

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

Town centres offer shopping and services intended to meet weekly and day-to-day requirements. The uses set out below are acceptable in principle in and, subject to a sequential assessment, edge of centre, and will be directed towards the centres listed in Policy P1.

- Shops, supermarkets and superstores,
- Non-retail services,
- Restaurants and cafes, drinking establishments and hot food takeaways,
- Intensive leisure and cultural uses including theatres, museums, concert halls, cinemas, leisure centres, gyms and hotels,
- Health care services,
- Civic functions and community facilities,
- Offices,
- Housing is encouraged in centres above ground floor in the primary and secondary shopping frontages, or outside the shopping frontages, providing it would not compromise the function of the town centre.

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

Local Centres offer shopping and services that meet day-to-day requirements. The uses set out below are acceptable in principle in and, subject to a sequential assessment, edge of centre, and will be directed towards the centres listed in Policy P1:

- Within higher order local centres small supermarkets would be acceptable in principle up to around 1,500 sqm gross internal floorspace. Within lower order local centres small food stores that are compatible with the size of the centre would be acceptable. These size thresholds are given as guidance and would be subject to local circumstances. A larger store may be appropriate if identified need cannot be met within a nearby town centre,
- A basic range of facilities including shops, banks, health care facilities, public-facing Council services and community facilities that serve a local catchment area,
- Restaurants, cafes and hot food takeaways,
- Offices,
- Housing is encouraged within local centres above ground floor or outside of the shopping frontages providing it maintains the vitality and viability of the retail area.

Within lower order local centres, proposals for the change of use of existing retail units to non-retail units (including restaurants, cafes and take-away hot food shops) will be resisted where the vitality and viability of the centre to meet day to day local needs will be undermined and increase the need to travel, or where the proposal will lead to a concentration of non-retail uses in a locality which will detrimentally impact on the community. Proposals for such uses will be considered against the following criteria:

- (i) The cumulative impact of such development, particularly upon the amenity of the area and traffic generation, especially where concentrations of such uses already exist,
- (ii) Where a proposal involves evening opening, account will be taken of the proposal in relation to the proximity of the premises (and associated parking requirements), to nearby residential accommodation, the nature and character of the neighbourhood parade and existing noise levels,
- (iii) The availability of public transport, convenient on/off street car and cycle parking provision and impact on highway safety. Where there is insufficient car parking or where traffic movements are such as to create a traffic hazard, planning consent is likely to be refused.

Neighbourhood Shopping

5.3.16 Neighbourhood shopping parades offer a retail and service function providing a basic range of facilities for day-to-day shopping requirements for people living in local communities. They are particularly important for those without access to a car or with limited mobility, but they are not seen as the main focus of local provision or intended growth.

5.3.17 Small scale stand alone food stores can help to meet a local deficiency where there is no nearby food provision on neighbourhood parades or in centres. It is important that new small stand alone food stores or groups of shops are not in close proximity to existing parades or centres as they could undermine the vitality and viability of existing parades and centres.

5.3.18 It is important that the function of neighbourhood shopping parades is not compromised through the loss of retail uses to non-retail uses which could create inactive frontages

during the day, or a proliferation of A3, A4 and A5 uses (restaurants and cafes, drinking establishments, and hot food takeaways) which could lead to the loss of the shopping function of the centre or parade in a local area.

5.3.19 Whilst A4 and A5 uses can be appropriate uses for parades of shops, their cumulative impact give rise to amenity concerns for nearby residents, including noise, disturbance, litter and car parking, which can occur when a number of such uses are located in close proximity to each other. In addition to this, health issues are now a material planning consideration. As such, sensitive control of the number of A3, A4 and A5 uses in a parade/local area should be exercised to prevent a loss of the retail function of the parade/local area. Where concentrations of such uses exist that are already causing such problems, planning consent may be refused if the additional use would cause further demonstrable harm.

POLICY P4: SHOPPING PARADES AND SMALL SCALE STAND ALONE FOOD STORES SERVING LOCAL NEIGHBOURHOODS AND COMMUNITIES

Local service facilities, including extensions to existing retail uses to improve their viability, will be supported within shopping parades in residential areas, providing that they are of a size compatible with the scale and function of the shopping parade, do not compromise the main retail function of the parade to service day-to-day shopping requirements, and comply with other relevant planning policies.

Proposals for stand alone or for small scale food stores up to 372 sqm gross within residential areas, will be acceptable in principle where there is no local centre or shopping parade within a 500 metre radius that is capable of accommodating the proposal within or adjacent to it. Consideration will also be taken of the number of existing small stores in the vicinity to avoid cumulative impact on parades and centres.

Proposals for the change of use of existing retail units to non-retail units (including restaurants, cafes and take-away hot food shops) will be resisted where the vitality and viability of the range of shops to meet day to day local needs will be undermined and increase the need to travel or where the proposal will lead to a concentration of non-retail uses in a locality which will detrimentally impact on the community. Proposals for such uses will be considered against the following criteria:

- (i) The cumulative impact of such development, particularly upon the amenity of the area and traffic generation, especially where concentrations of such uses already exist,
- (ii) Where a proposal involves evening opening, account will be taken of the proposal in relation to the proximity of the premises (and associated parking requirements), to nearby residential accommodation, the nature and character of the neighbourhood parade and existing noise levels,
- (iii) The availability of public transport, convenient on/off street car and cycle parking provision and impact on highway safety. Where there is insufficient car parking or where traffic movements are such as to create a traffic hazard, planning consent is likely to be refused.

Meeting the need for food stores and other retail uses within Leeds

5.3.20 The Core Strategy supports new retail provision in a sustainable manner, directing it towards all the town and local centres across the District (as identified in Policy P1), rather than following a market share approach The Site Allocations Plan will provide the basis to identify opportunities across the District to improve existing retail provision and to

support additional capacity over the Plan period. As part of this broad approach Policy P5 identifies a number of centres with opportunities for regeneration and investment (which also reflect recent food store permissions). These centres are not exclusively the only centres where food store provision will be encouraged but provide a basis to help direct investment to local areas, where appropriate.

5.3.21 The Leeds City Centre, Town and Local Centres Study (July 2011) will be reviewed periodically to ensure it is kept up to date. The following policies set out the Council's approach to the provision of new floor space for convenience and comparison goods, and support the centres first approach.

POLICY P5: APPROACH TO ACCOMMODATING NEW FOOD STORES ACROSS LEEDS

- (i) Food stores will be directed towards the town and local centres identified in Policy P1,
- (ii) Sites on the edge of town and local centres will be considered where there are no available, viable or suitable sites within centres,
- (iii) A number of town centres could perform more successfully as major locations for weekly shopping needs if they included investment in new food store provision and/ or redevelopment of existing facilities to expand their retail offer or expand their function. Appropriate provision within centre or on the edge of centre, will be encouraged, and will be supported where sites can be identified in the following locations:
 - Armley,
 - Chapel Allerton,
 - Cross Gates,
 - Dewsbury Road,
 - Farsley,
 - Headingley,
 - Holt Park,
 - Horsforth Town Street,
 - A new town centre is proposed in the Richmond Hill area, to support the provision at Hunslet, which is the main centre for the Aire Valley Eco-Settlement. The new centre will meet the local deficiency in convenience goods shopping and improve the provision of non-retail services and local facilities that cannot be met by Hunslet Town Centre. Delivery of this centre is subject to Policy P7,
 - A site for convenience retailing will be sought in the Holbeck area to meet an existing deficiency and complement wider regeneration initiatives.

POLICY P6: APPROACH TO ACCOMMODATING NEW COMPARISON SHOPPING IN TOWN AND LOCAL CENTRES

- (i) In addition to the Primary Shopping Quarter of the City Centre, the town and local centres identified in Policy P1 are acceptable locations for comparison goods providing that they are of a scale compatible with the size of the centre,
- (ii) Sites on the edge of town and local centres will be acceptable in principle where there are no suitable sites within centres.

Creation of New Centres

- 5.3.22 Centres that have the potential for extension and the scope to meet particular geographical retail need will be explored in subsequent LDF Allocations Documents.
- 5.3.23 The commitment to housing growth as set out in Spatial Policy 6, may lead to a requirement for new centres if existing centres do not have capacity, expansion potential or where the volume of housing proposed justifies a centre on its own merit. A new centre would need to be the focal point of a residential community, have a mix of shops, including independent retailers, services and facilities and be accessible by foot, cycle and public transport for it to be considered a centre. It should not undermine the vitality and viability of nearby centres.

POLICY P7: THE CREATION OF NEW CENTRES

New centres may be required where there is need for additional convenience and local service facilities as a consequence of significant housing growth if existing centres are not capable of expansion to support the level of development proposed. The following criteria should all be met:

- (i) The proposed centre should not undermine the vitality and viability of the City Centre or any town or local centre, or any committed or planned investment within or on the edge of these centres,
- (ii) The proposed centre should have good pedestrian and cycle access, and good public transport links to the community it is intended to serve,
- (iii) The proposed centre should be of good design quality, in helping to maintain and enhance local distinctiveness,
- (iv) Based on the scale of the centre, the centre should have a mix in type and scale of facilities, services and shops, to reflect a range of uses as outlined in Policy P2 in order to ensure sustainable provision within the proposed centre.

Sequential and Impact Assessments for Main Town Centre Uses

- 5.3.24 In conformity with the NPPF, the Core Strategy provides a locally distinctive refinement of the town centres policies and sets out local thresholds for sequential and impact tests, including catchment areas. If thresholds were not set then the Council would potentially have to apply a sequential test (and possibly an impact test) against every main town centre use proposal, whereas Policy P8 reduces the severity of the tests for developments of a smaller scale and is therefore proactive towards growth and regeneration. Setting these policy criteria also provides more clarity in advance rather than waiting for discussions to be held at planning application stage, it allows consistency of decisions and transparency.
- 5.3.25 In assessing proposals for main town centre uses the Council will require development proposals to follow a sequential approach to site selection. This requires development proposals for town centre uses to assess sites for their availability, viability, and suitability within existing centres of their catchment area in the first instance. Where no in-centre sites exist, preference will be given to 'edge of centre' locations which are well connected to the centre by means of easy pedestrian access. Edge of centre is defined as up to 300 metres from the primary shopping area for retail uses. For non-retail uses edge of centre is defined as up to 300 metres from the town centre boundary. For local centres where there is no defined primary shopping area, edge of centre is defined as up to 300 metres from identified shopping frontages. Sites on the edge of centres should be well connected to the centre and not be constrained by major roads, railway lines or waterways.

5.3.26 If there are no sites available, viable or suitable in or edge of centre, out of centre locations that are well served by a choice of transport modes and that are close to the centre with the potential of forming linkages with the centre in the future will be favoured before other less sustainable sites. Developers must demonstrate flexibility in their business model in terms of the scale, format, car parking provision and scope for disaggregating specific parts of the development to enable them to locate within the centre before considering less central sites.

5.3.27 The Council has recognised the role of existing major out of centre retail locations in terms of the wider retail offer of the District and in providing significant employment opportunities. The need for limited expansion to allow such centres to continue to fulfil this role is recognised and will be taken into account when considering the sequential approach.

5.3.28 The sequential approach will be carried out in accordance with the thresholds set out in Policy P8, which also indicates the scale of development at which an impact assessment will be required for town centre uses. Impact assessments will be required to consider the following criteria:

- The impact of the development on existing, committed and planned investment in centres located within an agreed catchment area,
- The impact of the development on town centre vitality and viability, including consumer choice and range,
- The impact of the development on allocated sites outside of town centres being developed in accordance with future LDF Allocations Documents,
- The impact of the development on in-centre trade/turnover in the wider area, taking account of current and future consumer expenditure capacity in the catchment area up to 10 years from the time the application is made,
- If located in or on the edge of a centre, whether the proposal is of an appropriate scale (in terms of gross floor space) in relation to the size of the centre and its role in the hierarchy of centres as set out in Spatial Policy 2,
- The impact of the development or proposal on local independent traders. They add essential variety and individuality to centres which contributes to place making and overall character and any detrimental impact to them through any likely disproportionate effect on the centre should be avoided. Impact assessments should be proportionate to the level of development proposed.

5.3.29 All proposals for town centre uses should consider the following:

- Plan over the lifetime of the development to limit carbon dioxide emissions and be resilient to climate change,
- The accessibility of the proposal to be considered against choice of transport including walking, cycling, public transport and the car. The effects on local traffic levels and congestion after public transport and traffic management measures have been secured,
- High quality and inclusive design – improve character and quality of the area and the way it functions,
- Impact on economic and physical regeneration in the area,
- Impact on local employment.

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

Leeds City Council has adopted a centres first approach to main town centre uses* as set out in Policy SP2. Proposals must accord with the following sequential and impact assessment requirements. Impact assessments should be proportionate to the level of development proposed.

A) Proposals for up to 200 sqm extensions to existing units or up to 200 sqm change of use will not require sequential or impact assessments. This will not apply where the Council considers that a combination of conversions / extensions / new build is being used to attempt to avoid the below thresholds. Proposals for extensions or change of use to existing edge or out of centre units above 200 sqm will be required to conduct assessments based on the gross floorspace of the resulting unit in accordance with the thresholds set out below.

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

Total gross size of built development	Sequential Assessment	Impact Assessment	Catchment Area (radius)
Below 200 sqm	NO	NO	N/A
200 – 372 sqm	YES	NO	500 metre walking
373 – 1,499 sqm	YES	NO	5 minute inbound off peak drive time
1,500+ sqm: Convenience	YES	YES	10 minute inbound off peak drive time
1,500+ sqm: Comparison	YES	YES	10 minute inbound off peak drive time, and in addition the City Centre (and edge of), and the main centres of neighbouring authorities as appropriate depending on distance and the scale of the proposal

C) Proposals for edge of centre or out of centre A1 outside residential areas:

Total gross size of built development	Sequential Assessment	Impact Assessment	Catchment Area (radius) inbound off peak drive time
0 - 1,499 sqm	YES	NO	5 minute
1,500+ sqm: Convenience	YES	YES	10 minute
1,500+ sqm: Comparison	YES	YES	10 minute inbound off peak drive time, and in addition the City Centre (and edge of), and the main centres of neighbouring authorities as appropriate depending on distance and the scale of the proposal

D) Proposals for all other edge of centre or out of centre main town centre uses:

Proposals for all other edge of centre or out of centre Class A, leisure or office uses. A sequential assessment will not be required for rural offices or other rural development with a floorspace of less than 500 sqm (see Policy EC2 iv).

Total gross size of built development	Sequential Assessment	Impact Assessment	Within residential areas: Catchment Area (radius) inbound drive time	Outside residential area: Catchment Area (radius) inbound off peak drive time
A2, A3, A4, A5 0-1,499 sqm	YES	NO	5 minute	10 minute and City Centre (including edge of)
A2, A3, A4, A5 1,500+ sqm	YES	YES	10 minute and City Centre	15 minute and City Centre (including edge of)
Main town centre uses except Class A 0-500 sqm	YES	NO	5 minute	
Main town centre uses except Class A 501-1,499 sqm	YES	NO	10 minute and City Centre (including edge of)	
Main town centre uses except Class A 1,500+ sqm	YES	YES	15 minute and City Centre (including edge of)	

E) Proposals for more than one unit will generally be required to carry out assessments based on their total gross floor area, unless disaggregation is more relevant for the sequential test. Pre-application discussions with Council officers will be required to agree a catchment search area for proposals for a mix of A1 convenience and comparison units,

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

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

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

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

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

Shopping Frontages and their mix of uses

5.3.31 Primary and secondary shopping frontages were identified in the UDP in order to maintain and enhance the viability of shopping centres and ensure a concentration of facilities. These primary and secondary shopping frontage policies are saved in UDP Appendix A12 (see Appendix 1) until revised in LDF documents. Primary Shopping Areas will be identified within the City Centre and town centres. These will consist of primary frontages and any contiguous secondary frontages, large retail units and adjoining areas with potential for expansion of the Primary Shopping Area. To maintain the vitality and viability of town and local centres (as set out in Spatial Policy 2), primary frontages and where appropriate secondary frontages will be identified in LDF documents.

5.3.32 As emphasised in the above section on Neighbourhood Shopping and Policy P4, the need to maintain retail uses as the predominant use in primary and secondary frontages in centres and in neighbourhood parades is a key issue. This is necessary to prevent inactive frontages during the day, or a proliferation of A3-A5 uses (restaurants and cafes, drinking establishments, and hot food takeaways), which could lead to the loss of the function of the centre or parade which is first and foremost for shopping. Whilst A4 and A5 uses are acknowledged as town centre uses, employment contributors, and can contribute to the tourism of an area, they can cause amenity issues to nearby residents. In addition to this, health issues are now a material planning consideration. As such, sensitive control of the number of A4 and A5 uses in a centre or parade should be exercised to prevent a loss of the retail function of the centre or parade and overexposure to such uses, which could contribute to poor health in the community. Therefore, the proportion of retail to non-retail uses in primary and secondary frontages will be reviewed in future LDF documents with the aim to maintain retail uses as the predominant use.

Community Facilities and Other Services

5.3.33 In addition to local shopping and built leisure facilities, local communities have a need for good access to health, education, training and community facilities and a range of high quality green space provision, which in turn is thought to have a positive impact on the health and wellbeing of a community. The projected increase in households across Leeds will lead to an increase in the demand for these facilities. Policies G3-G6 outline the delivery of new green space and enhancement of existing facilities. A Policy relating to other community infrastructure and services is outlined below.

Health

5.3.34 Local health facilities need to be accessible to all, therefore it is important that they are provided in sustainable locations. Town and local centres are considered to be sustainable locations as they have sustainable transport access and are the focus for other community facilities which in turn can encourage services to co-locate to enable linked trips.

5.3.35 This supports the decentralised approach of providing health and social care services closer to where people live and away from central hospital locations, unless that is appropriate. Wherever possible, health and social care services will be integrated, to give individuals more choice and control over the services they need to stay healthy or return to independent lives following recovery from illness.

Education and Training

5.3.36 An increasing school age population means that Leeds is facing significant pressure to ensure that basic need is met for statutory education. Educational provision is experiencing significant change with the introduction of Academies and Free Schools. However the duty to ensure all children and young people have a school place remains the responsibility of the Council.

5.3.37 New educational facilities will be required to meet increased demand either through extensions to existing establishments or through the building of new schools in areas of housing growth or adjacent to them. Developers will be required to reserve land for education facilities where this need is identified in LDF Allocations Documents and contributions will be sought through Section 106 agreements and/or the Community Infrastructure Levy to deliver these facilities. Similar consideration will also be given to community needs for sufficient early years, childcare, and appropriate youth provision.

5.3.38 The Council is committed to ensuring young people are in education, employment or training beyond the age of 16 and Government preparations are being made for the raising of the participation age in formal learning to 18 by 2015. The LDF will support provision of facilities required in appropriate locations.

Social and Community Facilities

5.3.39 The provision of existing and new social and community facilities is integral to creating sustainable communities. One of the aspirations within the Vision for Leeds is for all communities to be successful. To be successful local services need to be easily accessible and meet people's needs therefore the Council needs to support the provision of new community facilities particularly as a result of new housing growth. The delivery of such facilities should be through effective community engagement and be of high design quality to help maintain local character and distinctiveness.

5.3.40 The provision of green space within communities has an important role to play in creating sustainable communities and there is often a link between social and community facilities and the provision of leisure and open space facilities. The Managing Environmental Resources and Green Infrastructure section sets out the Council's requirements for green space across Leeds, including Policy G3 relating to sport and recreation. Cemeteries and Burial Space are categorised as open space but are also important community facilities. Policy G7 addresses the need for Cemeteries and Burial Space.

POLICY P9: COMMUNITY FACILITIES AND OTHER SERVICES

Access to local community facilities and services, such as education, training, places of worship, health, sport and recreation and community centres, is important to the health and wellbeing of a neighbourhood. New community facilities and services should be accessible by foot, cycling, or by public transport in the interests of sustainability and health and wellbeing. Facilities and services should not adversely impact on residential amenity and should where possible, and appropriate, be located in centres with other community uses.

The scale of the facility or service should be considered in conjunction with the level of need within the community and its proposed location within the Settlement Hierarchy.

Where proposals for development would result in the loss of an existing facility or service, satisfactory alternative provision should be made elsewhere within the community if a sufficient level of need is identified.

Design, Conservation and Landscape

Design

- 5.3.41 Good design is a key aspect of sustainable development and essential in creating places in which current and future generations can enjoy a high quality of life which is fulfilling and healthy. Good design goes beyond aesthetic considerations and should address the connections between people and places and the integration of new development into the built environment. Design can also assist in tackling the most cross cutting issues of sustainable development such as climate change, car dependence, community cohesion and health and wellbeing. The vast majority of people who live and work in the Leeds City Region do so in an urban environment. Their quality of life depends heavily upon the quality of their environment. In order to continue its economic success in a sustainable manner, and in order to achieve its aim of being the Best City in the UK by 2030, Leeds must build upon and retain the high quality of its built, historic and natural environment.
- 5.3.42 Leeds has a rich and diverse urban environment. It ranges from leafy suburbs, rural villages, to free standing market towns, industrial settlements, inner urban areas and a vibrant City Centre. Good Urban Design can reinforce the distinctiveness of these unique and special places, it should inform opportunities for contextual development that enhances our City as a whole. An overarching aim is to create and sustain people-friendly places for the benefit of the residents and businesses of Leeds, whilst endeavouring to support developers seeking to deliver the highest quality design solutions.
- 5.3.43 The City Council has a long-standing commitment to delivering high quality urban design. This is reflected in the Ten Urban Design Principles (adopted by Executive Board in January 2005) as a basis to inspire and enhance the design quality in Leeds and provide a robust framework for creating successful places at all levels. Together with early stakeholder working in the form of design workshops and consultation, investing in good urban design can create economically successful development that functions well and has a lasting effect now and into the future.
- 5.3.44 There are a variety of issues that require consideration at the outset of the design process which include but are not limited to; designing out crime; disabled access; the orientation of buildings to address amenity issues such as air quality, daylight, noise and privacy; waste and recycling storage; and car and cycle parking. Developers are required to cross reference other Development Plan Policies on relevant issues such as flood risk mitigation, renewable energy measures and sustainable construction to ensure that they are integral to the design process. The following Policy sets out an overarching approach

to a consideration of design. This Policy approach is supported by a range of Supplementary Guidance and SPD's supporting design including Neighbourhoods for Living; City Centre Urban Design Strategy; Tall Buildings Strategy; Building for Tomorrow Today; and the wealth of Village and Neighbourhood Design Statements. Neighbourhoods for Living and the City Centre Urban Design Strategy contain principles and process guidance which should be used to lead to excellence and responsive design.

POLICY P10: DESIGN

New development for buildings and spaces, and alterations to existing, should be based on a thorough contextual analysis and provide good design that is appropriate to its location, scale and function.

New development will be expected to deliver high quality inclusive design that has evolved, where appropriate, through community consultation and thorough analysis and understanding of an area. Developments should respect and enhance existing landscapes, waterscapes, streets, spaces and buildings according to the particular local distinctiveness and wider setting of the place with the intention of contributing positively to place making, quality of life and wellbeing.

Proposals will be supported where they accord with the following key principles;

- (i) The size, scale, design and layout of the development is appropriate to its context and respects the character and quality of surrounding buildings; the streets and spaces that make up the public realm and the wider locality.
- (ii) The development protects and enhances the district's existing, historic and natural assets, in particular, historic and natural site features and locally important buildings, spaces, skylines and views,
- (iii) The development protects the visual, residential and general amenity of the area through high quality design that protects and enhances surrounding routes, useable space, privacy, air quality and satisfactory penetration of sunlight and daylight,
- (iv) Car parking, cycle, waste and recycling storage should be designed in a positive manner and be integral to the development,
- (v) The development creates a safe and secure environment that reduces the opportunities for crime without compromising community cohesion,
- (vi) The development is accessible to all users.

Conservation

5.3.45 There are complementary UDP Saved Development Plan Conservation Policies which should be considered in conjunction with this policy (see paragraph 1.6 and Appendix 1).

5.3.46 The historic environment of buildings and spaces is one of the key contributors to Leeds' identity, making it visually distinct from other Cities. Leeds' historic environment is a finite resource which needs careful management, particularly in the balance between preservation and change. In new design, innovation which takes account of its surroundings should be encouraged except where the context demands a response which fully reflects the character of adjoining properties. Sustainable construction is as relevant in an historic context as it is elsewhere.

5.3.47 In all cases change, especially harmful change, should be justified. The good management of the historic environment relies on informed conservation which identifies the historic significance of buildings and spaces and strategies to overcome harm. Except for the most minor changes, it is expected that developers will consult the Heritage

Environment Record maintained by the West Yorkshire Archaeology Advisory Service which contains information on all known archaeological sites, including battlefields, historic parks and gardens and some conservation areas.

- 5.3.48 Character assessments and management plans will be prepared and reviewed for conservation areas and other areas of significance. Within conservation areas, development will be assessed against the respective conservation area appraisal and the Council will seek to conserve those elements which have been identified as contributing to the special interest of that conservation area. Characterisation studies, such as the West Yorkshire Historic Landscape Characterisation Project, will be used to inform and understand the contribution of the historic environment.
- 5.3.49 The link between conservation and regeneration is strong and not mutually exclusive. Leeds has been fortunate in being awarded funding for several area-based conservation-led regeneration schemes, attracting inward investment from the public sector which has been more than matched by the private sector. There have been dramatic changes in the perceptions of the area caused by relatively small incremental enhancement which has at the same time sustained local identity and reinforced local pride. Opportunities for area-based conservation led regeneration schemes will be identified and applications for funding will be submitted where resources allow. These schemes shall be targeted at areas of the City which possess an historic character and where there are significant regeneration opportunities.
- 5.3.50 The strong economy of Leeds has ensured that the stock of historic buildings are in use, but there is a significant number of listed buildings which are in poor repair and can be called Buildings at Risk. Where appropriate the repair and refurbishment of Buildings at Risk will be secured through planning condition or planning obligation.

POLICY P11: CONSERVATION

The historic environment, consisting of archaeological remains, historic buildings townscapes and landscapes, including locally significant undesignated assets and their settings, will be conserved and enhanced, particularly those elements which help to give Leeds its distinct identity:

- the Victorian and Edwardian civic and public buildings, theatres, arcades, warehouses and offices within the City Centre and the urban grain of yards and alleys,
- the nationally significant industrial heritage relating to its textile, tanning and engineering industries, including its factories, chimneys and associated housing,
- its legacy of country houses, public parks, gardens and cemeteries,
- the 19th century transport network, including the Leeds and Liverpool Canal,

Development proposals will be expected to demonstrate a full understanding of historic assets affected, including any known or potential archaeological remains. Where appropriate, heritage statements assessing the significance of assets, the impact of proposals and mitigation measures will be required to be submitted by developers to accompany development proposals,

Innovative and sustainable construction which integrates with and enhances the historic environment will be encouraged,

Conservation-led regeneration schemes will be promoted. Priorities for new schemes will be in Regeneration Priority Programme Areas, but schemes outside these areas may also be considered where the historic environment offers potential as a catalyst for the wider regeneration of the area,

The Council maintains a register of historic assets at risk to help it prioritise action and will seek to impose planning conditions or obligations for their repair and refurbishment where appropriate. Where appropriate, the City Council will use the provisions of the planning acts to secure repairs,

Enabling development may be supported in the vicinity of historic assets where linked to the refurbishment or repair of heritage assets. This will be secured by planning condition or planning obligation,

Landscape

5.3.51 Leeds is the second largest metropolitan authority area in the country, encompassing a wide variety of landscapes and land-uses. As well as the intensive urban landscape of the City Centre, and the associated landscapes of the outer urban settlements, almost 70% of the authority is made up of rural landscapes.

5.3.52 Landscape provides the setting for our day-to-day lives and contributes towards our 'sense of place'. Its distinctiveness is a consequence of its character, quality, biodiversity, cultural, archaeological and historical form, to function as an environment for plants, animals and us, and as a recreational resource.

5.3.53 Landscape does not just mean special or designated landscapes, for example Special Landscape Areas or Sites or Local Nature Areas, nor does it only apply to the countryside. Landscape can also mean landscape character which is the pattern that arises from the combination of both natural and cultural components. Landscape can be

perceived in numerous forms including large open spaces, the public realm, a park, a small patch of land, a garden or a single tree. All are important elements in their own right.

5.3.54 The Council seeks to protect and enhance the varied landscapes of Leeds and the assets they contain, from valued local trees, the countryside to nationally designated landscape, fauna and flora. The Council also seeks to provide stewardship of valued existing landscapes in the absence of development.

5.3.55 Landscape is integral to the planning and design process of development. Consideration shall be given to relevant Council Documents such as UDP Saved Policies and background information including the Leeds Landscape Assessment (2011 Update). Landscape assessments are not limited to Environmental Impact Assessments but can be appropriate for any form or scale of development. Early engagement with the City Council is encouraged to ensure that any negative impacts on landscape (either within or beyond Leeds District boundaries), as a result of development proposals are alleviated. Where negative impacts cannot be averted then appropriate mitigation must be provided.

POLICY P12: LANDSCAPE

The character, quality and biodiversity of Leeds' townscapes and landscapes, including their historical and cultural significance, will be conserved and enhanced to protect their distinctiveness through stewardship and the planning process.

5.4 A WELL CONNECTED DISTRICT

- 5.4.1 Increased economic prosperity and population growth are likely to lead to additional pressure upon the local transport infrastructure. In particular, greater levels of car use will lead to significantly higher levels of congestion affecting more hours of the day, and will also generate greenhouse gases that contributes towards climate change. In order to tackle these two issues new transport infrastructure will be provided during the Plan period (See Spatial Policy 11). However it will also be necessary to use other initiatives to manage the level of car use and to gain maximum benefits from investment in more sustainable choices. This will be delivered through Policy T1.
- 5.4.2 A Supplementary Planning Document (SPD) containing parking policies for Leeds District, is being prepared in-line with national guidance and local policies. The Parking SPD will outline policies which seek to ensure that there is adequate provision of parking across the City for shoppers, visitors and commuters to support the vitality of the City and Town Centres as well as the wider transport strategy objectives for Leeds. Detailed parking standards to achieve the Policy objectives will be outlined in the Parking SPD, which will replace the UDP parking standards.

POLICY T1: TRANSPORT MANAGEMENT

To complement the provision of new infrastructure the Council will support the following management priorities:

- (i) Develop and provide tailored, interactive, readily available information and support that encourages and incentivises more sustainable travel choices on a regular basis,
- (ii) Sustainable travel proposals including travel planning measures for employers and schools. Further details are provided in the Travel Plan SPD and the Sustainable Education Travel Strategy,
- (iii) Parking policies controlling the use and supply of car parking across the City:
 - a) To ensure adequate parking for shoppers and visitors to support the health and vitality of the City and Town Centres,
 - b) Delivering strategic park and ride for the city which supports the City Centre vision and provides greater traveller choice,
 - c) To support wider transport strategy objectives for sustainable travel and to minimise congestion during peak periods,
 - d) Limiting the supply of commuter parking in areas of high public transport accessibility, such as the City Centre.

Accessibility

- 5.4.3 A key element of accommodating an increased population whilst minimising traffic growth is to ensure that new development is located in accessible locations that provide a real choice of sustainable transport alternatives. Accessibility standards have been developed (based on the RS evidence base) that define the minimum standards that a new development will need to meet. The standards are set to ensure that all new development, including sites in rural areas and smaller settlements, occurs in sustainable locations which are accessible to a range of key destinations. Where these standards do not apply, investment will be required so that they can be achieved.

POLICY T2: ACCESSIBILITY REQUIREMENTS AND NEW DEVELOPMENT

New development should be located in accessible locations that are adequately served by existing or programmed highways, by public transport and with safe and secure access for pedestrians, cyclists and people with impaired mobility.

- (i) In locations where development is otherwise considered acceptable new infrastructure may be required on/off site to ensure that there is adequate provision for access from the highway network, by public transport and for cyclists, pedestrians and people with impaired mobility, which will not create or materially add to problems of safety, environment or efficiency on the highway network,
- (ii) Developer contributions may be required for, or towards, improvements to the off site highway and the strategic road network, and to pedestrian, cycle and public transport provision. These will be secured where appropriate through Section 106 Agreements and/or the Community Infrastructure Levy, and by planning conditions,
- (iii) Significant trip generating uses will need to provide Transport Assessments/ Transport Statements in accordance with national guidance,
- (iv) Travel plans will be required to accompany planning applications in accordance with national thresholds and the Travel Plans SPD,
- (v) Parking provision will be required for cars, motorcycles and cycles in accordance with current guidelines.

See Appendix 3 for the specific Accessibility Standards to be used across Leeds.

5.4.4 The movement of goods is an essential element of most commercial activities and the subsequent demand for freight transport has resulted in a complex mix of road, rail, waterway and airfreight. The practical requirements of transporting goods from creation to its end use mean that roads will always be used at some point in the supply chain. A balance is required between the need to support economic development through the availability of facilities for movement and access, and the need to minimise environmental problems caused by commercial traffic.

5.4.5 Businesses with significant freight movements should be located close to inter-modal freight facilities, such as rail freight facilities, airports, ports and wharfs, or major road networks. It is equally important to maximise the use of rail and water for freight movements through both the location of development and the protection of land. The Natural Resources and Waste Local Plan safeguards sites which can be accessed from railway sidings and canal wharfs. Policy EC1 identifies freight storage and distribution opportunities as part of the overall employment land requirements.

5.5 MANAGING ENVIRONMENTAL RESOURCES AND GREEN INFRASTRUCTURE

a) Green Infrastructure and Green Space

Opportunities to Enhance Green Infrastructure

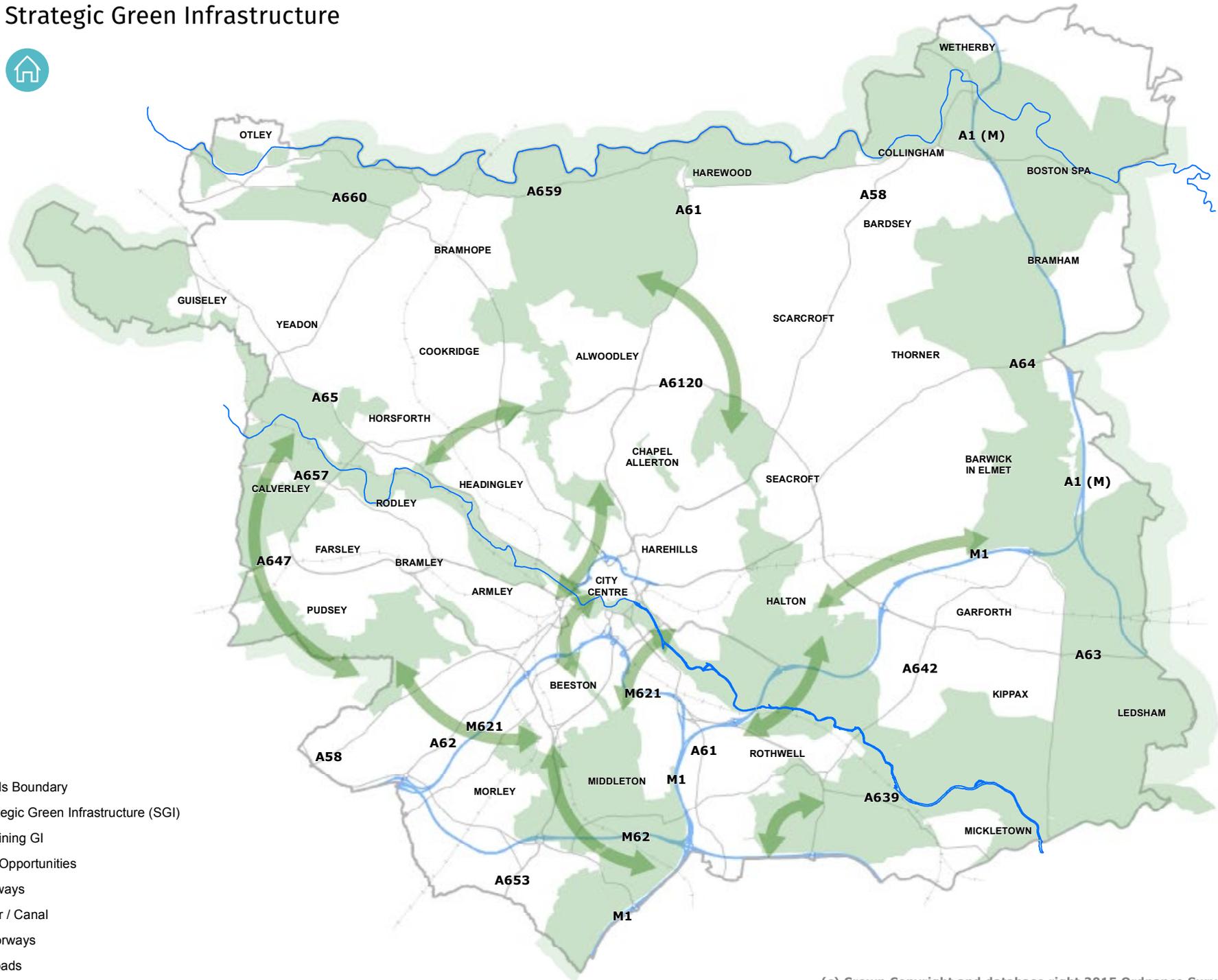
- 5.5.1 One of the key distinguishing features of the Leeds District is the way in which the countryside runs into the main built up areas along corridors and valleys. These corridors are important for wildlife, local distinctiveness and character, but they also enable communities to access green space for sport, recreation and exercise close to where they live, including providing easy access to the countryside. These corridors and valleys are evidence that urbanising development can retain the functions and enhance the quality of Green Infrastructure. New development will need to integrate Green Infrastructure functions within the proposals.
- 5.5.2 There are important opportunities to enhance Green Infrastructure within and around such corridors which are illustrated on the Key Diagram and identified in Spatial Policy 13: Strategic Green Infrastructure. In advancing this approach to maintaining and enhancing the strategic network of Green Infrastructure in Leeds, Policy G1 provides a framework to manage long term provision. In securing such opportunities, consideration will need to be given to the proximity of the South Pennine Moors Special Protection Area and Special Area of Conservation (Hawksworth Moor). Within this context, developers will need to liaise closely with the Local Planning Authority and Natural England, regarding any significant effects upon this area. Specifically, they should check that their contribution to Green Infrastructure and location with respect to existing networks and corridors, are consistent with the longer nature conservation objectives of this site.

POLICY G1: ENHANCING AND EXTENDING GREEN INFRASTRUCTURE

Where a development is considered to be acceptable within or adjoining areas defined as Green Infrastructure on Map 16 or on any future LDF Allocation Documents, development proposals should ensure that:

- (i) Green Infrastructure/corridor function of the land is retained and improved, particularly in areas of growth,
- (ii) Where appropriate, the opportunity is taken to extend Green Infrastructure by linking green spaces or by filling in gaps in Green Infrastructure corridors, including (where relevant) extending these into Leeds City Centre. Street trees and green roofs are particularly encouraged,
- (iii) A landscaping scheme is provided which deals positively with the transition between development and any adjoining open land,
- (iv) The opportunity is taken to increase appropriate species of woodland cover in the District,
- (v) Provision for and retention of biodiversity and wildlife,
- (iv) Opportunities are taken to protect and enhance the Public Rights of Way (PROW) network through avoiding unnecessary diversions and by adding new links.

Map 16 Strategic Green Infrastructure

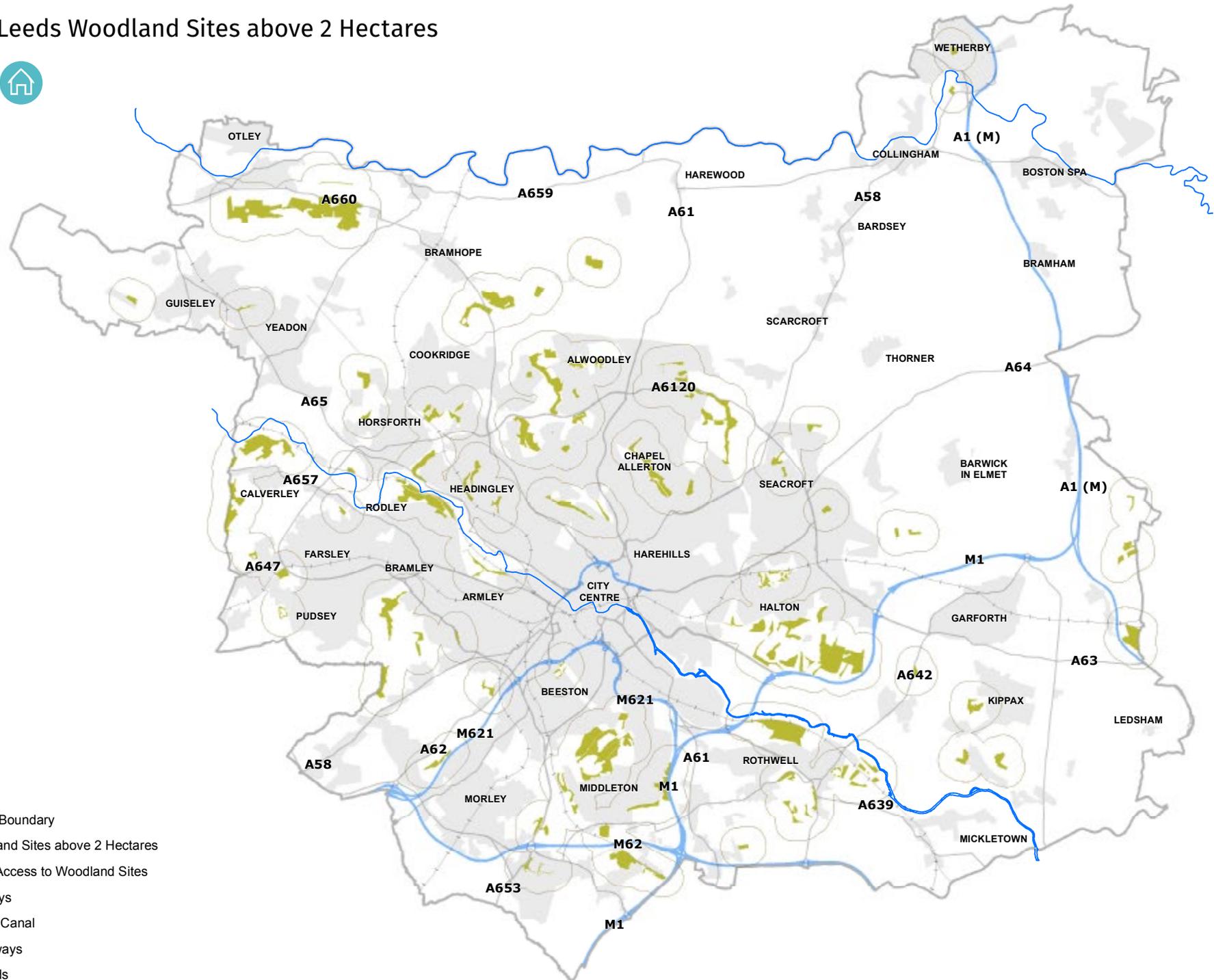


- Key**
- Leeds Boundary
 - Strategic Green Infrastructure (SGI)
 - Adjoining GI
 - SGI Opportunities
 - Railways
 - River / Canal
 - Motorways
 - A Roads

Trees and Woodland

- 5.5.3 Trees and woodland cover are important components of Leeds' landscape character. West Yorkshire Ecology information (2003) show that there were 3,660 hectares of woodland (sites of over 2 hectares) within the Leeds District, representing 6.45% of the land area. Over 1,282 hectares (sites over 2 hectares) is owned and managed by the Council. These woodlands vary in size and complexity, from the large estates at Temple Newsam and Chevin Forest Park, to small, urban woodlands such as Skelton Wood in North East Leeds. The Council plans to increase the amount of woodland cover for the benefit of both people and wildlife as well as improve landscape quality. The need to maintain and increase tree cover also helps to combat the effects of climate change such as providing valuable shade in the densely developed areas that will suffer most from rising temperatures.
- 5.5.4 Woodland Trust research recommends that everyone should have access to a minimum of 2 hectares of woodland within 500 metres of where they live, and a minimum of 20 hectares of woodland within 4 km of where they live. This information is shown on Map 17 below and identified a general deficiency in South West Leeds of large woodland sites.
- 5.5.5 If this is applied to the Leeds District, it would mean an increase in woodland cover of 577 hectares, a 16.5% increase on current cover, taking the total area up to 4,260 hectares (or 7.5% of the land area of Leeds). It would also mean the creation of one new large woodland (20 hectares in size) located in the South West area of the District.
- 5.5.6 This represents a very ambitious target, creating on average 30 hectares a year for 20 years and it takes no account of the need to increase the urban tree population, such as individual trees, including street trees, and small copses. However, given that tree and woodland planting will help Leeds respond to climate change and flood alleviation, as well as improve biodiversity and levels of amenity, it is considered that a specific target is required. Priority will be given to advance planting sites of woodland blocks, copses and linear tree belts in areas where:
1. There is a local deficiency of woodland (see Map 17),
 2. It would link existing isolated small woods and associated valuable habitats,
 3. It would enhance the landscape character or screen negative views.
- 5.5.7 In taking forward such proposals, the City Council (and other bodies as appropriate), will need to liaise with Natural England, should there be any tree-planting proposals in the near vicinity of the South Pennine Moors Special Protection Area, to ensure its protection from habitat change or the adverse impact of predator species.
- 5.5.8 Trees in Towns II (DCLG 2008) noted that the mean tree canopy cover in towns and cities in England is an average of 8.2%. In Leeds it is 6.9%, considerably below the national average. Considering that the main conurbation will suffer adverse impacts from the heat island effect in the future, the amount of tree cover in Leeds needs to increase. The initial target is equivalent to the national average, which will require the planting of an additional 32,000 trees in the urban area during the Plan period.

Map 17 Leeds Woodland Sites above 2 Hectares



Key

- Leeds Boundary
- Woodland Sites above 2 Hectares
- 500m Access to Woodland Sites
- Railways
- River / Canal
- Motorways
- A Roads

POLICY G2: CREATION OF NEW TREE COVER

Development which would result in harm to, or the loss of, Ancient Woodland and Veteran Trees will be resisted.

In supporting the need and desire to increase native and appropriate tree cover, the Council will, on its own initiative and through the development process, including developer contributions, work towards increasing appropriate species of woodland cover in the District. Delivery will involve planting in both urban and rural areas, and partnership with the Forestry Commission, Natural England and landowners. Development in the urban area of the City, including the City Centre will include the planting of street trees in appropriately designed pits to increase the area of tree canopy cover.

Green Space

Introduction and Aims

- 5.5.9 The overall aim of the Core Strategy green space policies is to use the development process through the Local Plan to strategically deliver the best type and the best quality of green space to where it is most needed in Leeds.

Standards (Surplus and Deficiencies)

- 5.5.10 Leeds is a City which benefits from good overall provision of green space. However, this is not distributed evenly across the City and as a result, some areas have very little local green space and some of it is of a poor quality. Policy G3 sets standards for the quantity, accessibility and quality of green space to be expected in Leeds derived from evidence of Leeds' Open Space and Recreation Assessment. Whilst it is recognised that the existing urban form of Leeds offers limited scope to achieve all of the standards, particularly in the inner areas, the most needs to be made of the development opportunities that do arise to optimise quantity, accessibility and quality as appropriate.

POLICY G3: STANDARDS FOR OPEN SPACE, SPORT AND RECREATION

The following open space standards will be used to determine the adequacy of existing supply and appropriate provision of new open space:

Type	Quantity (per thousand people)	Accessibility	Quality*
Parks and gardens	1 hectare	720 metres	Good (7)
Outdoor sports provision	1.2 hectares (excludes education provision)	Tennis court 720 metres, bowling greens and grass playing pitches 3.2 km, athletics tracks, synthetic pitches 6.4 km	Good (7)
Amenity Green Space	0.45 hectares	480 metres	Good (7)
Children and Young People's equipped play facilities	2 facilities	720 metres	Good (7)
Allotments	0.24 hectares	960 metres	Good (7)
Natural green space	0.7 hectares main urban area and major settlements, 2 hectares other areas	720 metres and 2 km from site of 20 hectares	Good (7)
City Centre open space provision all types (including civic space)	0.41 hectares	720 metres	Good (7)

**Sites were scored out of 10. See the Leeds Open Space, Sport and Recreation Assessment for information about quality standards.*

New Housing Development

5.5.11 People moving into an area or general increases in population place a greater burden on existing green space. Therefore it is appropriate that new housing development makes provision to address this burden by

- providing green space on-site
- providing green space off-site
- providing commuted sums in lieu of on-site provision. Sums can be used to provide green space, to enhance existing green space or to improve connections to existing green space or
- a combination of these options.

The calculation of green space provision in Policy G4 is based upon a green space requirement for different sizes of dwellings. Where it is agreed that only part of this requirement is provided as new green space (on or off-site) the remainder should normally be provided as a commuted sum (see below for calculation).

Eligible Development

5.5.12 Green space will be sought from developments of 10 or more dwellings (class C3 of the Use Class Order). Residential institutions (Class C2 of the Use Class Order) will not be expected to provide green space. Any other developments (sui generis or mix of C2 and C3 use classes) will need to be judged on their merits.

Determining if on-site or off-site provision (including contributions) will be appropriate

- 5.5.13 Different parts of Leeds have different needs and opportunities for green space provision. Inner city areas often have the highest needs and the least opportunities for new provision. There will also be a number of individual site circumstances that will need to be considered in deciding when green space ought to be provided on-site or not.
- 5.5.14 Factors requiring on-site provision include one or more of the following:
- i) Local deficits of existing green space,
 - ii) Sufficiently large, suitably shaped and reasonably level sites to accommodate green space,
 - iii) Distances from existing green spaces exceeding the standards of Policy G3. The quality of existing green space will also need to be taken into account,
 - iv) Lack of other residential development sites nearby that could deliver green space,
 - v) The development generating a need for play facilities that does not currently exist in the locality, or
 - vi) Potential to combine green space provision with requirements for Sustainable Urban Drainage Systems.

Provision of Green Space

- 5.5.15 Provision of new green space needs to be appropriate to the needs of the development and locality. The key consideration will be the surpluses and/or deficiencies of different types of green space in the local area. The standards of Policy G3 including accessibility distances can be used to identify particular deficiencies applicable to each development site and this can help determine what types of green space ought to be provided.
- 5.5.16 Determining the appropriate location of green space within a development will be a matter for discussion depending on the circumstances of the locality, site and development proposed. Aggregated, fragmented spaces, scattered across development sites will not be acceptable due to their limited functionality. However, it is recognised that there is a role for smaller areas of green space like 'pocket parks' in densely developed areas, subject to suitable management arrangements being in place.
- 5.5.17 It is important that any new green space of any typology is planned, situated and designed to make a positive contribution to the overall design concept and character of development.
- 5.5.18 As the green space requirement is expressed as an amount of green space per dwelling, high density developments (65dph (net)) usually found in or on the edge of town centres may generate requirements for green space that cannot be delivered on-site. For such schemes an expected level of 20% of green space should be provided on-site with the residual being provided off-site or in the form of a commuted sum. However, it is accepted that there may be particular site circumstances to justify a higher or lower quantity than 20% on-site.
- 5.5.18.1 Any provision of new green space will need to be accompanied by appropriate arrangements to secure the on-going maintenance of the space. Where the City Council is asked to adopt spaces, a financial contribution will be required to cover maintenance. Where independent or private arrangements are to be used the Council will need to be satisfied that these are robust, efficacious and legally enforceable. In particular the Council will need to be satisfied as to the quality of the maintenance and that any legacy arrangements associated with the private company passing on their obligations or becoming insolvent do not result in the Council accepting the extra maintenance cost burden.

- 5.5.18.2 Where new green space is provided it should be openly accessible to the public. Exceptions may be for operational reasons such as security of allotments or membership of sports clubs.
- 5.5.18.3 Where a need for play facilities is identified careful consideration should be given to safety and security issues. If security cannot be ensured through appropriate siting of play facilities, it may be appropriate to seek a different type of greenspace irrespective of need.
- 5.5.18.4 Some forms of green space suffer in terms of usability due to poor drainage (for example sports pitches). Any new green space should have acceptable and appropriate levels of sustainable drainage.
- 5.5.18.5 Where green space provision is to be accepted off-site it needs to be reasonably related to the development. In most cases this should mean within the accessibility distances specified in Policy G3, but exceptions could include sites connected by high frequency public transport corridors or green space additions to City Parks or strategic facilities that would be used by residents of the development.

Financial Contributions

- 5.5.18.6 As an alternative to provision of green space, financial contributions may (where appropriate and in compliance with the policy) help meet the demands of new residents on existing green spaces. Leeds has calculated green space contributions in the same way for many years based on the costs of laying out space, maintenance and a factor for the expected number of children in a development:
- Agreeing the quantity of the green space requirement that will be converted into a commuted sum, ie the remainder not delivered on-site or off-site.
 - Laying out costs. Standard laying out costs for Green Space.
 - The established practice is to add a per-child contribution factor, of which ten percent will be required for flats and 62% for houses (thus 10%/62% of number of flats/houses multiplied by per-child contribution amount).
 - A 10 year maintenance sum for the relevant quantity of green space.
 - A maintenance cost for on-site play space if other arrangements are not made.
 - All of the above will be adjusted annually using a SPONS index figure.
- The Council will provide a detailed calculation on its website updated annually with the latest SPONS figures. If green space is to be laid out by the developer for adoption by the City Council, a 10 year maintenance sum should be calculated.
- 5.5.18.7 As long as national planning policy specifies that not more than 5 S106 contributions can be pooled toward particular projects, it will be necessary for planning obligations to be specific about the green space improvement that is to be made. Leeds City Council, having regard to local need and opinion, will advise developers what green space improvement (including improving access to green space) projects require funding. Schemes must be reasonably related to the development site; in most cases this should mean within the accessibility distances specified in Policy G3, but exceptions could include schemes connected by high frequency public transport corridors or improvements to City Parks or strategic facilities that would be used by residents of the development.

POLICY G4: GREEN SPACE IMPROVEMENT AND NEW GREEN SPACE PROVISION

Residential developments of 10 dwellings or more will be required to provide the following quantities of on site green space per residential unit or where this quantity of green space is unachievable or inappropriate on-site, equivalent off-site provision, financial contribution or combinations thereof should be sought¹:

1 bedroom dwelling	23sqm
2 bedroom dwelling	33sqm
3 bedroom dwelling	44sqm
4 bedroom dwelling	54sqm
5 or more bedroom dwelling	66sqm
Student bedspaces	18sqm

In determining whether this quantity of provision should be delivered on-site, off-site or as a commuted sum, consideration of the circumstances set out in paragraph 5.5.14 will indicate whether green space should be provided on-site.

Where the factors of paragraph 5.5.14 require green space to be provided on site:

- a) The *type* of green space provided should be decided taking account of the following factors:
 - i) Calculations of local surplus and deficiency
 - ii) Mix of dwellings and need for play facilities
 - iii) Practicality of on-site delivery
 - iv) Policy & proposals of an applicable Neighbourhood Plan
- b) Arrangements for on-going maintenance must be agreed
- c) Green space should be accessible to members of the public
- d) Green space should positively contribute to the overall design and character of development (see paragraph 5.5.17)

If off-site financial contributions are to be accepted the core components of the calculation are as follows:

- The costs of laying out space
- Maintenance (general and play facilities) and
- A per-child factor (see paragraph 5.5.18.6 above)

Financial contributions will be used effectively to meet local needs for green space.

1. Where conflict arises between the requirements of Policy G4 and any specific green space site requirements in either the Site Allocations Plan or Aire Valley Leeds Area Action Plan then the specific site

City Centre Green Space

- 5.5.19 The City Centre, as illustrated on the Key Diagram, is a focus for both residential and economic growth, limiting the potential for provision of all green space types. The green space standards have been modified for the densely developed location and take into account the likely green space requirements of the larger City Centre population by 2028.
- 5.5.20 New development in the City Centre will be required to support implementation of the new City Park at the South Bank of the River Aire and creation of a network of improved green spaces and public realm infrastructure throughout the City Centre. This support could be in the form of land or off-site financial contributions. Improved links to this network should also consider access to the larger green spaces located at the boundary of the City Centre, such as Woodhouse Moor.

POLICY G5: OPEN SPACE PROVISION IN THE CITY CENTRE

Within the City Centre, open space provision will be sought for sites over 0.5 hectares as follows:

- (i) Commercial developments to provide a minimum of 20% of the total site area,
- (ii) Residential development to provide a minimum of 0.41 hectares of open space per 1,000 population,
- (iii) Mixed use development to provide the greater area of either 20% of the total site area, or a minimum of 0.41 hectares per 1,000 population of open space,

In areas of adequate open space supply or where it can be demonstrated that not all the required on site delivery of open space can be achieved due to site specific issues, contributions in lieu of provision will be required towards identified open space and public realm projects.

Protection and Redevelopment of Green Space

- 5.5.21 The quality of a green space is as important as its size and location. A large space which does not drain, on a steep gradient with old and broken facilities, offers very little to attract users to the space. However, a modest site which is well maintained with a variety of quality facilities will likely be well used and valued by the community. Access to the spaces can be considered in both its proximity to users and any physical barriers such as busy roads, rivers or railway lines. In addition, a site should have convenient access points that reflect its physical size and function.
- 5.5.22 The areas of the City with the lowest overall green space provision in terms of quantity and accessibility are predominantly traditional high density housing areas of inner City Leeds. Improving the level of green space provision in these areas is a priority for the council. However, the development sites which come forward in these areas are usually small, make these areas the greatest challenge in delivering new green space provision. Where useable and functional green space cannot be provided on site, the deficit will be mitigated by improving access, quality and links to existing green space in the locality. When addressing replacement green space or in a situation where green space cannot be provided on site, 'locality' is defined as the area within the accessibility standard for the green space typology identified in Policy G3.
- 5.5.23 There will only be an adequate supply of green space, where the needs of the existing community are satisfied in all space types as set out in Policy G3 (green space standards), and there is an additional capacity of 10% of the total accessible green space, taking into account the impact of the development proposal under consideration. An

allowance capacity of 10% is required to maintain the existing supply whilst absorbing the cumulative pressure on green space from small developments that do not contribute towards the quantitative provision or improvement of green space.

- 5.5.24 If the above calculation reveals a type of green space is in excess of adequate supply, then prior to release for other uses it must also be assessed to ensure that it offers no potential for transformation to any other green space type deficient in the same area. For example, an area may have an adequate supply of amenity green space, but a deficiency of allotments. Prior to release of the surplus amenity green space for redevelopment, the potential of the amenity space to be used for allotments should be thoroughly assessed.
- 5.5.25 The precise nature of the green space improvements sought or new green space provided as a result of new residential development will be subject to the circumstances of the local areas and community consultation. The Leeds Open Space, Sport and Recreation Assessment (July 2011) identified a range of sites across the City that would benefit from qualitative improvement to increase their function and value.
- 5.5.26 Where supported by evidence and in the delivery of wider planning benefits, opportunities to improve existing greens space quality may be delivered through redevelopment of green space. Such an approach will need to demonstrate a clear relationship between the loss of green space, improved quality of green spaces in the same locality and support of the local community living in the locality.

POLICY G6: PROTECTION AND REDEVELOPMENT OF EXISTING GREEN SPACE

Green space (including open space and pedestrian corridors in the City Centre) will be protected from development unless one of the following criteria is met:

- (i) There is an adequate supply of accessible green space/open space within the analysis area and the development site offers no potential for use as an alternative deficient open space type, as illustrated in the Leeds Open Space, Sport and Recreation Assessment, or,
- (ii) The green space/open space is replaced by an area of at least equal size, accessibility and quality in the same locality; or
- (iii) Where supported by evidence and in the delivery of wider planning benefits, redevelopment proposals demonstrate a clear relationship to improvements of existing green space quality in the same locality.

Cemeteries and Burial Space

- 5.5.27 The City accommodates three crematoria and 22 cemeteries. Several of these, particularly in the north west of the City, are near capacity. Provision of new cemeteries and burial space will be required during the Plan period. This will be in the form of extensions to existing cemeteries combined with new smaller locally based sites close to the community.

POLICY G7 – CEMETERIES AND BURIAL SPACE

Development proposals for cemetery and burial facilities will be permitted where they can demonstrate:

- Access by public transport, walking and cycling,
- Easy and safe access to people with disabilities,
- There would not be demonstrably harmful impact on the character of the surrounding area and the amenities of nearby residential properties and other uses and
- The scale is appropriate to identified need.

Natural Habitats and Biodiversity

5.5.28 Biodiversity is not just about rare or threatened species or habitats, it is equally concerned with ensuring that widespread and common species remain an integral part of a sustainable natural environment. There are many undesignated areas of habitat that are of value as part of the ecosystem. These include areas of woodland, grasslands, hedgerows, waterways and water bodies, gardens, allotments, shelter belts, farmland and field margins, scrub, and other open spaces. The Core Strategy provides broad overarching policies for biodiversity, whilst also addressing related climate change issues and provide the strategic support for future LDF Allocation Documents and any other emerging policy guidance.

5.5.29 Central to this approach is the need to:

- Protect and enhance the natural environment of the District,
- Ensure that biodiversity is fully considered and that opportunities for enhancement are sought in decisions affecting the use and development of land,
- Seek opportunities to enhance the permeability (the ability to move between habitats) and connectivity of habitat networks and green infrastructure to increase biodiversity. Permeability and the recognition of the need for a variety of habitats for the sustainability of biodiversity will become increasingly important as part of species adaptation to the effects of climate change,
- In partnership with relevant agencies, review the local wildlife and geological site designation system in line with Government recommendations and keep these updated.

POLICY G8: PROTECTION OF IMPORTANT SPECIES AND HABITATS

Development will not be permitted which would seriously harm, either directly or indirectly, any sites designated of national, regional or local importance for biodiversity or geological importance or which would cause any harm to internationally designated sites, or would cause harm to the population or conservation status of UK or West Yorkshire Biodiversity Action Plan (UK BAP and WY BAP) Priority species and habitats. In considering development proposals affecting any designated sites and UK or WY BAP Priority species or habitats, the needs of the development and the requirements to maintain and enhance biological and geological diversity will be examined.

Other than the above requirement particular account will be taken of:

- The extent and significance of potential damage to the interest of any national, regional or local site, or UK or WY BAP Priority species or habitat, and
- Demonstration that the need for the development outweighs the importance of any national, regional or local site, or UK or WY BAP Priority species or habitat, and
- The extent that any adverse impact could be reduced and minimised through protection, mitigation, enhancement and compensatory measures imposed through planning conditions or obligations and which would be subject to appropriate monitoring arrangements.

5.5.30 Networks of natural habitats provide a valuable resource. They can link sites of biodiversity importance and provide routes or stepping stones for the migration, dispersal and genetic exchange of species in the wider environment. To avoid fragmentation and isolation of natural habitats, networks need to be protected from inappropriate development, and, where possible, development should strengthen or integrate with the network. This will partly be achieved as part of a wider strategy for the protection and extension of Green Infrastructure, including open space and access routes such as canals and rivers, including those within the urban area and rural settlements.

The existing network of habitats is shown on Map 18, which combines the results of phase 1 habitat surveys carried out before 2012 and existing national and local ecological and nature conservation designations (as identified in UDP Saved Policies, see Appendix 1). Together these components form the basis of the Leeds Habitat Network. In monitoring this network continued liaison with West Yorkshire Ecology and relevant local agencies will be necessary.

POLICY G9: BIODIVERSITY IMPROVEMENTS

Development will be required to demonstrate:

- (i) That there will be an overall net gain for biodiversity commensurate with the scale of the development, including a positive contribution to the habitat network through habitat protection, creation and enhancement, and
- (ii) The design of new development, including landscape, enhances existing wildlife habitats and provides new areas and opportunities for wildlife, and
- (iii) That there is no significant adverse impact on the integrity and connectivity of the Leeds Habitat Network.

b) Energy and Natural Resources

Climate Change

- 5.5.31 The Climate Change Act 2008 established a new approach to managing and responding to climate change in the UK. The Act created a legally binding target to reduce the UK's emissions of greenhouse gases to at least 80% below 1990 levels by 2050. This is delivered through a series of five year 'carbon budgets', designed to ensure that the Council make steady progress towards this long term target. A carbon budget is a cap on the total quantity of greenhouse gas emissions emitted in the UK over a specified time. Under a system of carbon budgets, every tonne of greenhouse gas emitted between now and 2050 will count. Where emissions rise in one sector, corresponding falls in another sector will have to be achieved.
- 5.5.32 In May 2009, the Government introduced legislation creating the first three legally binding carbon budgets. The budgets are 2008-2012 (22% reduction in CO₂ emissions below 1990 levels), 2013-2017 (28% reduction) and 2018-2022 (34% reduction).
- 5.5.33 These carbon budgets, whilst owned and delivered at a national level, will have a profound effect on all activities at a local level. Policy tools and financial incentives have been put in place to drive down emissions from transport, housing and business across the country. Building Regulations have introduced tighter CO₂ targets and a trajectory has been put in place to reduce emissions from new housing to zero by 2016, and from non-domestic development to zero by 2019. As Leeds is forecast to grow both in terms of housing numbers and new business premises, it is particularly important to ensure that these are as close to zero emission as possible, as soon as possible, to avoid the need for deeper cuts in other sectors.
- 5.5.34 The Leeds Climate Change Strategy (2009) was developed through the Leeds Initiative in partnership with the public, private and third sector. This contains a target to reduce emissions from Leeds by 80% between 1990 and 2050. In 2010, the Council adopted a further target to reduce emissions by 40% between 2005 and 2020. In the four years to 2009, the City reduced emissions by 14.4%, requiring a further reduction of approximately 2.5% per year until 2020. Leeds is a growing City and all new development that is not carbon neutral adds to total emissions from Leeds (both on site emissions and emissions associated with transport). Therefore, there is a strong policy imperative to constrain emissions from all development as soon as possible.
- 5.5.35 The Core Strategy climate change Policies are designed so that new development contributes to our ambitious carbon reduction targets. However, the Council aim to do this in a flexible way that supports developers to achieve carbon reductions at lowest cost and in a way that benefits future building occupants. Building Regulations set a minimum energy efficiency standard applicable to all buildings, and in order to keep on track to achieve the 2050 target, the Government will increase this standard over the next decade. Developers currently have to demonstrate that proposed developments are within the Target Emissions Rate. However, because of the need to maintain a decent standard of living in the face of significant growth, the Council is seeking a 20% CO₂ reduction beyond the Building Regulation standard. Energy efficient buildings also reduce household fuel bills (and support initiatives for 'affordable warmth'), improve business competitiveness and create jobs in the energy service sectors. Economies of scale mean that energy efficiency measures are less costly on larger developments, and the policies are, therefore, only applied to 'major development.' It is important to note that Policy EN1(i) is highly flexible, allowing developers to choose the most appropriate and cost effective carbon reduction solution for their site. We would expect developers to take a 'fabric first' approach and, over time, supplement this with increasing levels of on-site District heating and low/zero carbon technologies. It must be remembered that the cost

implications of installing carbon reduction measures are much lower when included in a new building than when they are retrofitted.

POLICY EN1: CLIMATE CHANGE – CARBON DIOXIDE REDUCTION

All developments of 10 dwellings or more, or over 1,000 square metres of floorspace, (including conversion) where feasible), will be required to:

- (i) Reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate until 2016 when all development should be zero carbon, and
- (ii) Provide a minimum of 10% of the predicted energy needs of the development from low carbon energy.

Carbon dioxide reductions achieved through criteria (ii) will contribute to meeting criteria (i).

Criteria (ii) will be calculated against the emissions rate predicted by criteria (i) so reducing overall energy demand by taking a fabric first approach will reduce the amount of renewable capacity required.

If it can be demonstrated that decentralised renewable or low carbon energy generation is not practical on or near the proposed development, it may be acceptable to provide a contribution equivalent to the cost of providing the 10%, which the council will use towards an off-site low carbon scheme. The opportunity to aggregate contributions to deliver larger scale low carbon projects would be implemented independent of the development. Wherever possible, the low carbon projects would be linked with local projects that would bring local benefits.

It is likely that the approach of pooling off-site contributions through planning obligations will be replaced by CIL in April 2014.

Applicants will be required to submit an Energy Assessment with their application based on expected end user requirements to demonstrate compliance with this Policy. Where end user requirements change significantly, an updated EA should be submitted prior to construction.

Sustainable Design and Construction

5.5.36 The Vision for Leeds (2011–2030), City Priority Plan (2011–2015) and Council Business Plan (2011-2015), commit the City as a whole and the Council specifically, to make Leeds a lower carbon City. City carbon reduction targets are to reduce CO₂ emissions by 40% between 2005 and 2020. At the same time climate change adaptation needs to be addressed systematically and progressively in regard to the built environment and development across the City. To ensure there is a consistent approach to development improvements the Building Research Establishment's (BRE) approach has been identified as an independent and systematic methodology based on a robust environmental weighting system that covers a wide range of sustainable construction issues yet allows flexibility in relation to site and developer options for non-residential development. For residential development, requirements for energy efficiency are contained within the Building Regulations and Policy EN1 of the Core Strategy.

5.5.37 The Council will require developers to apply the Building Research Establishment Environmental Assessment Method (BREEAM), to major non-residential development in the District. As the additional costs of attaining improved sustainable construction outcomes are best met by economies of scale, this requirement applies only to major development of over 1,000 square metres. In cases involving conversions, refitting, refurbishment, and historic buildings, a pragmatic approach will be taken with the expectation that the BRE methodology will still be applied, with agreed areas of lower achievement if shown to be appropriate. The BRE methodology allows for flexibility across a wide range of environmental areas, and consistently improves key

environmental issues, covering improvements to; energy and CO₂ emissions, water use, materials, surface water run-off, waste, pollution, health and well-being, management and ecological value. For residential development, requirements for energy efficiency are contained within the Building Regulations and Policy EN1 of the Core Strategy.

5.5.38 Growth in Leeds means extra demand for water. Additionally, climate change predictions indicate an increasingly erratic weather pattern which is likely to lead to extreme weather events including droughts. For these reasons Leeds expects all major residential development to meet the tighter optional water standard in building regulations as required by Policy EN2.

5.5.38.1 The term in the policy “where feasible” means that where it is not technically possible to meet the standard or if it would be harmful to heritage objectives then the policy requirements will not be sought.

POLICY EN2: SUSTAINABLE DESIGN AND CONSTRUCTION

Non-residential developments of 1,000 or more square metres (including conversion) where feasible are required to meet the BREEAM standard of ‘excellent’.

Residential developments of 10 or more dwellings (including conversion) where feasible are required to meet a water standard of 110 litres per person per day.

Low Carbon Energy Infrastructure

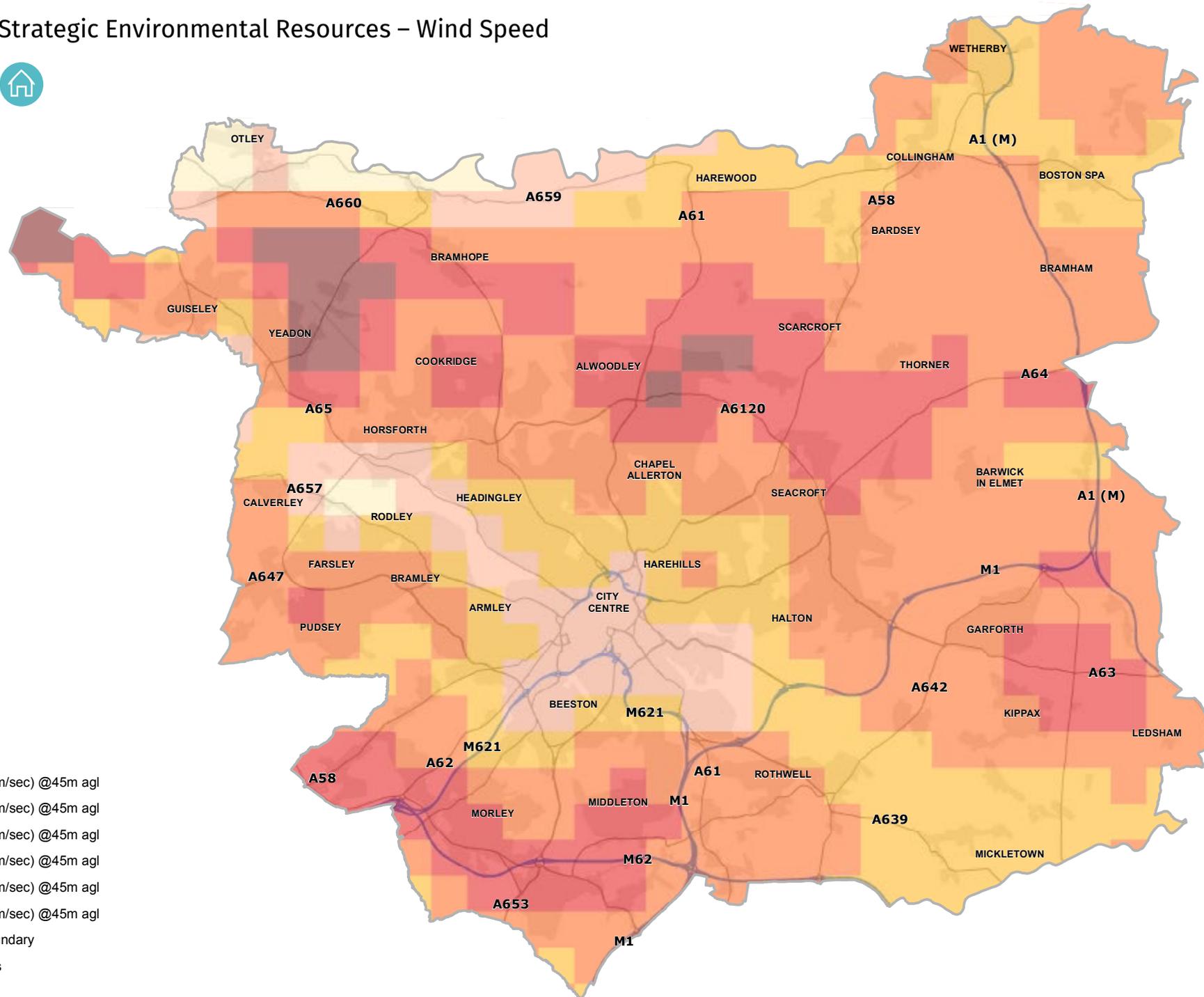
5.5.39 The Council aims to achieve a grid-connected renewable energy target of 75 MW by 2021. A breakdown of how this target could be achieved from different sources of renewable energy is included in the Natural Resources and Waste Local Plan. Potential exists for a number of sources of renewable energy within Leeds, including electricity from wind power, water power (hydro-power), solar energy (active solar), landfill gas, electricity and heat from biomass treatment and waste plants, and combined heat and power (CHP). Heat network distribution is expected to be extensively progressed during the plan period. As well as larger, more commercial projects for renewable energy (0.5 MW and above), potential also exists for smaller, community based projects where the benefits are fed back into the local area. For clarity, Policy EN3 is specifically designed to encourage commercial scale electricity generation. Policies EN1 and EN4 also support low carbon heating and cooling technologies.

Wind Power

5.5.40 Beyond the urban area there are opportunities for large-scale wind energy generation in areas of higher wind speeds. The average wind speed at 45 metres above ground level is shown on Map 19. However, there are constraints due to the operation of Leeds Bradford International Airport and other local airfields and the need to protect the amenity of residents. Detailed Policy criteria against which wind energy applications will be judged is set out in the Natural Resources and Waste Local Plan.

5.5.41 There are also opportunities for wind micro-generation, and the Council is currently investigating the potential for grid-connected turbines on land in its own ownership. These could potentially contribute 36 MW of energy towards the 75 MW target. More information on this is included in the City Council’s Carbon and Water Management Plan (2011 – 2021).

Map 19 Strategic Environmental Resources – Wind Speed

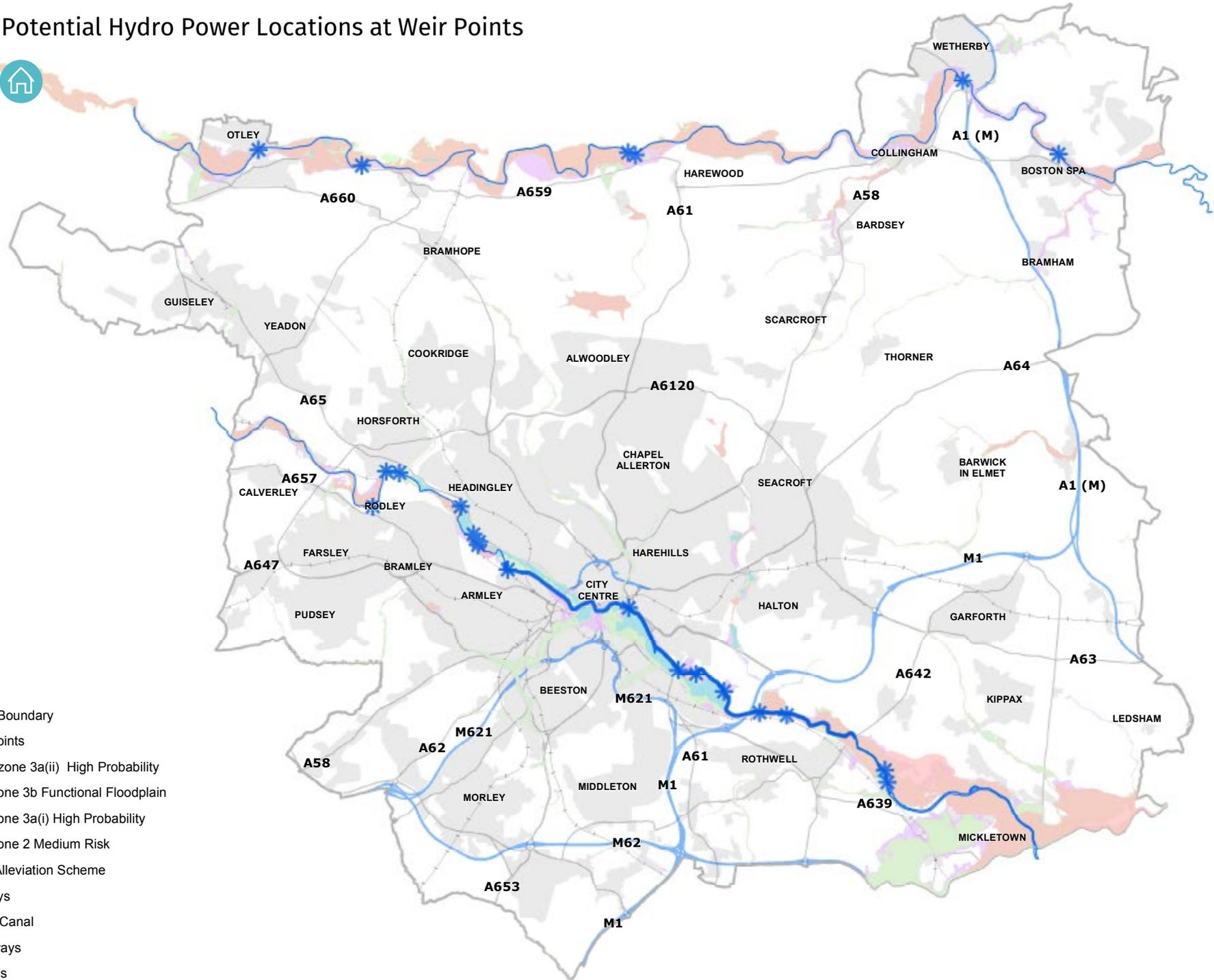


Map 20 Potential Hydro Power Locations at Weir Points



Key

-  Leeds Boundary
-  Weir Points
-  Floodzone 3a(ii) High Probability
-  Floodzone 3b Functional Floodplain
-  Floodzone 3a(i) High Probability
-  Floodzone 2 Medium Risk
-  Flood Alleviation Scheme
-  Railways
-  River / Canal
-  Motorways
-  A Roads



Hydro Power

5.5.42 Potential exists for the development of hydropower facilities on the rivers Wharfe, Aire and Calder. Whilst these are likely to have capacity for small-scale generation producing up to 100 kw, some of the weirs are large enough to have potential to contribute to the overall requirement for grid-connected renewable energy. All development at or adjacent to these weirs and their associated civil engineering works (such as mill buildings, leats, mill ponds, etc.) must not compromise their future viability as hydro power sites, and ideally should develop the renewable energy potential of the site as part of their development proposal. It is believed that the rivers Wharfe and Aire have potential to physically accept up to ten small-scale waterpower devices. If all were to go ahead the total capacity is unlikely to exceed 2 MW. Such schemes will be supported subject to environmental impact assessments, and provision of integrated fish passes. The Council is progressing hydro-power schemes at Armley Mills and Thwaite Mill on the River Aire, and the other weirs also offer potential for new hydro power generation. These locations are shown on Map 20. The waterways serve a multitude of uses, from a route for freight to forming part of the landscape as well as facilitating renewable energy.

Biomass Treatment

5.5.43 Biomass can be used in chip or pellet form to be combusted for heat and combined heat and power. Sources of biomass are food waste, green waste and agricultural waste from households, commerce, landscape/ forestry contractors and agricultural waste.

Solar Energy (Active Solar)

5.5.44 Solar energy is collected through either photovoltaic or solar thermal panels. Electricity can be produced from photovoltaic panels; however, these have limited potential for large-scale electricity generation. As most installations require connections to the national grid (as they produce the most electricity at times of low demand) they can still contribute towards renewable energy targets. Solar thermal systems capture energy from sunlight to meet a proportion of a building's hot water demands.

5.5.45 Approximately 8 sqm of photovoltaics is needed for each 1 KW of installed capacity on a favourably orientated façade or roof. To install just 1 MW of electricity from photovoltaics, therefore, require 8,000 sqm of panels. Leeds has a huge resource of façades and roofs facing into the southerly quadrant, enough to produce several MWs of electricity if fitted with photovoltaics. Feed in Tariffs (FITs) for large solar installations are now available and help provide a viable business case for retrofitting existing buildings.

Landfill Gas

5.5.46 Landfill gas qualifies as a renewable energy because it is a low-carbon source. Within Leeds, there has been recent production investment of an additional 2 MW at Skelton Grange, Aire Valley and 1 MW at Peckfield, Micklefield landfill sites. However, it should be recognised that landfill gas generation will decrease with time as the resource becomes exhausted. A reasonable assumption is that by 2021 the output from landfill gas would be approximately 9 MW, but will tail off thereafter, depending on commercial factors, as well as gas yield.

Electricity and Heat from Waste

5.5.47 Substantial potential exists for energy from waste through the provision of strategic waste management facilities to deal with municipal waste and commercial and industrial waste. The Natural Resources and Waste Local Plan allocates sites suitable for energy from waste. Developments within a viable distance from these facilities are expected to connect into the heat distribution network.

POLICY EN3: LOW CARBON ENERGY

The Council supports appropriate opportunities to improve energy efficiency and increase the large scale (above 0.5 MW) commercial renewable energy capacity, as a basis to reduce greenhouse gas emissions. This includes wind energy, hydro power, biomass treatment, solar energy, landfill gas, and energy from waste.

Protection of internationally designated nature conservation sites will be a key consideration, including relevant Policies contained as part of the Natural Resources and Waste Local Plan. Proposals for biomass power generation are required to supply an assessment of the potential biomass resource available (including location) and the transport implications of using that resource. Any development that may lead to an adverse effect on the integrity of a European site will not be supported.

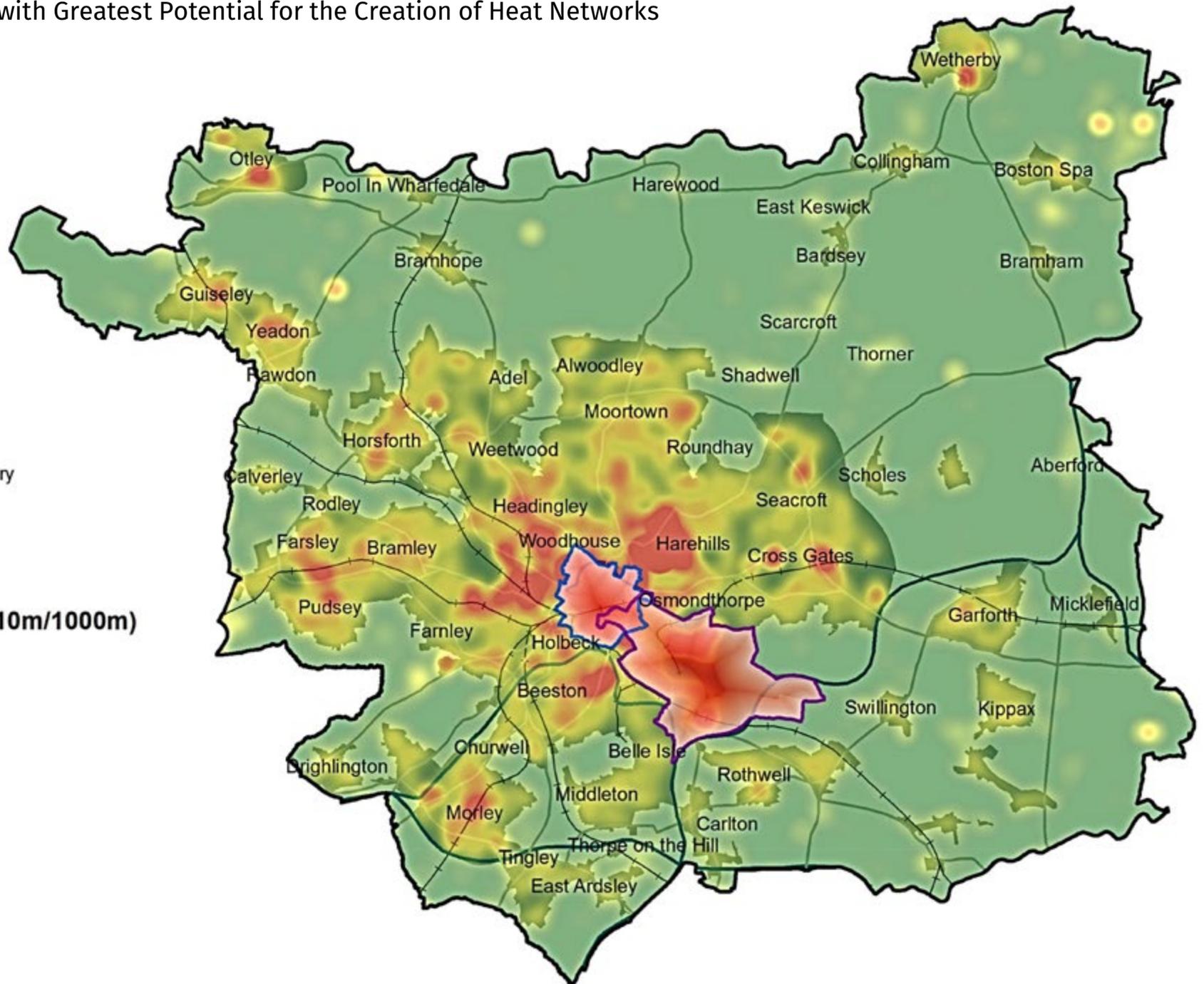
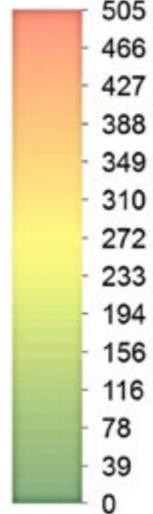
Map 21 Locations with Greatest Potential for the Creation of Heat Networks



Legend

- Leeds Boundary
- Aire Valley AAP
- City Centre Boundary
- Motorway
- A-road
- Railway

Heat Map Density (10m/1000m)



Heat Distribution Networks (District Heating)

- 5.5.48 By distributing heat to multiple users through a pipe network, up to several thousand homes and businesses can be connected to the same sustainable heat source.
- 5.5.49 The Department of Energy and Climate Change's (DECC) document, The Future of Heating (2013) says, "Local authorities are in the best position to undertake the Energy Master planning of areas suitable for heat networks and the initial assessment of the feasibility of projects. They are well placed to act as 'brokers', for example putting together prospective promoters of projects with prospective providers and customers for heat." In addition, local authorities are encouraged to consider low carbon and renewable heat networks through the National Planning Policy Framework published in 2012. The framework encourages local planning authorities to identify opportunities for development that can draw their energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers. Future Energy Yorkshire have completed a study which recommends the establishment of a strategic body ('Energy Leeds') whose role would be to take responsibility for the delivery of energy related activities. These activities could include the co-ordination and delivery of heat networks. Heat distribution is most likely to be viable in areas of higher density. Opportunities exist around Leeds City Centre (for example major development proposals for the Victoria Gate area, in the provision of a new energy centre, low carbon heating, cooling, electricity generation and potentially other utilities), the Aire Valley, the universities and St James University Teaching Hospital, as a consequence of high heat loads, which offer the potential for low carbon energy for local communities.
- 5.5.50 DECC has developed a heat map for England, which helps to identify areas of high heat demand and potential sources of heat supply. The current heat map shows total heat demand for public, commercial, industrial and residential buildings. DECC have made this data available to local authorities and the Council is now undertaking a significant piece of work that will broaden our evidence base further. This is the Strategic Heat Programme, led by Leeds City Region, which has two elements. First, a high level heat map covering the entire City and City region, identifying areas that currently have high heat demand, potential anchor loads, major heat supply plant and their replacement dates, potential heat supply locations and the estimated heat demand of future developments, in order to help guide the implementation of this policy to the most appropriate areas for District heating. Essentially, those areas identified as having high current/future heat demand will have a presumption in favour of District heating. Second, the study will develop an Energy Masterplan for the Aire Valley and City Centre. This will be achieved by conducting a very detailed study of potential DH opportunities in the Aire Valley and City Centre, building on previous studies. The Energy Masterplan will provide information on preferred network routes, potential customers and a detailed business case for implementation. Map 21 shows the locations with the greatest potential for the creation of heat networks. Where there is an existing heat network then it is expected that new developments will make the necessary connections. Where there is no heat network, but there is a low cost heat source such as energy from waste facilities, then opportunities should be taken through proposals for developer to investigate the potential for connection. Where neither existing heat networks nor low cost heat sources are available or feasible then a new heating plant/energy centre needs to be provided.
- 5.5.51 Heat Density is the annual heat demand in KWh divided by 8,760 (the number of hours in a year), to give a heat demand, and then divided by the area of land concerned. This calculation is key to evaluating heating network viability. Research conducted by the Department of Energy and Climate Change into the potential for District heating in the UK has found that areas with a heat density above 3,000 kWh/km² is currently required to create a viable network. The National Heat Map referenced above and available from <http://tools.decc.gov.uk/nationalheatmap/> shows that much of Leeds is already above this

threshold. The higher the heat density the more cost effective the network. As technology and expertise improve the current viability threshold will decrease.

5.5.52 The Council always encourages pre-application discussions but ultimately the developer has responsibility for preparing the assessment for their site, and submitting it with their planning application. The information will then be assessed as part of the planning application by the development control officer, with support from technical officers in the Council, who will ultimately determine whether or not District heating is technically viable, appropriate to the development and in an area with sufficient potential to accommodate a District heating scheme. However, before this formal planning stage is reached, the Council has an important role to support developers, in order to facilitate the development of District heating networks across the City. This support will be initiated when a developer comes in for a pre-application meeting, where it will be explained to them what is required to meet Policy EN4 and what assistance the Council can give. Specialist energy and sustainable construction officers will help developers to evaluate options for their site and if other approaches to low carbon and distributed energy are more appropriate will recommend these alternatives to both developers and development control officers.

POLICY EN4: DISTRICT HEATING

Where technically viable, appropriate for the development, and in areas with sufficient existing or potential heat density, developments of 1,000 sqm or more or 10 dwellings or more (including conversions where feasible) should propose heating systems according to the following hierarchy:

- (i) Connection to existing District heating networks,
- (ii) Construction of a site wide District heating network served by a new low carbon heat source,
- (iii) Collaboration with neighbouring development sites or existing heat loads/sources to develop a viable shared District heating network,
- (iv) In areas where District heating is currently not viable, but there is potential for future District heating networks, all development proposals will need to demonstrate how sites have been designed to allow for connection to a future District heating network.

Carbon savings and renewable energy generation achieved under this policy will contribute to EN1(i) and EN1(ii).

Flood Risk

5.5.53 The Rivers Aire and Wharfe and their tributaries are a dominant feature of the Leeds District. However, parts of Leeds City Centre have a 1 in 20 year risk of flooding from the River Aire, and the Environment Agency estimates that there are over 3,862 homes and nearly 700 businesses at risk of river flooding from the River Aire alone. Redevelopment of land within this area will be generally acceptable, subject to appropriate mitigation, including the Leeds Flood Alleviation Scheme. Leeds also experiences flooding from the River Calder adjacent to the District's south eastern boundary. In considering areas of the District where future growth should take place, the sequential approach set out in the NPPF, will be applied.

5.5.54 In recent years Leeds has also experienced problems created by surface water flooding. Smaller watercourses and drains are far more susceptible than the larger river systems

to flash flooding as a result of localised intense rainfall. With changing climate patterns it is expected that storms of this nature will become increasingly common, potentially increasing the risk posed to properties situated in close proximity to local water courses. Policy EN5 has been developed in order to manage both fluvial and pluvial sources of flooding. Further details on the actions identified in Policy EN5 and detailed Policies in relation to the efficient use, quality and effective management of water resources are in the Natural Resources and Waste Local Plan. These Policies in turn, provide a basis for the City Council and its partners, to help manage responsibilities under the Water Framework Directive.

POLICY EN5: MANAGING FLOOD RISK

The Council will manage and mitigate flood risk by:

Avoiding development in flood risk areas, where possible, by applying the sequential approach and where this is not possible by mitigating measures, in line with the NPPF, both in the allocation of sites for development and in the determination of planning applications.

- (i) Protecting areas of functional floodplain as shown on the Leeds SFRA from development (except for water compatible uses and essential infrastructure),
- (ii) Requiring flood risk to be considered for all development commensurate with the scale and impact of the proposed development and mitigated where appropriate,
- (iii) Reducing the speed and volume of surface water run-off as part of new build developments,
- (iv) Making space for flood water in high flood risk areas,
- (v) Reducing the residual risks within Areas of Rapid Inundation,
- (vi) Encouraging the removal of existing culverting where practicable and appropriate,
- (vii) The development of the Leeds Flood Alleviation Scheme.

Waste Management

5.5.55 As Leeds grows, it is imperative that as a City the amount of waste produced is minimised. An overall objective is to seek to break the link between economic growth and increasing waste, by using the waste hierarchy of 'reduce, re-use, recycle and recovery', to manage waste effectively at all levels. The Council also needs to maximise opportunities arising from waste, such as the development of new products, services and employment opportunities linked to waste recycling technologies.

5.5.56 Not all waste data is made available to the Council so it is difficult to know precisely how many years of waste Leeds is currently capable of accommodating. Policy EN6 allows sufficient capacity to manage the forecast waste, with flexibility to accommodate unforeseen circumstances. The strategy provides enough land for recycling and treatment to take place, to ensure that less waste goes to landfill. Data demonstrates that the District has more than sufficient existing landfill capacity for the plan period and beyond, however, land is needed for new strategic treatment facilities for municipal waste and commercial and industrial waste. It is also likely that further provision will be needed for organic waste treatment such as Anaerobic Digestion.

5.5.57 Policy EN6 sets out the broad strategy for managing waste in Leeds. The strategy will be implemented through more detailed policies and related documents as set out in the Natural Resources and Waste Local Plan, which also shows specifically how sufficient capacity has been identified to meet the waste forecasts.

POLICY EN6: STRATEGIC WASTE MANAGEMENT

Waste in Leeds will be managed by application of the waste hierarchy in the following way:

- (i) Development will be required to demonstrate measures to reduce and re-use waste both during construction and throughout the life of the development; and
- (ii) Sufficient space will be provided within all new developments (including conversions) to enable separation, storage, and collection of recyclable materials to take place.

The Council will ensure that sufficient sites are provided across the District for the treatment, transfer, recycling and recovery of the following annual waste arisings by 2028.

Waste Stream	Tonnes Per annum (pa) to 2028
Municipal Waste	383,976
Commercial and Industrial	1,212,000
Construction, Demolition and Excavation Waste	1,556,000
Hazardous Waste	103,026
Total	3,255,002

The strategy for meeting this need is as follows:

- (i) A strategic site for municipal waste treatment in the Aire Valley,
- (ii) A strategic site for non-municipal waste management in the Aire Valley,
- (iii) Safeguarding of a range of existing waste sites across the District, including household waste sites,
- (iv) Identification of existing industrial estates which are suitable, and have capacity, for waste management purposes, and
- (v) Restriction on new landfill provision in the District, unless a local need can be demonstrated

Minerals

5.5.58 Leeds contains resources of coal, sand, gravel, sandstone, limestone and various clays. These have been extensively worked in the past, but now tend to be of modest volumes. The Core Strategy ensures the protection of resources for the future and the adequate and steady supply of minerals to contribute to the sub-regional apportionment.

5.5.59 There are currently no surface coal working sites in the District. Sand and gravel extraction is a constant, but with declining overall permitted reserves. Hard rock quarries still have significant reserves and building stone production is steady, having recovered in recent years, however output is small compared with aggregates. Total aggregate production is around 430,000 tonnes per year, however, in order to meet demand Leeds has to import a lot of aggregates. There are two clay quarries and each contain large factories where some 80 million facing bricks are produced each year, making Leeds self-sufficient in bricks.

5.5.60 The Council has identified Mineral Safeguarding Areas (MSAs) to protect proven deposits of coal and sand and gravel from developments that could jeopardise future working. These areas do not confer any presumption in favour of extraction. There is not enough information to know if the deposits of sandstone and limestone are viable and early indications are not favourable. Reserves of clay are sufficient to support the needs well beyond the Plan period, such that a MSA for clay is not required.

- 5.5.61 Immediate needs for minerals will be satisfied from existing quarries as far as possible. Longer term need requires the identification of Preferred Areas where the minerals industry is encouraged to look for suitable extraction sites. Where it is possible to do so, Preferred Areas will be focused on extensions to existing quarries so as to minimise the environmental and social impact. The distribution of economic minerals disregards District boundaries as they can only be worked where they exist and remain. The Council will work with neighbouring authorities to ensure sufficient resources of sand and gravel are identified from the river valley deposits of West Yorkshire.
- 5.5.62 The Natural Resources and Waste Local Plan contains detailed information on how the Council intends to supply minerals, including specific site allocations and the definition of Preferred Areas. Policy EN7 establishes the overall framework for those detailed policies.

POLICY EN7: MINERALS

Proven mineral resources of surface coal and sand and gravel will be protected from sterilisation by the designation of the following mineral safeguarding areas:

- (i) Surface coal – extensive across the main urban area and to the south and east of the District,
- (ii) Sand and gravel – the lower Aire Valley around Methley, the Wharfe Valley (to the west of Pool) and the Aire Valley through the urban area.

Leeds will aim to meet the following targets for aggregate provision during the plan period:

Sand and gravel:	146,000 tonnes per annum
Crushed rock:	440,000 tonnes per annum

The Council will seek to identify opportunities to ensure that aggregates can be transported by non-road based freight into the city and maximise opportunities for marine-won aggregate to contribute towards supply.

Electric Vehicle Charging Infrastructure

- 5.5.63 Air quality has become a major area of concern in Leeds. The 2008 Ambient Air Quality Directive (Directive 2008/50/EC) sets legally binding limits for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2). This is also transposed into the UK Air Quality Standards Regulations 2010. Leeds was identified in December 2015 by DEFRA as one of six locations in England that is not expected to meet air quality standards by 2020.
- 5.5.64 Air quality problems in the district are mainly attributable to transport and this means that it is necessary for Leeds to implement measures to ensure a reduction in transport emissions. Planning policy has a key role to play in this through a number of policies and mechanisms that interact together, including the appropriate location of development according to a settlement hierarchy. This includes the inclusion of a choice of sustainable means of travel, so that people are encouraged to choose other means of travel than the private car and through the provision of a network of green infrastructure that can help to mitigate poor air quality. However, given the need for action now to prevent air pollution becoming worse, it is necessary to increase provision of EVCPs in new homes and all other premises. These requirements will be monitored and the policy may be updated accordingly as new technologies emerge.

POLICY EN8: ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

All applications for new development which include provision of parking spaces will be required to meet the minimum standard of provision of electric vehicle charging points. This requires:

- i) Residential: 1 charging point per parking space and 1 charging point per 10 visitor spaces
- ii) Office/Retail/Industrial/Education: charging points for 10% of parking spaces ensuring that electricity infrastructure is sufficient to enable further points to be added at a later stage.
- iii) Motorway Service Stations: charging points for 10% of parking spaces ensuring that electricity infrastructure is sufficient to enable further points to be added at a later stage
- iv) Petrol Filling Stations: provision of fast charge facilities.

6. IMPLEMENTATION AND DELIVERY

- 6.1 In order for the Core Strategy to be successful and to achieve our Vision and the sustainable development of Leeds, there needs to be mechanisms in place to ensure that the Policies set out in the previous chapters will achieve this. Delivery and implementation of the Strategy and the individual Policies is clearly integral to it being effective. There are many different ways in which the Council will undertake this. Developer contributions/planning obligations, the Community Infrastructure Levy (CIL), and the Council's monitoring programme are discussed in separate sections in this chapter, and the range of other mechanisms are set out below.

Development Management and Further Guidance

- 6.2 Making planning decisions on sustainable development through development management is an integral delivery mechanism of the Core Strategy, and the planning system generally. It is through the proper and consistent assessment of proposals against the Local Development Framework and other relevant national and local policies and guidance that the delivery of the Core Strategy Vision will be achieved. Enforcement measures will be undertaken where necessary in order to ensure that planning controls are being complied with.
- 6.3 An element of development management is also recognising that schemes need to be deliverable, and planning applications where viability is a concern should be submitted with a full Viability Assessment which contains sufficient evidence to enable officers to properly assess a scheme.
- 6.4 Where appropriate the Council will develop detailed guidance, allocations of sites, delivery, targets, and monitoring through Development Plan Documents and Supplementary Planning Documents. This is in order to give more certainty regarding delivery, and allow for changing circumstances through the life of the Core Strategy. Strategic site work is already underway with delivery frameworks and master plans to provide implementation mechanisms.

Partnership Working and the Infrastructure Delivery Plan

- 6.5 The Council will continue to work with partners, stakeholders, local communities, landowners, businesses, and developers in order to create joint visions for the future. This will ensure that development occurs in a planned way aligned with the Core Strategy and is viable and deliverable. The Council will also take a positive and cooperative approach to potential investors to promote and support development and the economy across Leeds.
- 6.6 Partnership working is particularly important alongside infrastructure providers, to plan for and deliver at the right times the necessary infrastructure to support the new development across Leeds. Throughout the development of the Core Strategy the Council has worked in partnership with infrastructure providers, including across internal directorates and external agencies, to identify infrastructure required to enable new development in Leeds. Regeneration partnerships and plans are also a contingency mechanism to help bring forward development opportunities.
- 6.7 As a result, to support the Core Strategy the Council has produced the Leeds Infrastructure Delivery Plan (IDP) which identifies the current infrastructure provision across the District, and identifies funding gaps, priorities, and critical infrastructure necessary for the delivery of the Core Strategy over the whole time period. It provides an overarching framework for the Council's and other service providers' plans and programmes, to bring them into one place and to ensure that everyone is planning for the predicted level and locations of future growth. The IDP also enables providers to more

effectively target areas of need and achieve greater efficiencies, for instance in identifying co-location possibilities.

- 6.8 For example, the Leeds Housing Investment Plan (Oct 2011) is a document through which the City's housing investment requirements are articulated and informs its collaboration with the Homes and Communities Agency. The plan indicates the strategic context for housing investment, priority areas and investment themes which include Housing for Older People, new affordable housing, addressing empty properties, public and private sector stock requirements and meeting the housing needs of specific communities and to meet demographic change. The Plan is an example of the importance of partnership working to deliver housing growth and investment. Its content has been incorporated within the IDP.
- 6.9 The Schedule within the IDP sets out the strategic infrastructure which is needed to help deliver the aims of the Core Strategy, and this will be reviewed to make sure that changing circumstances, timetables, and funding sources are accounted for. Setting out targets, the infrastructure needed actions the Council will take, the phasing, who are working partners and where the funding will come from demonstrates the Council's transparent approach to delivery. The infrastructure needs and aspirations identified at the community level through neighbourhood planning and the localised spending of the Community Infrastructure Levy will be reflected in future updates of the IDP.

Working with Communities

- 6.10 Another element of working in partnership is through community involvement. The Leeds Statement of Community Involvement (SCI) (2005) sets out how and when the City Council will involve the community in preparing planning policy documents and in making decisions on planning applications. In making sure that development and infrastructure which is needed or planned for by a community is delivered, it is important to gain early community consultation and ongoing support, plus gain consensus on local priorities.
- 6.11 The Government's localism agenda also puts listening to communities and gaining local consensus at the heart of the planning system, and this is another way which helps the City Council to implement development that is needed. The Community Infrastructure Levy is discussed in detail below, but this is also another method by which communities will be involved in the provision and delivery of infrastructure, through their control over spending a 'meaningful proportion' of the receipts from the CIL.
- 6.12 Communities can choose to prepare a Neighbourhood Plan for their area, and neighbourhood planning is supported by the City Council. Neighbourhood Plans are a very important mechanism to co-ordinate implementation and delivery at the local level. Through extensive community consultation and engagement, the community can help shape site allocations in their areas, or identify other local priorities. They can set out clear aspirations for improvement, and identify priorities for spending.

Use of Council Assets

- 6.13 The use and development of Council owned land, or the sale of that land, will be essential in some areas in order to promote growth, and to achieve the most sustainable forms of development. The City Council undertakes to use its assets wisely and at the appropriate times in order for this to occur. Protection and improvement of environmental assets on Council owned land is a similarly important aspect of the delivery of the Core Strategy.
- 6.14 The Council also has powers of compulsory purchase to buy land and properties where that is essential in order to attain the objectives, such as site assembly in town centres or Regeneration Priority Programme Areas. It is one option which can be used to ensure delivery, however, the Core Strategy is based on the co-operation of those involved in

development and so it is not anticipated to be a major element of the delivery or a sole mechanism to deliver sites. We are committed to the statutory processes of delivery through the planning application process by developers and landowners and other voluntary methods of developing land.

Supporting Evidence

- 6.15 A very wide evidence base has been created in drafting the Core Strategy. This evidence helps to ensure that the Core Strategy is robust, viable, and deliverable, while retaining an element of flexibility for future changes in the market. For instance, outputs from updating of the evidence base such as the Strategic Housing Land Availability Assessment, the Employment Land Review, the Strategic Housing Market Assessment, and a very wide range of other work and studies, provides ongoing detailed understanding of population change across the District, and how that feeds into the need for land. The Council has ensured that because it is based on evidence, the Core Strategy policies, the overall Vision, and the development proposals that will occur to achieve it will be viable and deliverable.

Funding and Promotion

- 6.16 The Council will make all attempts to gain a range of funding, including through bidding to the Local Enterprise Partnership, national and European sources and programmes, and through any other funding mechanisms available. The Council will also progress programmes and development incentives in order to advance and prioritise aspects including infrastructure, improvements to the environment, and business promotion. This includes promoting Leeds as a City at a wider level within the national and international arena in order to attract investment and fulfil the Vision for Leeds and Core Strategy ambitions.

Greenfield and Brownfield Development

- 6.17 A site on greenfield land could be linked together with a site on brownfield land, so that development of the more valuable greenfield site can help to also pay for development of the brownfield site. This is one mechanism which can help to make sure that brownfield land can be viable, and that the regeneration and sustainable development aims of the Core Strategy can be delivered. The details of how this mechanism would work in practice are being investigated by the Council, and as a result a specific Policy on this approach is not included in the Core Strategy. However, it is seen as an important aspiration of the Plan and for the delivery of brownfield land, and so it is the Council's broad ambition that this will be progressed.

Allowable Solutions

- 6.18 The Government has proposed the idea of Allowable Solutions as a way of providing flexibility for delivering zero carbon new buildings. Allowable Solutions is a term that can be applied to any approved carbon-saving measure that would be available to developers from 2016 to allow for the carbon that they would not normally be required to mitigate on-site through Carbon Compliance (achieved through the energy efficiency of the building fabric, the performance of heating, cooling and lighting systems, and low and zero-carbon technologies). Carbon Compliance and Allowable Solutions measures will both be needed to meet the zero-carbon Building Regulations in 2016 and each will need to be submitted, checked and verified as part of Building Control approval.
- 6.19 At present the current Government has made no formal announcement what will constitute an acceptable Allowable Solution, but it is anticipated that they will include:
- 'On-site' options (but not duplicating Carbon Compliance measures) e.g. home electric vehicle charging.

- 'Near-site' options (within the Local Planning Authority area in which a specific development is built) e.g. investment in creation or expansion of locally planned low carbon energy infrastructure such as District heating or renewable energy schemes.
- 'Off-site' options (outside the Local Planning Authority area in which a specific development is built) e.g. investment in energy storage and demand-side management projects to assist overcoming intermittent renewable energy supply.

Contingency

- 6.20 There is inevitably an element of uncertainty in delivery when plans and strategies are drawn up, as it is not possible to foresee all eventualities for all events and situations. However, in producing the Leeds Core Strategy and its evidence base the Council and partners have tried to address a range of situations, outcomes, and alternatives, including the detailed interpretations of the policies and their spatial outcome. This is alongside the recognition that some key elements of the strategy are essential to achieving the overall Vision and the delivery of the necessary sustainable growth for Leeds.
- 6.21 The key example of the need to consider contingency has been the drastic changes to the national and local economy in the past few years, which has greatly altered the whole range of market sectors, and impacted on development viability, reduced public and private funding, and social issues such as increased unemployment and lower spending power. The Core Strategy has been developed in these changing circumstances and therefore is based on flexibility for the future. Across the evidence base realistic market scenarios and viability considerations have been used, alongside contingency for when they improve, in order to address this.
- 6.22 Another example needing contingency is the changing context of national and regional planning policy and funding programmes as a result of national and local political shifts. For instance, the National Planning Policy Framework, and Neighbourhood Planning powers have recently been developed and have required the Council to respond accordingly. To a certain extent changes in policy cannot be foreseen, but through basing the Leeds Core Strategy on local evidence and local characteristics then planning policy in Leeds will continue to be able to react to such changes with local interests at the forefront.
- 6.23 Although superseded, PPS12 identified that the Government recognises that the budgeting processes of different agencies may mean that less information may be available when the Core Strategy is being prepared than would be ideal. It states that “it is important therefore that the Core Strategy makes proper provision for such uncertainty and does not place undue reliance on critical elements of infrastructure whose funding is unknown. The test should be whether there is a reasonable prospect of provision. Contingency planning – showing how the objectives will be achieved under different scenarios – may be necessary in circumstances where provision is uncertain.”
- 6.24 Some of the infrastructure planned for Leeds is essential for the proper delivery of the Core Strategy whereas other infrastructure is less critical. These delivery strands have been identified as such in the IDP, to enable funding streams to be prioritised. As much certainty as possible at the present time regarding funding has also been indicated. Should key projects not receive funding, then the Council can respond at that time as necessary through other mechanisms, such as changing the type of infrastructure proposed (e.g. the new NGT has evolved out of the former ‘Supertram’), safeguarding land for the future for when funding does become available, or looking for funding from a different source such as developer contributions or a partnership with the private sector.
- 6.25 Monitoring is an important aspect of contingency as it provides up to date evidence and feedback to enable review of the policies and progress towards the Vision, and can

identify reasons why progress may be slow. Monitoring of the Leeds Core Strategy is discussed further below.

- 6.26 Policy ID1 therefore summarises the methods by which the Council will ensure delivery and implementation of the Core Strategy.

POLICY ID1: IMPLEMENTATION AND DELIVERY MECHANISMS

The Council will undertake to ensure the delivery and implementation of the Core Strategy through a variety of mechanisms, initiatives, and investment decisions, including:

- Partnership working,
- Working with communities, including through neighbourhood planning,
- Use of Council assets,
- Supporting evidence,
- Further guidance and development management,
- Bidding for funding sources and promoting the City for this purpose,
- The use of innovative funding opportunities (such as Tax Incremental Financing to help stimulate local investment, Business Improvement Districts (BIDS), European Development Fund, New Homes Bonus, Community Infrastructure Levy, Asset Leverage - either directly using City Council assets or through an Asset Liquidity Vehicle / Joint Venture),
- Linking greenfield and brownfield development,
- Recognising the need for contingency planning,
- Allowable Solutions.

Planning Obligations and the Community Infrastructure Levy

- 6.27 The Council reaches decisions on planning applications based on whether they accord with the relevant Policies. However, in some instances, it may be possible to make development proposals acceptable which might otherwise be unacceptable in planning terms, through the use of planning obligations. They can be used to prescribe, compensate, and/or mitigate the impact of a development.
- 6.28 Planning obligations (often referred to as Section 106 agreements or developer contributions) are legal obligations negotiated by the landowner or developer with the Council in response to a planning application or are entered into unilaterally by landowners and developers. They are used to make development proposals acceptable in planning terms, and in order to mitigate against the impact new development will have upon the City's existing infrastructure, such as transport provision, local community facilities, and green space.
- 6.29 Planning obligations can either be used to provide something on site as part of a development, e.g. affordable housing, or alternatively through a financial contribution towards provision off site, e.g. towards public transport improvements. Wherever possible, in Leeds such aspects that are feasible should be provided on site as part of new developments. In certain instances where on site provision is not feasible, or the development will impact on infrastructure away from the site, a financial contribution will be considered more appropriate. Obligations are also used to ensure non-physical measures, such as training/skills and job creation initiatives and local labour agreements; Spatial Policy 8 (vi) sets out that these will be sought across Leeds via planning agreements. Travel plans are another non-physical measure undertaken via S106 Agreements.

- 6.30 Developer contributions will also be expected to take a role in the funding and delivery of any required new infrastructure as a result of the cumulative impact of the high level of growth proposed for Leeds. Therefore, planning obligations will be used to secure matters including education provision, green space and public realm, and transport provision such as highway improvements, cycle routes, and public transport improvements. Contributions for a very wide range of aspects which are impacted as a result of new development could be sought, although the Council will bear in mind that schemes need to be viable. Residential developments will be required to provide affordable housing provision as outlined in Policy H5, and this will continue to be undertaken through a Section 106 Agreement.
- 6.31 Not all these measures will be applicable in each case. In accordance with guidance contained within the Community Infrastructure Levy (CIL) Regulations and the NPPF, the nature and scale of any planning obligation required has to be related to the scale and type of development proposed, and three tests have to be met:
“A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
(a) necessary to make the development acceptable in planning terms;
(b) directly related to the development; and
(c) fairly and reasonably related in scale and kind to the development.

In relation to planning obligations the NPPF also states that local planning authorities should take account of changes in market conditions over time, and where appropriate should be sufficiently flexible to prevent planned development from being stalled.

- 6.32 The Community Infrastructure Levy is a tariff system that local authorities can choose to charge on new developments in their area by setting a Charging Schedule. The CIL Regulations initially came into force in April 2010, and greatly limit a local authority’s ability to seek financial contributions under Section 106 agreements after the 6th April 2015. As such, S106 agreements will no longer be available for wider pooled infrastructure contributions, e.g. for public transport or City-wide green space improvements, although they will still have an important role for mitigating on site issues.
- 6.33 As a result, the Council has progressed the development of a CIL for Leeds. Throughout the Core Strategy references to Planning Obligations and contributions include both S106 and the CIL, and any other mechanisms which the Government may introduce to collect developer contributions through the timescale of the Core Strategy. The Council will continue to work with partner infrastructure providers in delivery of the CIL and determining its spending priorities.
- 6.34 The CIL aims to support and incentivise sustainable growth as it will directly meet some of the infrastructure needs created by new growth. This is because a meaningful proportion of it will be spent on infrastructure and projects to directly benefit those communities where the growth is located, and because it will provide more certainty and confidence to developers. It will also enable developers to more accurately assess their costs at the outset so that in the longer term there should be fewer instances where there are difficulties based on viability, unlike the current Section 106 process.
- 6.35 The Levy strikes a balance between providing sufficient infrastructure funding, whilst not having a detrimental impact on the economic viability of development as a whole across the area. It should not be set so high that it will be at the margin of viability across the great majority of sites. The Government considers that if the CIL is set at a sensible rate, there will only be rare instances where the addition of the CIL is the tipping point which makes schemes unviable.

- 6.36 The Leeds CIL is charged at a rate of £ per sq. metre and applies to development of most new buildings that people normally use. The CIL does not apply to development for charitable purposes or for affordable housing. It also does not apply to developments under 100 sqm, unless they are for housing (housing of any size is subject to CIL). Outline or full planning applications granted after the date at which the CIL is adopted will be liable. The CIL can only be waived for individual developments in very exceptional circumstances, although it is possible to set the levy at zero for specified types of development or geographical areas, based on viability evidence.
- 6.37 It should be noted that the possibility of using Allowable Solutions as referred to above and in relation to Policy EN1, will also need to be developed further in order to align with the ongoing use of planning obligations and the CIL. Although it is difficult to determine this until further Government guidance is produced, it is included in this Implementation Chapter in order that all policy requirements for contributions are highlighted in one section of the Core Strategy.

POLICY ID2: PLANNING OBLIGATIONS AND DEVELOPER CONTRIBUTIONS

Section 106 planning obligations will be required as part of a planning permission where this is necessary, directly related to the development, and reasonably related in scale and kind in order to make a specific development acceptable and where a planning condition would not be effective.

In order to provide the necessary infrastructure and facilities to support the growth of Leeds and the proposals and Policies in the Core Strategy, developer contributions will be sought through Section 106 planning obligations and the Community Infrastructure Levy as appropriate.

Monitoring

- 6.38 Delivery and implementation is closely linked to monitoring. The Council will measure the performance of the Core Strategy by assessing how effective its policies and proposals are in delivering its vision and objectives. Monitoring of the Core Strategy policies will be undertaken through the production of an annual Authority Monitoring Report (AMR), which local authorities are required to produce every year. The indicators, policies to which they relate, targets, triggers and interventions are set out in a summary monitoring table in Appendix 4.
- 6.39 The AMR also identifies actions that need to be taken to rectify any issues raised, i.e. if the objectives and Vision are not being met. This could include adjusting the implementation of the Policies, or might even identify a need for a partial or full review of one of the Development Plan Documents. Monitoring will allow for the implementation and adjustment of phasing, in particular related to the housing Policies. There are also a range of other processes including other Council Directorates monitoring systems, national indicators, resident surveys, and City Region work which will help to ensure that the Core Strategy is monitored and implemented accordingly.

Appendix: 1 Schedule of the UDP Saved Policies

LEEDS UNITARY DEVELOPMENT PLAN

REVIEW OF CONSOLIDATED SCHEDULE OF 'SAVED' POLICIES AT NOVEMBER 2014 FOLLOWING SECRETARY OF STATE'S DIRECTIONS OF SEPTEMBER 2007 and JUNE 2009.

KEY: **Blue – 'Save'** **Red –'Deleted'**

Chapter No and Name: 03 – UDP STRATEGY: Volume 1		
SG1	LAND USE COORDINATION OF ASPIRATIONS	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SG2	MAINTAIN CITY DISTINCTIVENESS	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SG3	MEET LAND NEEDS	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SG4	PURSUIT OF SUSTAINABLE DEVELOPMENT	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SA1	ENVIRONMENT	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SA2	TRANSPORT	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SA3	HOUSING	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SA4	LOCAL ECONOMY	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SA5	SHOPPING	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SA6	LEISURE and TOURISM	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SA7	URBAN REGENERATION	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SA8	ACCESS FOR ALL	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SA9	ASPIRATIONS FOR THE CITY CENTRE	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SP1	GREENSPACE PROTECTION PRINCIPLES	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SP2	PROTECTION OF COUNTRYSIDE	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SP3	DEVELOPMENT LOCATION STRATEGY	Superseded by Core Strategy Objectives and Spatial (SP) Policies.

SP4	TRANSPORT PRIORITIES	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SP6	DISTRIBUTION OF EMPLOYMENT LAND	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SP7	CITY AND TOWN CENTRE MAINTENANCE	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
SP8	CITY CENTRE POLICY	Superseded by Core Strategy Objectives and Spatial (SP) Policies (but saved until CS Adoption).
Chapter No and Name: 04 – GENERAL POLICIES: Volume 1		
GP1	LAND USE AND THE PROPOSALS MAP	
GP5	REQUIREMENT OF DEVELOPMENT PROPOSALS	
GP6	UNIMPLEMENTED LOCAL PLAN PROPOSALS	
GP7	PLANNING OBLIGATIONS	Superseded by Core Strategy Policy ID2 (but saved until CS Adoption)
GP11	SUSTAINABILITY DESIGN PRINCIPLES	Superseded by Core Strategy Policies EN2 and P10 (but saved until CS Adoption).
GP12	SUSTAINABILITY ASSESSMENT	Superseded by Development Management Validation Requirements.
Chapter No and Name: 05 – ENVIRONMENT: Volume 1		
N1	PROTECTION OF URBAN GREENSPACE	
N1A	PROTECTION OF ALLOTMENTS	
N2	GREENSPACE AND RESIDENTIAL DEVELOPMENTS	Superseded by Core Strategy Policy G3 (but saved until CS Adoption).
N3	GREENSPACE IN PRIORITY RESIDENTIAL AREAS	
N4	GREENSPACE HIERARCHY	Superseded by Core Strategy Policy G4 (but saved until CS Adoption).
N5	IMPROVING ACQUISITION OF GREENSPACE	
N6	PROTECTION OF PLAYING PITCHES	
N7A	NEW PLAYING PITCH PROVISION	
N7B	PLAY PITCH DEFICIENCY	
N8	URBAN GREEN CORRIDORS	
N9	URBAN GREEN CORRIDORS AND DEVELOPMENT	
N10	PUBLIC RIGHTS OF WAY AND DEVELOPMENT	Covered by separate legislation.
N11	OPEN LAND IN BUILT UP AREAS	
N12	PRIORITIES FOR URBAN DESIGN	Superseded by Core Strategy Policy P10 (but saved until CS Adoption).
N13	DESIGN AND NEW BUILDINGS	Superseded by Core Strategy Policy P10 (but saved until CS Adoption).
N14	LISTED BUILDING AND PRESERVATION	
N15	LISTED BUILDINGS AND CHANGE OF USE	
N16	LISTED BUILDINGS AND EXTENSIONS	
N17	LISTED BUILDINGS CHARACTER AND APPEARANCE	
N18A	CONSERVATION AREAS AND DEMOLITION	

N18B	CONSERVATION AREAS AND DEMOLITION	
N19	CONSERVATION AREAS NEW BUILDINGS	
N20	CONSERVATION AREAS AND RETENTION OF FEATURES	
N22	CONSERVATION AREAS AND ASSESSMENTS	Covered by separate legislation
N23	DEVELOPMENT AN INCIDENTAL OPENSACE	
N24	DEVELOPMENT PROPOSALS NEXT TO GREEN BELT / CORRIDORS	
N25	DEVELOPMENT AND SITE BOUNDARIES	
N26	DEVELOPMENT AND LANDSCAPE SCHEMES	Superseded by Development Management Validation Requirements
N27	VACANT SITES AND LANDSCAPING SCHEMES	
N28	HISTORIC PARKS AND GARDENS	
N29	SITES OF ARCHAEOLOGICAL IMPORTANCE	
N31	RECLAMATION OF DERELICT LAND	Covered by separate legislation
N32	GREEN BELT AND THE PROPOSALS MAP	
N33	DEVELOPMENT IN THE GREEN BELT	
N34	SITES FOR LONG TERM DEVELOPMENT	
N35	DEVELOPMENT AND AGRICULTURAL LAND	
N36	CHANGE OF USE OF RURAL BUILDINGS	
N37	SPECIAL LANDSCAPE AREAS	
N37A	DEVELOPMENT IN THE COUNTRYSIDE	
N38A	DEVELOPMENT AND FLOOD RISK	Superseded by Core Strategy Policy EN5 ((but saved until CS Adoption) and Natural Resources and Waste Local Plan (NRWLP) Policies Water 3, 4, 5, 6, and 7.
N38B	PLANNING APPLICATIONS AND FLOOD RISK ASSESSMENTS	Superseded by Core Strategy Policy EN5 (but saved until CS Adoption) and NRWLP Policy Water 6.
N39A	SUSTAINABLE DRAINAGE SYSTEMS	Superseded by NRWLP Policy Water 7.
N39B	WATERCOURSES AND NEW DEVELOPMENT	
N41B	FOREST OF LEEDS AND PLANNING OBLIGATIONS	Superseded by Core Strategy Policies ID1 and ID2 (but saved until CS Adoption).
N43	INFORMAL OUTDOOR RECREATION	
N44	COUNTRYSIDE AND LEISURE DEVELOPMENT	Superseded by NPPF
N45	MINERAL WORKINGS	Superseded by NRWLP Policy Minerals 10.
N46	SAND AND GRAVEL RESERVES	Superseded by NRWLP Policy Minerals 4.
N46A	SAND AND GRAVEL IN THE WHARFE VALLEY	Superseded by NRWLP Policy Minerals 5.
N46B	SAND AND GRAVEL IN MIDGLEY FARM	Superseded by NRWLP Policy Minerals 4.
N47	WASTE MANAGEMENT FACILITIES	Superseded by NRWLP Policy Waste 4 and 5.
N48A	LANDFILL OPERATIONS IN SOUTH LEEDS	Superseded by NRWLP Policy Waste 10 and 11.
N48B	LANDFILL SITES AND POLICY APPROACH	Superseded by NRWLP Policy Waste 10 and 11.
N49	NATURE CONSERVATION	Superseded by Core Strategy Policy G8.

N50	NATURE CONSERVATION AND PROTECTED SITES	Superseded by Core Strategy Policy G8 (but saved until CS Adoption).
N51	NATURE CONSERVATION AND ENHANCEMENT	Superseded by Core Strategy Policy G8 (but saved until CS Adoption).
N54	DEVELOPMENT OF RENEWABLE ENERGY	Superseded by Core Strategy Policy EN3 (but saved until CS Adoption) and NRWLP Policies 1, 2, 3 and 4.
Chapter No and Name: 06 – TRANSPORT: Volume 1		
T1	TRANSPORT INVESTMENT POLICY	Superseded by Core Strategy Policy SP 11 (but saved until CS Adoption).
T2	TRANSPORT PROVISION FOR DEVELOPMENT	Superseded by Core Strategy Policy T2.
T2B	TRANSPORT ASSESSMENTS	Superseded by Core Strategy Policy T2 (but saved until CS Adoption).
T2C	TRAVEL PLAN	Superseded by Core Strategy Policy T2 (but saved until CS Adoption).
T2D	PUBLIC TRANSPORT CONTRIBUTIONS	Superseded by Core Strategy Policy T2 (but saved until CS Adoption).
T5	PEDESTRIAN AND CYCLE PROVISION	Superseded by Core Strategy Policies SP11 and T2 (but saved until CS Adoption).
T6	PROVISION FOR THE DISABLED	Superseded by Core Strategy Policy SP 11 (but saved until CS Adoption).
T7	CYCLE ROUTES AND FACILITIES	Superseded by Core Strategy Policies SP 11 and CC3 (but saved until CS Adoption).
T7A	CYCLE PARKING GUIDELINES	Superseded by Core Strategy Policy T2 (but saved until CS Adoption and Adoption of parking SPD).
T7B	MOTOR CYCLE PARKING	Superseded by Core Strategy Policy T2 (but saved until CS Adoption and Adoption of parking SPD).
T9	PUBLIC TRANSPORT SERVICE	Superseded by Core Strategy Policy SP 11
T10	LOCAL RAIL NETWORK IMPROVEMENTS	Superseded by Core Strategy Policy SP 11 (but saved until Core Strategy Adoption).
T10A	SAFEGUARD FORMER RAIL LINES	
T11	NEW RAILWAY STATIONS	Superseded by Core Strategy Policy SP 11 (but saved until Core Strategy Adoption).
T12	NEW FORMS OF PUBLIC TRANSPORT	Superseded by Core Strategy Policy SP 11 (but saved until Core Strategy Adoption).
T13	SUPERTRAM AND PROTECTED ROUTES	Superseded by Core Strategy Policy SP 11 (but saved until Core Strategy Adoption).
T14	FURTHER CORRIDORS FOR MODERN FORMS OF PUBLIC TRANSPORT	Superseded by Core Strategy Policy SP 11 (but saved until Core Strategy Adoption).
T15	BUS PRIORITY MEASURES	Superseded by Core Strategy Policy SP 11 (but saved until Core Strategy Adoption).
T16	PARK and RIDE FACILITIES	
T17	PARK and RIDE SITES	

T18	STRATEGIC NETWORK: RESOURCES	Superseded by Core Strategy Policy SP 11 (but saved until Core Strategy Adoption).
T20	MAJOR HIGHWAY SCHEMES	
T21	NON STRATEGIC HIGHWAY SCHEMES	
T22	PRIORITY ON ROAD SAFETY PROBLEMS	Superseded by Core Strategy Policy SP 11 (but saved until Core Strategy Adoption).
T23	TRAFFIC MANAGEMENT AND CALMING MEASURES	Superseded by Core Strategy Policy SP 11 (but saved until Core Strategy Adoption).
T24	PARKING PROVISION AND NEW DEVELOPMENT	Superseded by Core Strategy Policies T1 and T2 (but saved until CS Adoption and Adoption of Parking SPD).
T24A	FREE STANDING LONG STAY CAR PARKING	Superseded by Core Strategy Policies T1 and T2 (but saved until CS Adoption and Adoption of Parking SPD).
T26	CITY CENTRE AND LONG STAY CAR PARKING	Superseded by Core Strategy Policies T1 and T2 (but saved until CS Adoption and Adoption of Parking SPD).
T27	TOWN CENTRES AND OFF STREET PARKING	Superseded by Core Strategy Policies T1 and T2 (but saved until CS Adoption and Adoption of Parking SPD).
T28	GROWTH OF LONG STAY COMMUTER CAR PARKING	Superseded by Core Strategy Policies T1 and T2 (but saved until CS Adoption and Adoption of Parking SPD).
T29	LORRY PARKING AND COACH LAYOVER	
T29A	LORRY PARKING AND COACH LAYOVER FACILITIES AT M1/EAST LEEDS LINK	
T30	DEVELOPMENT OF LEEDS BRADFORD AIRPORT	Superseded by Core Strategy Policy SP12 (but saved until CS Adoption).
T31	RAIL AND CANAL FREIGHT LOCATIONS	Superseded by Core Strategy Policies SP1 & EC1a and NRWLP Policy Minerals 13 (but saved until NRWLP Policy Minerals 13 adoption).
Chapter No and Name: 07 – HOUSING: Volume 1		
H1	HOUSING SUPPLY REQUIREMENTS	Superseded by Core Strategy Policy SP6 (but saved until Core Strategy Adoption).
H2	ANNUAL MONITORING OF DWELLINGS	Superseded by Core Strategy Policy ID1 (but saved until Core Strategy Adoption).
H3	HOUSING LAND SUPPLY AND PHASING	Superseded by Policy SP6 (but saved until Core Strategy Adoption), H3 site allocations saved until adoption of Site Allocations plan.
H4	WINDFALL DEVELOPMENT SITES	Superseded by Core Strategy Policy H1 (but saved until Core Strategy Adoption).
H9	SOCIAL HOUSING NEEDS	Superseded by Core Strategy Policy H2.
H10	SOCIAL HOUSING NEEDS	Superseded by Core Strategy Policies H5, H6, H7 and H8.
H11	AFFORDABLE HOUSING	Superseded by Core Strategy Policy H8 (but saved until Core Strategy Adoption).
H12	AFFORDABLE HOUSING REQUIREMENTS	Superseded by Core Strategy Policy H5 (but saved until Core Strategy Adoption).
H13	AFFORDABLE HOUSING OBLIGATIONS	Superseded by Core Strategy Policy H5 (but saved until Core Strategy Adoption).

H14	AFFORDABLE HOUSING IN RURAL AREAS	
H15	STUDENT HOUSING	Superseded by Core Strategy Policy H6 (but saved until Core Strategy Adoption).
H15A	STUDENT HOUSING DISPERSAL	Superseded by Core Strategy Policy H6 (but saved until Core Strategy Adoption).
H16	TRAVELLERS AND SHOW PEOPLE	Superseded by Core Strategy Policy H7 (but saved until Core Strategy Adoption).
H18	HOUSES IN MULTIPLE OCCUPANCY	Superseded by Core Strategy Policy H6 (but saved until Core Strategy Adoption).
H20A	RESIDENTIAL INSTITUTIONS	Superseded by Core Strategy Policy P9 (but saved until Core Strategy Adoption).
H20B	HOSPITALS AND CLINICS	Superseded by Core Strategy Policy P9 (but saved until Core Strategy Adoption).
Chapter No and Name: 08 – THE LOCAL ECONOMY: Volume 1		
E1	RETENTION OF EXISTING FIRMS AND GROWTH OF NEW ECONOMIC SECTORS	Superseded by Core Strategy Policies SP8 and EC3 (but saved until Core Strategy Adoption)..
E2	PORTFOLIO OF EMPLOYMENT SITES	Superseded by Core Strategy Policies SP8 and SP9 (but saved until Core Strategy Adoption).
E3A	RENEWAL OF PLANNING PERMISSIONS	
E3B	UNIMPLEMENTED EMPLOYMENT ALLOCATIONS	
E3C	COMMITTED EMPLOYMENT SITES	
E4	EMPLOYMENT ALLOCATIONS	
E5	UNALLOCATED EMPLOYMENT SITES	Superseded by Core Strategy Policy SP8 (but saved until Core Strategy Adoption).
E6	RECLAMATION OF EMPLOYMENT LAND	Superseded by Core Strategy Policies SP1, SP8 and EC1.
E7	LOSS OF EMPLOYMENT LAND TO OTHER USES	Superseded by Policy EC3 (but saved until Core Strategy Adoption).
E8	KEY EMPLOYMENT SITES	Superseded by Policy EC1.
E10	TRANSPORT RELATED EMPLOYMENT DEVELOPMENT	Superseded by Core Strategy Policies SP1, SP8 and EC1 (but saved until Core Strategy Adoption).
E14	OFFICE USE IN THE CITY CENTRE	Superseded by Core Strategy Policies SP1, SP3, SP8, EC2 and CC1.
E15	PRESTIGE OFFICES AND FRINGE OF CITY CENTRE	Superseded by Policy CC1 (but saved until Core Strategy Adoption).
E16	OFFICE DEVELOPMENT IN TOWN CENTRES	Superseded by Policy EC2.
E17	OFFICE DEVELOPMENT IN TARGETED TOWN CENTRES	Superseded by Core Strategy Policies SP2 and EC2 (but saved until Core Strategy Adoption).
E18	KEY BUSINESS PARK SITES	Superseded by Core Strategy Policies SP1, SP8, SP9 and EC2 (but saved until Core Strategy Adoption).
E21	SCIENCE PARK DEVELOPMENT	Superseded by Policy SP8 (but saved until Core Strategy Adoption).
Chapter No and Name: 09 – SHOPPING: Volume 1		
S1	CITY CENTRE AS THE REGIONAL SHOPPING CENTRE	Superseded by Core Strategy Policies SP3, CC1 and T1 (but saved until Core Strategy Adoption).

S2	VITALITY AND VIABILITY OF TOWN CENTRES	Superseded by Core Strategy Policies SP2, P1, P2 and P9 (but saved until Core Strategy Adoption).
S3	MAINTENANCE OF TOWN CENTRES	Superseded by Core Strategy Policies SP1, SP2, SP11, P2, P9 and EC2 (but saved until Core Strategy Adoption).
S3A	INSECURE TOWN CENTRES	Superseded by Policy P5 (but saved until Core Strategy Adoption).
S4	RETENTION OF RETAIL CHARACTER	Saved due to link to retail frontages to be reviewed through Site Allocations plan.
S5	MAJOR RETAIL DEVELOPMENT LOCATIONS (SEQUENTIAL TEST)	Superseded by Core Strategy Policies P4 and P8 (but saved until Core Strategy Adoption).
S6	RETAIL (CONVENIENCE GOODS) DEVELOPMENT IN AREAS OF DEFICIENCY	Superseded by Core Strategy Policies P4, P5 and P8.
S8	NEIGHBOURHOOD SHOPPING AREAS	Superseded by Policy P3, P4 and P8 (but saved until Core Strategy Adoption).
S9	SMALL RETAIL DEVELOPMENTS (SEQUENTIAL TEST)	Superseded by Core Strategy Policies P4 and P8 (but saved until Core Strategy Adoption).
Chapter No and Name: 10 – LEISURE AND TOURISM: Volume 1		
LT3	ATTRACTIONS AND FACILITIES IN THE CITY CENTRE	
LT4	CULTURAL AND SPORTING FACILITIES LOCATIONS	
LT5	PURPOSE BUILT EXHIBITIONS. CONCERTS AND CONFERENCE FACILITIES	
LT5A	ELLAND ROAD FOOTBALL STADIUMS	
LT5B	LEISURE AND TOURISM FACILITIES SITES	
LT6	WATERWAYS CORRIDORS AND TOURISM	
LT6A	WATERWAYS AND LEISURE DEVELOPMENTS	
LT6B	WATERWAYS AND PUBLIC RIGHTS OF WAY	
Chapter No and Name: 11 – AREA BASED INITIATIVES and REGENERATION: Volume 1		
R1	SPECIAL POLICY AREAS	Superseded by Core Strategy Policies SP4 and SP5 (but saved until Core Strategy Adoption).
R2	PROPOSED AREA BASED INITIATIVES	
R3	COMPULSORY PURCHASE ORDERS	
R4	THE “POWER OF WELLBEING” AND REGENERATION	Superseded by Core Strategy Policy ID1 (but saved until Core Strategy Adoption).
R5	TRAINING AND PATHWAYS TO EMPLOYMENT	Superseded by Core Strategy Policies SP4 and SP8 (but saved until Core Strategy Adoption).
Chapter No and Name: 12 – ACCESS FOR ALL: Volume 1		
A1	IMPROVING ACCESS FOR ALL	Superseded by Core Strategy Policies SP4 and P9 (but saved until Core Strategy Adoption).
A4	SAFETY AND SECURITY PROVISION	Superseded by Core Strategy Policies H8 and P10 (but saved until Core Strategy Adoption).

Chapter No and Name: 13 – CITY CENTRE: Volume 1		
CC1	CITY CENTRE AND PLANNING OBLIGATIONS	Superseded by Core Strategy Policy ID2 (but saved until Core Strategy Adoption).
CC2	CITY CENTRE BOUNDARY AND POLICY AREA	
CC3	CITY CENTRE CHARACTER	Superseded by Core Strategy Policies P10 and P11 (but saved until Core Strategy Adoption).
C4	CITY CENTRE GATEWAY DEVELOPMENTS	Superseded by Core Strategy Policies P10 and CC2 (but saved until Core Strategy Adoption).
CC5	CITY CENTRE CONSERVATION AREA	Superseded by Core Strategy Policies P10 and P11 (but saved until Core Strategy Adoption).
CC6	HIGH BUILDING DEVELOPMENT	Superseded by Core Strategy Policy P10 (but saved until Core Strategy Adoption).
CC7	REDEVELOPMENT OF TOWER BLOCKS	Superseded by Core Strategy Policy P10 (but saved until Core Strategy Adoption).
CC8	NEW DEVELOPMENT OUTSIDE PRESTIGE DEVELOPMENT AREAS	Superseded by Core Strategy Policies P10 and P11 (but saved until Core Strategy Adoption).
CC9	EXISTING PUBLIC SPACE	Superseded by Core Strategy Policies G3 and G5 (but saved until Core Strategy Adoption).
CC10	PUBLIC SPACE AND LEVEL OF PROVISION	Superseded by Core Strategy Policies SP3 and G5 (but saved until Core Strategy Adoption).
CC11	STREET AND PEDESTRIAN CORRIDORS	Superseded by Core Strategy Policy SP3.
CC12	PUBLIC SPACE AND CONNECTIVITY	Superseded by Core Strategy Policies SP3 and CC3 (but saved until Core Strategy Adoption).
CC13	PUBLIC SPACE AND DESIGN CRITERIA	Superseded by Core Strategy Policy P10 (but saved until Core Strategy Adoption).
CC14	CITY CENTRE TRANSPORT PROPOSALS	Superseded by Core Strategy Policy T1 (but saved until Core Strategy Adoption).
CC17	LOCATIONS FOR SHORT STAY PARKING	Superseded by Core Strategy Policies T1 and T2 but retain until adoption of CS and parking SPD.
CC19	OFFICE DEVELOPMENT	Superseded by Core Strategy Policies SP3, SP8, SP3, CC1 and CC2 (but saved until Core Strategy Adoption).
CC20	UNIMPLEMENTED OFFICE DEVELOPMENT	Superseded by Core Strategy Policies SP3 and CC2 (but saved until Core Strategy Adoption).
CC21	RETAIL DEVELOPMENT	Superseded by Core Strategy Policies SP3 and CC2 (but saved until Core Strategy Adoption).
CC22	CITY CENTRE AND SHOPPING FRONTAGE POLICY	
CC23	RETENTION OF INDUSTRIAL AND DISTRIBUTION USES	Superseded by Core Strategy Policy SP8 (but saved until Core Strategy Adoption).

CC24	BAD NEIGHBOUR AND LARGE SCALE INDUSTRIAL USES	
CC26	LEISURE AND TOURISM FACILITIES	Superseded by Core Strategy Policies SP3 and CC2 (but saved until Core Strategy Adoption).
CC27	PRINCIPAL USES QUARTERS	Superseded by Core Strategy Policy CC1 (but saved until Core Strategy Adoption).
CC28	RIVERSIDE AREA AND LAND USES	Superseded by Core Strategy Policy CC2 (but saved until Core Strategy Adoption).
CC29	MIXED USE IN MAJOR DEVELOPMENTS	Superseded by Core Strategy Policy SP3 (but saved until Core Strategy Adoption).
CC30	PROPOSALS OUTSIDE DEFINED AREAS	Superseded by Core Strategy Policy SP3 (but saved until Core Strategy Adoption).
CC31	PRESTIGE DEVELOPMENT AREAS	Superseded by Core Strategy Policy CC1 (but saved until Core Strategy Adoption).
CC31 A	HOLBECK URBAN VILLAGE STRATEGIC HOUSING AND MIXED USE SITE	

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

H3-1A.21	WEST LEA FARM, YEADON	
H3-1A.39	WESTBROOK LANE/BROWNBERRIE LANE, HORSFORTH	
E4:1, E8:1	HARROGATE ROAD / WARREN HOUSE LANE, YEADON	
E4:2	WHITE HOUSE LANE, YEADON	
E4:4	GREEN LANE, YEADON	
E4:5 and E8:2	LOW MILLS, GUISELEY	
T30:14.2.7	AIRPORT OPERATIONAL LAND BOUNDARY	
T30A	LEEDS / BRADFORD AIRPORT AND RELATED USES	
T30B	AIRPORT PUBLIC SAFETY ZONES	
T30C	AERODROME SAFEGUARDING AREA	
N15:14.2.10	HIGH ROYDS HOSPITAL, GUISELEY	
N5:14.2.11	HORSFORTH SEWAGE WORKS	
N5:14.2.12	SWAINE WOOD, HORSFORTH	
N5:14.2.13	YEADON TARN	
N34:1	BREARY LANE EAST, BRAMHOPE	
N34:2	LAND AT CANADA ROAD, RAWDON	
N34:3	HAW LANE, YEADON	

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

R1:15.2.1	GIPTON NEIGHBOURHOOD RENEWAL AREA	Superseded by Core Strategy Policies SP4 and SP5 (but saved until Core Strategy Adoption).
R1:15.2.2	HAREHILLS NEIGHBOURHOOD RENEWAL AREA	Superseded by Core Strategy Policies SP4 and SP5 (but saved until Core Strategy Adoption).
R2:15.2.3	SEACROFT NEIGHBOURHOOD REGENERATION AREA	
R2:15.2.4	SWARCLIFFE NEIGHBOURHOOD REGENERATION AREA	

R1:15.2.5	“AIRE VALLEY LEEDS” NEIGHBOURHOOD RENEWAL AREA	Superseded by Core Strategy Policies SP4 and SP5 (but saved until Core Strategy Adoption).
R2:15.2.6	EAST BANK NEIGHBOURHOOD REGENERATION AREA	
R2:15.2.7	WYKEBECK VALLEY POLICY INITIATIVE AREA	
H3-1A:45	HUNSLET RIVERSIDE STRATEGIC HOUSING AND MIXED USE SITE	
H3-3A:33	EAST LEEDS EXTENSION	
H3-1A.22	OAK TREE/THORN SCHOOLS, GIPTON	
H3-1A.23	WATERLOO SIDINGS, OSMONDTHORPE	
H3-2A.3	RED HALL LANE, RED HALL	
H3-2A.4	REAR OF SEACROFT HOSPITAL, SEACROFT	
H3-2A.2	GRIMES DYKE, YORK ROAD, WHINMOOR	
H3-1A.37	KILLINGBECK HOSPITAL, YORK ROAD	
E4:6 and	AUSTHORPE	
E4:7 and	BULLERTHORPE LANE, COLTON	
E4:8	SOUTH OF KNOWSTHORPE LANE, CROSS GREEN	
E4:9 and E10	EAST LEEDS LINK / KNOWSTHORPE, CROSS GREEN	
E4:10	MUSHROOM STREET, MABGATE	
E4:11 and	RED HALL LANE, RED HALL	
E4:44 and E10	SKELTON GRANGE	
E4:45 and	SKELTON BUSINESS PARK, PONTEFRACT LANE	
E4:46 and	SKELTON MOOR FARM	
N5:15.3.18	TEMPLE NEWSAM PARK EXTENSIONS	
N1, N5 and E4:6	AUSTHORPE PARK	
N11:8	LAND AT MEANWOOD VALLEY	
Chapter No and Name: 16 - GARFORTH: VOLUME I		
R2:16.2.1	ALLERTON BYWATER VILLAGE REGENERATION	
R2:16.2.2	MICKLEFIELD VILLAGE REGENERATION AREA	
H3-1A.42	ALLERTON BYWATER STRATEGIC HOUSING SITE	
H3-3A.20	QUEEN STREET, WOODEND, ALLERTON BYWATER	
H3-3A.31	SOUTH OF OLD MICKLEFIELD	
H3-3A.27	SELBY ROAD/NINELANDS LANE, GARFORTH	
H3-3A.32	MANOR FARM, MICKLEFIELD	
H3-3A.29	BARROWBY LANE, GARFORTH	
E4:13 and	NORTH NEWHOLD, GARFORTH	
E4:12	STATION ROAD / PARK LANE, ALLERTON BYWATER	
LT5B:3	PARLINGTON	
LT5B:6	BARROWBY HALL	
N34:8	LAND EAST OF SCHOLES	
N34:9	LAND AT SOUTH GARFORTH	
N34:10	PIT LANE, NEW MICKLEFIELD	
N34:12	MOORGATE, KIPPAX	
N34:39	WOOD LANE, SCHOLES	
N34:40	PARK LANE, ALLERTON BYWATER	

Chapter No and Name: 17 - MORLEY: VOLUME I

H3-1A.24	MANOR HOUSE FARM, CHURWELL	
H3-1A.34	REIN ROAD, MORLEY	
H3-2A.5	BRUNTCLIFFE ROAD, MORLEY	
H3-2A.6	DAISY HILL, MORLEY	
E4:14	NEPSHAW LANE / ASQUITH AVENUE, GILDERSOME	
E4:40	LINGWELL GATE LANE, THORPE	
E4:42	TINGLEY COMMON, MORLEY	
E4:47	BRUNTCLIFFE ROAD, MORLEY	
N5:17.2.11	LAND AT MOOR HEAD MILLS, GILDERSOME	
N5:17.2.12	LAND ADJACENT TO DEANFIELD MILL, MORLEY	
N5:17.2.13	LAND AT BANTAM GROVE LANE, MORLEY	
N11:3	LAND AT HAIGH WOOD, WEST ARDSLEY	
N34:13	LAND AT LOW MOOR FARM, MORLEY	
N34:20	WEST OF CHURWELL (MANOR HOUSE FARM)	
N34:14	LAND AT TINGLEY STATION, MORLEY	
N34:15	LAND AT SPRING GARDENS, DRIFHLINGTON	
N34:16	NEW LANE, EAST ARDSLEY	
N34:17	BRADFORD ROAD, EAST ARDSLEY	
N34:18	LANE SIDE FARM, CHURWELL	
N34:19	OWLERS FARM, MORLEY	
Chapter No and Name: 18 - NORTH LEEDS: VOLUME I		
R2:18.2	HOLT PARK DISTRICT CENTRE	
H3-1A.25 and E4:15	CHAPEL ALLERTON HOSPITAL, HAREHILLS LANE	
H3-1A.26	CHURCHWOOD AVENUE, WEST PARK	
H3-2A.7	CHURCH LANE, ADEL	
H3-1A.27	SHADWELL BOYS' SCHOOL, SHADWELL LANE, MOORTOWN	
H3-1A.35	EAST MOOR, TILE LANE, ADEL	
E4:17 and	BODDINGTON HALL PLAYING FIELDS, LAWNSWOOD	
E4:18 and	WOODSIDE QUARRY, WEST PARK	
N5:18.3.10	TILE LANE, ADEL	
N11:5	LAND AT OUTER RING ROAD, MOORTOWN	
N34:21	MOSELEY BOTTOM, COOKRIDGE	
N34:22	CHURCH LANE, ADEL	
Chapter No and Name: 19 - OTLEY AND MID WHARFEDALE: VOLUME I		
H3-3A.21	RUMPLECROFT, OTLEY	
H3-1A.28	SWALLOW DRIVE, POOL IN WHARFEDALE	
N32 and H3- 3A.22	VILLAGE FARM, HAREWOOD	
H3-3A.30 and E4:20	EAST OF OTLEY	
E4:19	EAST CHEVIN ROAD / LEEDS ROAD, OTLEY	
N34:23	WEST OF POOL IN WHARFEDALE	
N46B:19.2.10	MIDGLEY FARM, OTLEY	
Chapter No and Name: 20 - PUDSEY: VOLUME I		
H3-3A.23	BAGLEY LANE, FARSLEY	
H3-2A.9	DELPH END, PUDSEY	
E4:21 and E8:9	TYERSAL LANE, TYERSAL	
LT5B:5	DICK LANE, PUDSEY	
N5:20.2.7	OWLCTES HILL	

N5:20.2.8	RODLEY SEWAGE WORKS	
N5:20.2.9	FORMER GASWORKS SITE, CALVERLEY BRIDGE	
N11:1 and	LAND AT OWLCOTES HILL, PUDSEY AND COAL HILL, RODLEY	
N34:24	HILL FOOT FARM, PUDSEY	
N34:25	CALVERLEY LANE, FARSLEY	
N34:26	KIRKLEES KNOWL, FARSLEY	
Chapter No and Name: 21 - ROTHWELL: VOLUME I		
H3-1A.29	MICKLETOWN ROAD, METHLEY	
H3-1A.38	ST GEORGE'S HOSPITAL, WOOD LANE, ROTHWELL	
H3-3A.28	MILNER LANE, LEEDS ROAD, ROBIN HOOD	
E4:25	PONTEFRACT ROAD, BELL HILL (NORTH), STOURTON	
E4:26 and	PONTEFRACT ROAD, BELL HILL (SOUTH), STOURTON	
E4:27	VALLEY FARM ROAD, STOURTON	
E4:49	HAIGH PARK ROAD / PONTEFRACT ROAD, STOURTON	
LT6A	FLEET LANE, OULTON	
N5:21.2.10	ROTHWELL PASTURES	
N5:21.2.11	OUZLEWELL GREEN LANE, LOFTHOUSE	
N34:27	GREENLAND FARM, OULTON	
N34:28	ROYDS LANE, ROTHWELL	
N34:29	PITFIELD ROAD, CARLTON	
N34:30	MICKLETOWN ROAD, METHLEY	
Chapter No and Name: 22 - SOUTH LEEDS: VOLUME I		
R2:22.2.1	BEESTON HILL/HOLBECK NEIGHBOURHOOD RENEWAL AREA	
R2:22.2.2	HUNSLET NEIGHBOURHOOD REGENERATION AREA	
H3-1A.43	SHARP LANE STRATEGIC HOUSING SITE	
E4:28, E18:8, LT5B:1 and T17:	STOURTON NORTH, HUNSLET	
E4:29 and	GELDERED ROAD / RIG ROAD, HOLBECK	
E4:30	ELLAND ROAD, BEESTON	
E4:41	THORPE HALL, THORPE ON THE HILL	
T21:1	HIGHWAYS IMPROVEMENTS	
LT5A	ELLAND ROAD, BEESTON	
LT5B:2	MIDDLETON, BROOM	
Chapter No and Name: 23 - WEST LEEDS: VOLUME I		
R2:23.2.1	LITTLE LONDON REGENERATION AREA	
H3-1A.31	MOUNT CROSS, BRAMLEY	
H3-1A.32	BLUE HILL LANE, WORTLEY	
H3-1A.36	FORMER THORNHILL MIDDLE SCHOOL AND PLAYING FIELDS, WORTLEY	
E4:32	CHELSEA CLOSE, WORTLEY	
E4:33	WORTLEY MOOR ROAD, WORTLEY	
E4:34	COTTINGLEY SPRINGS, GELDERD ROAD, WORTLEY	
E4:35	GELDERD ROAD, WORTLEY	
E4:36	ROYDS LANE, WORTLEY	
S6A	STONEBRIDGE MILLS, RING ROAD, FARNLEY	
N8 and N9	KIRKSTALL VALLEY PARK PLAN	
N5:23.3.14	CABBAGE HILL, WORTLEY	
N5:23.3.15	FORMER POWER STATION SITE, REDCOTE LANE, ARMLEY	

N5:23.3.16	MEANWOOD BECKSIDE, ADJACENT GROVE WORKS, MEANWOOD ROAD, MEANWOOD	
N11:7	LAND TO THE SOUTH OF BRIDGE ROAD, KIRKSTALL / ARMLEY	
N34:31	LOW MOOR SIDE, NEW FARNLEY	
Chapter No and Name: 24 - WETHERBY: VOLUME I		
RL1	RURAL LAND NORTH OF THE RIVER WHARFE	
H3-3A.24	WOODACRE GREEN, BARDSEY	
H3-3A.25	CHURCH FIELDS, BOSTON SPA	
H3-1A.33	BOWCLIFFE ROAD, BRAMHAM	
H3-3A.26	THORNER LANE, SCARCROFT	
E4:37	SANDBECK LANE, WETHERBY	
S6C	MICKLETHWAITE FARM, WETHERBY	
N34:32	GREEN LANE/GROVE ROAD, BOSTON SPA	
N34:33	LEEDS ROAD, COLLINGHAM	
N34:35	WEST PARK, BOSTON SPA	
N34:34	SPOFFORTH HILL, WETHERBY	
N34:36	CHAPEL LANE, CLIFFORD	
N34:37	THE RIDGE, LINTON	
Chapter No and Name: A03 - BUILDING DESIGN, CONSERVATION AND LANDSCAPE DESIGN: VOLUME 2		
BD2	DESIGN AND SITING OF NEW BUILDINGS	
BD3	DISABLED ACCESS NEW BUILDINGS	
BD4	PLANT EQUIPMENT AND SERVICE AREAS	
BD5	AMENITY AND NEW BUILDINGS	
BD6	ALTERATIONS AND EXTENSIONS	
BD7	SHOP FRONTS AND SECURITY MEASURES	
BD8	DESIGN AND LOCATION OF SIGNS	
BD9	PROJECTING AND ILLUMINATED SIGNS	
BD10	BANNERS AND TEMPORARY ADVERTISING	
BD11	BLINDS FORMS AND DESIGN	
BD12	ADVERTISEMENT HOARDINGS	
BD14	FLOODLIGHTING	
BD15	PUBLIC ART	
BC7	DEVELOPMENT IN CONSERVATION AREAS	
BC8	DEMOLITION OF BUILDINGS IN CONSERVATION AREAS	
LD1	LANDSCAPING SCHEMES	
LD2	NEW AND ALTERED ROADS	
Chapter No and Name: A04 - ARCHAEOLOGY POLICIES VOLUME 2		
ARC1	SCHEDULED ANCIENT MONUMENTS	
ARC4	PRESERVATION OF CLASS I and II AREAS	
ARC5	PLANNING DECISIONS AND CLASS I, II and III AREAS	
ARC6	PRESERVATION BY RECORD	
ARC7	HISTORIC LANDSCAPES	
ARC8	MANAGEMENT AGREEMENTS	
Chapter No and Name: A05 - CONTROL OF DEVELOPMENT IN THE GREEN BELT		
GB2	INFILLING THE GREENBELT	

GB3	CHANGE OF USE FOR A BUILDING OF HISTORIC OR ARCHITECTURAL INTEREST	
GB4	CHANGE OF USE OF BUILDINGS	
GB7	MAJOR DEVELOPED SITES IN THE GREEN BELT	
GB9	REDEVELOPMENT OF BUILDINGS	
GB12	RETAIL DEVELOPMENT IN THE GREEN BELT	
GB13	STABLES AND EQUESTRIAN DEVELOPMENT	
GB17	CRITERIA FOR AFFORDABLE HOUSING IN THE GREEN BELT	
GB19	OUTDOOR SPORT AND RECREATION	
GB20	BUILDINGS FOR SPORT AND RECREATION	
GB21	HOLIDAY ACCOMMODATION	
GB22	HOLIDAY ACCOMMODATION AND MINOR WORKS	
GB23	STORAGE OF CARAVANS IN THE GREEN BELT	
GB24	ALLOTMENT GARDENS IN THE GREEN BELT	
GB25	GARDEN EXTENSIONS INTO THE GREEN BELT	

Chapter No and Name: A06 - MINERALS: VOLUME 2

GM4	SAFEGUARDING OF MINERAL RESOURCES	Superseded by NRWLP Policies Minerals 2 and 3.
GM4A	SAFEGUARDING OF CLAY RESOURCES	Superseded by NRWLP Policy Minerals 6.
EM9	COAL EXTRACTION AND THE ENVIRONMENT	Superseded by NRWLP Policies Minerals 8 and 9.

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

WM1	SUSTAINABLE WASTE MANAGEMENT FACILITIES	Superseded by NRWLP Policies Waste 3, 4, 8 and 9.
WM2	WASTE HIERARCHY	Superseded by NRWLP Policy Waste 1.
WM3	REDUCE AND RE-USE OF WASTE	Superseded by NRWLP Policy Waste 1.
WM4	RECOVERY OF WASTE	Superseded by NRWLP Policies Waste 1, 2, 3, 4, 5, 6, 7, 8, and 9.
WM5	WASTE MANAGEMENT FACILITIES: PERMANENT USES	Superseded by NRWLP Policy Waste 4.
WM6	WASTE MANAGEMENT FACILITIES: PROXIMITY OF OTHER WASTE AND MINERAL EXTRACTION OPERATIONS	Superseded by NRWLP Policy Waste 6.
WM7	WASTE MANAGEMENT FACILITIES: COMPOSTING OF GREEN WASTE	Superseded by NRWLP Policy Waste 8.
WM8	WASTE MANAGEMENT FACILITIES: POTENTIAL ISSUES AND IMPACTS	Superseded by NRWLP Policy Waste 9.
WM9	WASTE MANAGEMENT FACILITIES: SITE ENTRANCES	Superseded by NRWLP Policy Waste 9.
WM10	WASTE MANAGEMENT FACILITIES: RECYCLING AND THE TRANSFERRING OF WASTE	Superseded by NRWLP Policies Waste 3 and 9.
WM11	WASTE MANAGEMENT FACILITIES: STORAGE IN THE OPEN AREAS	Superseded by NRWLP Policies Waste 3 and 9.
WM13	WASTE DISPOSAL SITES	Superseded by NRWLP Policies Waste 2, 3, 4 and 9.
WM14	WASTE DISPOSAL: LANDRAISING BY DEPOSIT OF WASTE MATERIALS	Superseded by NRWLP Policy Waste 11.
WM15	WASTE DISPOSAL: AREAS OF NATURE CONSERVATION	Superseded by NRWLP Policy Waste 9.
WM16	WASTE DISPOSAL: FINAL GRADIENTS AT LANDFILL SITES	Superseded by NRWLP Policy Waste 11.

WM17	WASTE DISPOSAL: LANDFILL AND LANDRAISING OF SITES	Superseded by NRWLP Policy Waste 11.
WM18	WASTE DISPOSAL: GAS EMISSIONS AND CONTROL MEASURES	Superseded by NRWLP Policy Waste 9.
Chapter No and Name: A08 - SCHEDULE OF LEEDS NATURE CONSERVATION SITES: VOLUME 2		
A8	NATURE CONSERVATION SITES	
Chapter No and Name: A09A - SCHEDULE OF GENERAL CAR PARKING GUIDELINES: VOLUME 2		
A9A	CAR PARKING GUIDELINES	Superseded by Core Strategy Policy T2 but saved until Adoption of Core Strategy and parking SPD.
Chapter No and Name: A09B - CITY CENTRE COMMUTER PARKING: VOLUME 2		
CCP1	COMMUTER CAR PARKING AND B1 OFFICES	Superseded by CS Policy T1 and T2 but saved until Adoption of CS and parking SPD.
CCP2	COMMUTER CAR PARKING AND VACANT SITES	Superseded by the interim City Centre Commuter Car Parking Policy (CCCCP) and Core Strategy Policy T1 but saved until Adoption of CS and parking SPD
CCP3	PARKING PERMIT SCHEMES	Superseded by Core Strategy Policy T1 but saved until Adoption of CS and parking SPD
Chapter No and Name: A09C – CYCLE PARKING GUIDELINES: VOLUME 2		
A9C	MOTORCYCLE PARKING GUIDELINES	Superseded by Core Strategy Policy T2 but saved until Adoption of CS and parking SPD.
Chapter No and Name: A09D - MOTORCYCLE PARKING GUIDELINES: VOLUME 2		
A9D	MOTORCYCLE PARKING GUIDELINES	Superseded by Core Strategy Policy T2 but saved until Adoption of CS and parking SPD.
Chapter No and Name: A12 - SHOPPING FRONTAGE POLICIES VOLUME 2		
SF1A	NON RETAIL USES WITHIN SHOPPING FRONTAGES	Saved until adoption of Site Allocations plan.

SF1B	VACANT FLOORSPACE AND NON RETAIL USE	Saved until adoption of Site Allocations plan.
SF2	CITY CENTRE PROPORTION OF NON RETAIL USE	Saved until adoption of Site Allocations plan.
SF3	CITY CENTRE SECONDARY FRONTAGES	Saved until adoption of Site Allocations plan.
SF5	CITY CENTRE FRINGE FRONTAGES	Saved until adoption of Site Allocations plan.
SF6	CITY CENTRE OTHER PROTECTED FRINGES	Saved until adoption of Site Allocations plan.
SF7	S2 CENTRES PRIMARY FRONTAGES	Saved until adoption of Site Allocations plan.
SF8	S2 CENTRES SECONDARY FRONTAGES	Saved until adoption of Site Allocations plan.
SF9	NON RETAIL USE AND RESIDUAL SHOPPING AREAS	Saved until adoption of Site Allocations plan.
SF10A	NON RETAIL USES AND OTHER FRONTAGES	Saved until adoption of Site Allocations plan.
SF10B	LARGE RETAIL STORES TO NON RETAIL USE	Saved until adoption of Site Allocations plan.
SF13	AMUSEMENT CENTERS AND ARCADES	
SF14	TAXI AND PRIVATE HIRE OFFICES	
SF15	HOT FOOD TAKE AWAYS	Superseded by P3, P4, P8 (but saved until Adoption of CS).

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

H3-3A.1	VICTORIA AVENUE, HORSFORTH	
N05:A14.1	OAKFORD, OAKFIELD TERRACE, HORSFORTH	
GP6 (1)	PLANE TREE HILL AND RAWDON COMMON	
H3-2A.1	GREENLEA CLOSE, YEADON	
H3-3A.9	NETHERFIELD ROAD, GUISELEY	
H3-1A.1	BACK LANE, GUISELEY	
E3C (1)	GHYLL ROAD, GUISELEY	

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

H3-1A.18	THE GLENSDALES, RICHMOND HILL, (2.3 HA)	
E3C (2)	CROSS GREEN INDUSTRIAL ESTATE	
E3C (3)	LOW FOLD RICHMOND HILL	
E3C (4)	HAWTHORN FARM, WHINMOOR	
E3C (5)	COLTON MILL, BULLERTHORPE LANE, COLTON	

E3C (6)	MANSTON LANE INDUSTRIAL ESTATE	
E3C (7)	MANSTON LANE, MANSTON	

Chapter No and Name: A16 – GARFORTH: VOLUME 2

N5:A16.1	MINERS WELFARE LAND, ALLERTON BYWATER	
E3B (4)	NEWHOLD, GARFORTH	
E3B (5)	ABERFORD ROAD, GARFORTH	
E3B (6)	PECKFIELD COLLIERY (EAST) , MICKLEFIELD	
N5:A14.1	BRIGSHAW LANE, KIPPAX	
N5:A16.1	WELLAND DRIVE KENNET LANE, GARFORTH	
GP6 (4)	HANOVER SQUARE, CHURCH LANE CAR PARK	
E3C (8)	PARKINSON APPROACH, OFF LOTHERTON WAY, GARFORTH	
E3C (9)	NEWHOLD, GARFORTH	
Chapter No and Name: A17 - MORLEY: VOLUME 2		
H3-1A.2	WAKEFIELD ROAD, DRIGHLINGTON	
H3-3A.2	WHITEHALL ROAD, DRIGHLINGTON	
H3-1A.3	STATION ROAD, DRIGHLINGTON	
N5:A17.1	MARGESTON ROAD, DRIGHLINGTON	
GP6 (5)	ADWALTON COMMON, DRIGHLINGTON	
H3-1A.4	SCOTT GREEN, GILDERSOME	
H3-3A.3	REEDSDALE GARDENS, GILDERSOME	
N5:A17.1	HIGHFIELD GARDENS, GILDERSOME	
N5:A17.1	STREET LANE / WOODHEAD LANE, GILDERSOME	
E3B (7)	GILDERSOME SPUR, GILDERSOME	
N5:A17.1	REAR OF HARWILL APPROACH, CHURWELL	
N5:A17.1	THE FORMER PIT, REAR OF HEPWORTH AVENUE, CHURWELL	
H3-1A.5	CHAPEL STREET, MORLEY TOWN	
E3B (9)	BRUNTCLIFFE LANE, MORLEY	
N5:A17.1	DAISY HILL AVENUE, MORLEY	
N5:A17.1	HARROP AVENUE, MORLEY	
GP6 (16)	BRITANNIA QUARRIES, MORLEY	
GP6 (17)	WEST OF REIN ROAD, DRIGHLINGTON	
H3-1A.6	WESTERTON ROAD, WEST ARDSLEY	
H3-3A.4	HAIGH MOOR ROAD, WEST ARDSLEY	
H3-1A.7	WOOLIN CRESCENT (THE NOOK), WEST ARDSLEY	
H3-3A.5	FALL LANE, EAST ARDSLEY	
N5:A17.1	QUEEN STREET / GORDON STREET, EAST ARDSLEY	
N5:A17.1	NORTH OF COMMON LANE, EAST ARDSLEY	
E3C (10)	HOWLEY PARK INDUSTRIAL ESTATE, MORLEY	
Chapter No and Name: A18 - NORTH LEEDS: VOLUME 2		
H3-1A.8	DUNSTARN LANE, ADEL	
H3-3A.6	SILK MILL DRIVE, COOKRIDGE	
H3-1A.9	MEANWOOD PARK HOSPITAL	
E3B (12)	PARKSTONE AVENUE AND THE RING ROAD, WEST PARK	
N5:A18.1	HOLT LANE, ADEL	
N5:A18.1	WOODSIDE QUARRY, WEST PARK	
N5:A18.1	WEST PARK, WEST LEEDS	
Chapter No and Name: A20 - PUDSEY: VOLUME 2		
H3-3A.7	CHERRY TREE DRIVE, FARSLEY	
H3-3A.8	CHERRY TREE CRESCENT, FARSLEY	
H3-1A.10	HOUGH SIDE ROAD, PUDSEY	
H3-3A.10	LUMBY LANE, PUDSEY	
H3-1A.41	HARE LANE, PUDSEY	
H3-3A.11	ROBIN LANE, PUDSEY	
H3-1A.11	THE LANES, PUDSEY	

E3B (14)	LANE END TERRACE, PUDSEY	
GP6 (24)	LOWTOWN, PUDSEY	
N5:A20.1	UPPERMOOR QUARRIES, PUDSEY	
N5:A20.1	COAL HILL LANE, RODLEY	
E3B (16)	SWINNOW LANE INDUSTRIAL ESTATE, STANNINGLEY	
E3B (17)	STANNINGLEY STATION, STANNINGLEY	
N5:A20.1	HOUGH END, SWINNOW	
H3-3A.12	CHARITY FARM, SWINNOW	
N5:A20.1	PRIESTHORPE, WOODHALL	
H3-2A.08	PUDSEY ROAD, SWINNOW	
E3C (11)	ROUND HILL, WATERLOO ROAD, PUDSEY	

Chapter No and Name: A21 - ROTHWELL: VOLUME 2

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

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

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

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

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

Chapter No and Name: A24 - WETHERBY: VOLUME 2

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

Chapter No and Name: A26 - SPECIAL LANDSCAPE AREAS: VOLUME 2		
N37:A26	SPECIAL LANDSCAPE AREAS	

Appendix 1a: Core Strategy Policies Adopted in 2014 that are superseded or amended by Policies of the Core Strategy Selective Review

Core Strategy Policy Adopted 2014	Fully Superseded by CSSR Replacement
SP6 THE HOUSING REQUIREMENT AND ALLOCATION OF HOUSING LAND	SP6 THE HOUSING REQUIREMENT AND ALLOCATION OF HOUSING LAND
SP7 DISTRIBUTION OF HOUSING LAND AND ALLOCATIONS	SP7 DISTRIBUTION OF HOUSING LAND AND ALLOCATIONS
H5 AFFORDABLE HOUSING	H5 AFFORDABLE HOUSING
G4 NEW GREEN SPACE PROVISION	G4 GREEN SPACE IMPROVEMENT AND NEW GREEN SPACE PROVISION
EN2 SUSTAINABLE DESIGN AND CONSTRUCTION	EN2 SUSTAINABLE DESIGN AND CONSTRUCTION
Core Strategy Policy Adopted 2014	Amended by CSSR
G5 OPEN SPACE PROVISION IN THE CITY CENTRE	G5 OPEN SPACE PROVISION IN THE CITY CENTRE
G6 PROTECTION AND REDEVELOPMENT OF EXISTING GREEN SPACE	G6: PROTECTION AND REDEVELOPMENT OF EXISTING GREEN SPACE

Appendix 2: Glossary

CORE STRATEGY GLOSSARY

Term	Explanation											
Affordable Housing	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">Affordable Housing Definitions Table</th> </tr> <tr> <th style="text-align: center;">Policy H5 (Broad Definition)</th> <th style="text-align: center;">Policy H5 (Detailed Types)</th> <th style="text-align: center;">Conformity with NPPF 2018 Annex 2 Glossary</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="vertical-align: top;">Social Rent or equivalent tenures. This is housing rented at rates which are generally affordable to households in the lower decile of earnings. Benchmark transfer prices and rents are published annually to reflect affordability for lower decile earners in Leeds.</td> <td style="vertical-align: top;">Social rent</td> <td style="vertical-align: top;">a) Affordable housing for rent. (a) the rent is set in accordance with the Government's rent policy for Social Rent</td> </tr> <tr> <td style="vertical-align: top;">Equivalent tenures.</td> <td style="vertical-align: top;">a) Affordable housing for rent. (a) the rent is set in accordance with the Government's rent policy for Affordable Rent</td> </tr> </tbody> </table>	Affordable Housing Definitions Table			Policy H5 (Broad Definition)	Policy H5 (Detailed Types)	Conformity with NPPF 2018 Annex 2 Glossary	Social Rent or equivalent tenures. This is housing rented at rates which are generally affordable to households in the lower decile of earnings. Benchmark transfer prices and rents are published annually to reflect affordability for lower decile earners in Leeds.	Social rent	a) Affordable housing for rent. (a) the rent is set in accordance with the Government's rent policy for Social Rent	Equivalent tenures.	a) Affordable housing for rent. (a) the rent is set in accordance with the Government's rent policy for Affordable Rent
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Term		Explanation		
		<p>Policy H5 (Broad Definition)</p> <p>Intermediate or equivalent tenures. This is housing made available at below market rents or prices which are generally affordable to households in the lower quartile of earnings. Benchmark transfer prices and rents are published annually to reflect affordability for lower quartile earners in Leeds.</p>	<p>Policy H5 (Detailed Types)</p> <p>Intermediate or submarket rent – the intermediate affordable units are rented out at rents above those of social rent but below market rents.</p> <p>Shared equity/shared ownership – the occupier buys part of the house and pays a discounted rent on the remaining part, which is owned by a RSL.</p> <p>Low cost homes for sale / discounted sale – the occupier buys the house at a fixed percentage below its cost on the open market. When the house is sold on, this same percentage discount is passed onto the next buyer</p>	<p>Conformity with NPPF 2018 Annex 2 Glossary</p> <p>a) Affordable housing for rent. (a) Or is at least 20% below local market rents (including service charges where applicable)</p> <p>c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p> <p>d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.</p>
AVL UES	Aire Valley Leeds Urban Eco Settlement	Areas identified by the Government for major new housing, which also promote sustainable development by seeking the delivery of commercial and residential areas which have high quality environments, energy efficient buildings and operations, low carbon and green business, sustainable transport, community facilities and linked areas of green infrastructure.		
AQMA	Air Quality Management Area	Defined areas where health based standards for air quality are likely to be exceeded.		

	Term	Explanation
	Ancient Woodland	Woodland dating back to 1600 or before, which acts as is a very important habitat, including providing for more rare and threatened species than any other UK habitat.
AMR	Authority Monitoring Report	Annual report submitted to the government by local planning authorities assessing progress with and the effectiveness of a Local Development Framework.
AAP	Area Action Plans	Development plans within the Local Development Framework which focus on a specific area subject to significant change, such as a major regeneration project. AAPs make sure developments are the right size, mix and quality. They also protect areas sensitive to change, and aim to solve conflict in areas with development pressures. They set out policies and proposals for the development of land to help decide planning applications and guide the future growth of the area.
Article 4	Article 4 Direction	Article 4 of the Town and Country Planning (General Permitted Development) Order 1995, is a direction which removes certain permitted development rights within a defined area. In relation to Houses in Multiple Occupation (HMOs) the Article 4 Direction removes the right to change a Class C3 dwelling house into a Class C4 HMO, meaning planning permission is now required to make this change. It should be noted that the direction does not prohibit this change, but enables the Local Planning Authority to manage this type of development.
	Available	A site is considered available for development, when, on the best information available, there is confidence that there are no insurmountable legal and ownership problems, such as multiple ownerships, ransom strips, tenancies, or operational requirements of landowners.
PDL	Brownfield / Previously Developed Land	Any land or premises that has previously been used or developed in association with a permanent structure (although it should not be assumed that the whole of the cartilage should be developed). It does not include land in built-up areas such as private residential gardens, parks, recreation grounds and allotments, and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
	Building Regulations	Policies and regulations to ensure the health, safety, welfare and convenience of people in and around buildings, and the water and energy efficiency of buildings.
BREEAM	Building Research Establishment Environmental Assessment Method	An independently accredited scheme that scores the sustainability of a commercial development, and gives an indication of its environmental impact.
	Centres Hierarchy	The different levels of centres across Leeds (City Centre, town centres, and local centres) which accommodate different types and scale of development.
	City Centre	The main focus of commerce, administration, law, medicine, education, culture, entertainment and transport within Leeds. It is also the regional shopping centre and the main focus of employment.
	City Centre Fringe	Up to 500m from the edge of the City Centre boundary.
	City Region	The Leeds City Region partnership brings together the eleven local authorities of Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield, York, and North Yorkshire County Council to work together towards a thriving and sustainable City Region in areas such as transport, skills, housing, spatial planning, and innovation.
	Climate change	Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption/CO2 emissions.
	Code for Sustainable Homes	Voluntary rating standards suggested for improving the sustainability of new homes, e.g. energy and water efficiency. The code sets out minimum standards to be met at each rating from one star to six.

	Term	Explanation
CIL	Community Infrastructure Levy	A financial charge which local authorities can charge on most types of new development in their area, depending on viability. The money will be spent on infrastructure to support the development of the area.
	Comparison goods	Clothing and footwear, household goods such as furnishings and electrical appliances, recreation, DIY and other non-food goods, for which the consumer expects to, visit a range of shops before making a choice.
	Convenience goods	The provision of everyday essential items, including food, drinks, newspaper/magazines and confectionary.
	Core Cities	The Core Cities Group is made up of ten local authorities with City status of large regional cities in England and outside Greater London, Birmingham, Bristol, Cardiff, Glasgow, Leeds, Liverpool, Manchester, Newcastle, Nottingham, and Sheffield.
	Core Strategy	The principal document within the Local Development Framework. It sets out the spatial vision for the future of Leeds to 2028, and provides broad policies to shape development.
	Demand management	A term to describe strategies that aim to improve efficiency in the transport system by influencing demand. This includes controls on the supply and pricing of car parking and public transport, the allocation of highway space between different modes (walking, cycling, buses, cars etc), and the promotion of alternatives.
	Density	A measurement of the intensity of residential land use, usually measured by the number of dwellings per hectare (dph). Net housing density is calculated by dividing the developable area (i.e. excluding land for roads, Green space etc.) within the red line boundary of the planning approval by the total number of units granted permission.
DPDs	Development Plan Documents	The statutory documents which contribute towards making up the Local Development Framework. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and once adopted, decisions on planning applications must be made in accordance with them.
	District heating	A system for distributing heat generated in a centralised location for residential and commercial heating requirements such as space heating and water heating. The heat is often obtained from a co-generation plant burning fossil fuels but increasingly biomass. District heating plants can provide higher efficiencies and better pollution control than localised boilers.
	East Leeds Extension	A housing site allocated in the UDP around a large extent of the eastern edge of the Leeds urban area. It has the potential to deliver around 5,000 dwellings and associated infrastructure, and will be developed in phases following the planning application process.
	Edge of centre	For retail purposes, a location that is well connected to and within easy walking distances (i.e. up to 300 metres) of the Primary Shopping Area. For all other main town centre uses, this is within 300 metres of the town centre boundary taking into account local circumstances (or for offices 500 metres from a centre's public transport interchange).
	Employment Land	Employment land relates to all B Class employment sectors including office floorspace (B1a Use Class) and general employment land. General employment land includes research and development (B1b class), light industry (B1c), general industry (B2) and storage or distribution (B8) but excludes office floorspace (B1a).
ELR	Employment Land Review	Part of the evidence for the LDF which assesses likely demand for office, industrial and warehousing space in Leeds and compares this with potential supply, taking account issues of quality, location and choice.
EZ	Enterprise Zone	They help stimulate economic growth by simplifying procedures for planning applications, and offering business rate discounts to new businesses. A significant part of the Aire Valley Leeds area alongside the East Leeds Link Road has been approved by Government as an Enterprise Zone.

	Term	Explanation
	Flood risk zone	Areas with a high, medium or low risk of flooding. Development should generally be located outside of flood risk areas. Flood risk is assessed in Leeds by the Strategic Flood Risk Assessment (SFRA), which sets out the different levels of flood risk across the District.
	Functional flood plain	Land where water flows or has to be stored in times of flood, that is subject to flooding with a 1 in 20 year probability (or more frequently), and that may be reserved by Leeds City Council for this purpose.
	Green Belt	A designation for areas of open land around certain cities and large built-up areas where strict planning controls apply to keep this land permanently open or largely undeveloped. The purposes of the green belt are to check the unrestricted growth of large built up areas, prevent neighbouring towns from merging, and preserve the special character of historic towns. It also aims to safeguard the countryside from encroachment, and assist urban regeneration by encouraging the recycling of derelict and other urban land. The designation is not intended to be a statement of the quality or attractiveness of the open land.
	Green corridor	Green corridors are green spaces, which can link housing areas to the national cycle network, town and City Centres, places of employment, and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal. They often act as major breaks around and between parts of settlements.
GI	Green Infrastructure	An integrated and connected network of green spaces, which have more than one use and function. GI is both urban and rural and includes protected sites, woodlands, nature reserves, river corridors, public parks and amenity areas, and sport facilities, together with green corridors.
	Green Space	A collective term to describe areas of open space and vegetation, whether public or private, used for formal or informal recreation. Examples include recreation grounds, parks, linear spaces alongside canal towpaths, grass playing pitches, bowling greens, tennis courts, pedestrian areas in the City Centre, small play spaces within housing areas, or woodland.
	Greenfield land	Land that has not previously been used for urban development. It is normally used for agriculture, forestry, or parks but can also include private residential gardens.
	Greenhouse gases	Gases in an atmosphere that absorb and emit radiation within the thermal infrared range. This process is the fundamental cause of the greenhouse effect. Common greenhouse gases in the Earth's atmosphere include water vapour, carbon dioxide, methane, nitrous oxide, ozone, and chlorofluoro carbons.
(Ha)	Hectare	One hectare (Ha) is equivalent to 10,000 square metres (100 x 100). This is approximately the same size as a full size football pitch.
	High Speed Rail	The Government's proposals for a new high speed rail link between Leeds and London via Birmingham. Current plans envisage construction of the Birmingham to London link first followed by links to Leeds and Manchester by 2033. Forecast Leeds to London journey time would be 80 minutes.
HMO	House in Multiple Occupation	A house or flat occupied by at least three unrelated adults who share basic amenities, e.g. a toilet, basic washing facilities, or cooking facilities.
	Impact assessment	A planning process which assesses the significance of an impact against existing and new circumstances. An impact could refer to social, environmental and economic matters, for example retail, transport, biodiversity, equality and health issues.
IMD	Indices of Multiple Deprivation	The combination of a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area in England. This allows each area to be ranked relative to one another according to their level of deprivation.

	Term	Explanation
	Infrastructure	Basic urban services necessary for development to take place, for example, roads, electricity, telephone lines, sewerage, and water. It is also used to refer to transport provision, and social infrastructure such as education and health facilities, and green infrastructure.
	Key Diagram	The diagrammatic interpretation of the spatial development strategy, illustrating the development areas which are key to the delivery of the Core Strategy, important designations, and transport proposals.
LCR	Leeds City Region	The Leeds City Region Partnership brings together the eleven local authorities of Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield and York, along with North Yorkshire County Council to work toward the common aim of a prosperous and sustainable City Region by working together in areas such as transport, skills, housing, spatial planning and innovation.
LCCN	Leeds Core Cycle Network	Phase 1 of the Leeds Core Cycle Network is a system of 17 routes covering 71 miles and linking existing cycle paths and traffic-calmed roads to provide continuous routes into the City Centre from throughout the main urban area of the City. Subsequent phases will deliver additional connections to the 17 routes.
Leeds FAS	Leeds Flood Alleviation Scheme	The Leeds Flood Alleviation Scheme is a major project for to provide flood alleviation for 19km of the River Aire from Kirkstall, through the City Centre to Woodlesford. It is intended to provide a 1 in 200 year standard of protection against flooding along the river in the long term.
	Local centre	Local centres cater for daily shopping needs, and provide shopping provision to complement weekly shopping known as 'top up' shopping. The range of uses and the scale of units is less than that offered by town centres and there may be no Council, health or community facility, although many provide financial services and offices. Due to the significant differences in scale and function of local centres across Leeds the Core Strategy establishes a two-tier approach to split them into higher and lower order local centres.
	Local convenience centre	These are local centres which are within the City Centre boundary and where slightly different policies apply to the rest of the District's local centres.
LDF	Local Development Framework	The collection of development documents, which set out the local planning authority's policies. They take into account the impact of development on the economy, the environment and the social make up of the area.
LDS	Local Development Scheme	The local planning authority's timescale and programme for the preparation of documents in the Local Development Framework that must be agreed with government and reviewed every year.
	Low carbon economy	The use of low carbon technologies that can help reduce carbon emissions from fossil fuel sources. Renewable and/or low carbon energy supplies include those from biomass and energy crops; combined heat and power; waste heat that would otherwise be generated directly or indirectly from fossil fuel; energy-from-waste; ground source heating and cooling; hydro; solar thermal and photovoltaic generation; and wind generation.
	Main town centre uses	Retail development (including warehouse clubs and factory outlet centres); entertainment facilities; intensive sport, leisure, and recreational use (including cinemas, restaurants, drive through restaurants, bars, pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and art, culture and tourism development (including theatres, museums, galleries, concert halls, hotel and conference facilities).
MUA	Main Urban Area	With the City Centre at its heart, it includes those communities and neighbourhoods which form the main built up areas of the City of Leeds (and not the separate settlements surrounding it).
	Major development	Defined by Circular 15/92 as "the erection of 10 or more dwellings, or, if this is not known, where the site is 0.5 hectares or more; In other cases; where the floorspace to be created is 1,000 square metres or more, or the site area is 1 hectare or more."

	Term	Explanation
	Major settlement	Those free standing towns which are separated from the main urban area. These settlements are identified as having a town centre.
MSA	Mineral Safeguarding Area	An area identified to protect potentially economic resources from being sterilised by other development.
	Neighbourhood Parade	Parades which offer a retail and service function providing a basic range of facilities for day-to-day shopping requirements. They are particularly important for those without access to a car or with limited mobility, but they are not seen as the main focus of local provision or intended growth.
	Neighbourhood Plan	A plan prepared by a Parish or Town Council or a Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004 and Localism Act 2011).
NGT	New Generation Transport	The name of the proposed trolleybus scheme for Leeds. This would comprise two routes linking Stourton and Holt Park to the City Centre, with park and ride sites at Stourton and Bodington. The vehicles would run on street with electric power supplied by overhead wires.
	Open Space	Green space with the addition of civic space, usually comprising hard landscaped open areas for public gathering and churchyards.
	Pitch (Gypsy and Traveller)	There is no set definition for the size of a Gypsy and Traveller residential pitch, because in the same way as the settled community, gypsies and travellers require various accommodation sizes, depending on the number of family members. However, on average, a family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan, (or two trailers), drying space for clothes, a lockable shed, parking space for two vehicles, and a small garden area. Smaller pitches must be able to accommodate at least an amenity building, a large trailer, drying space for clothes and parking for at least one vehicle.
	Policies Map	The illustrations on a base map the most up to date policies, allocations, and designations set out in the development plan.
PSA	Primary Shopping Area	A defined area where retail development is concentrated (generally comprising the primary frontages, and those secondary frontages which are adjoining and closely related to the primary ones).
PSQ	Prime Shopping Quarter	A designated part of the City Centre identified in the Unitary Development Plan, where new retail development is sequentially directed first of all within the PSQ. Developments of non-retail uses will be resisted that would detract from the retail function of the PSQ. Other town centre uses including hotels, offices, indoor leisure uses are sequentially directed to the City Centre as a whole, not specifically to the PSQ.
PAS	Protected Areas of Search	The designation of green belt boundaries was accompanied by the designation of Protected Areas of Search to provide land for longer-term development needs. No development is permitted on PAS that would prejudice the possibility of longer-term development. The suitability and sustainability of PAS for development is to be comprehensively reviewed as part of the Local Development Framework (LDF) process.
PROW	Public Right of Way	A route over which the public have a right to pass, whether or not the land that it crosses is privately-owned. The rights have been legally recorded on the Definitive Map and Statement. There are three categories; footpath, Bridleway and Carriageway, and there are also permissive footpaths and bridleways.
QBC	Quality Bus Corridor	A scheme which provided a high standard of bus service along highly congested routes into Leeds City Centre. It uses elements such as new bus lanes, bus priority signal arrangements, and improvements to passenger facilities, together with other significant measures to benefit pedestrians and cyclists.
	Regeneration	There are many and varied definitions of regeneration, which centre around the aim to achieve an improvement to the conditions of disadvantaged people or places. It includes interventions to reverse economic failure or to tackle deprivation in

	Term	Explanation
		target areas. It can be achieved through a range of methods including improvements to the physical environment, education, health, housing, employment opportunities, and community safety. It also includes attracting and growing businesses, skills and workforce development. Planning has a central role in achieving regeneration.
	Regeneration Priority Programme Areas	Four spatial areas (East Leeds, Aire Valley Leeds, Leeds Bradford Corridor (incorporating the West Leeds Gateway), and South Leeds) which are the Council's key areas for programmes of targeted regeneration, through cross-sector working.
	Regional City	Leeds is the key City within the Leeds City Region.
	Renaissance Leeds	The Renaissance Leeds (2003-2007) was a collaboration project between Leeds City Council, Yorkshire Forward, English Partnerships and the Leeds Initiative. The key objective of the Partnership was to maximise public and private sector confidence and investment in the regeneration of Leeds. The Project provided a framework for partner organisations and investors to work within, guiding major physical investments in the City.
	Renewable energy	Energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.
	Retail warehousing / bulky goods	Large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other range of goods, catering mainly for car-borne customers due to the transportation needs of the goods.
	Rights of Way Improvement Plan (ROWIP)	The ROWIP is a statutory document prepared by Leeds City Council under section 60 of the Countryside and Rights of Way Act 2000. It establishes the action plan for the Leeds' rights of way network over the period 2009 to 2017.
	Section 106 Agreement / planning obligations	Legal agreements negotiated by the landowner or developer with the Council in response to a planning application. They are used to make development proposals acceptable in planning terms, and in order to mitigate against the impact new development will have upon the City's existing infrastructure, such as transport provision, local community facilities, and green space.
	Sequential approach	A planning principle that seeks to identify, allocate, or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre uses sites before out-of-centre sites.
	Settlement Hierarchy	The framework which will guide future development opportunities. The hierarchy prioritises the location of future development and sets out those areas towards which development will be directed, based on the sizes and characteristics of the different settlements (including the City Centre and Main Urban Area) across the Leeds District.
	Shopping frontages	Stretches of fronts of shops designated within the City Centre and Town and Local Centres where the intention is to maintain minimum concentrations of retail uses at ground floor level and control the mix of supporting uses. Frontages can be classed as primary or secondary.
	Site Allocations Plan	Provides site allocations and details that will help to deliver the Core Strategy's long term spatial vision, objectives and policies. It is a key LDF document in identifying specific allocations for development.
	Smaller settlement	Smaller settlements are those communities which have a population of at least 1500, a primary school, and a shop or pub. Some but not all smaller settlements have a local centre.
	Soundness	A Development Plan Document has to meet formal tests of soundness in order to be approved through the examination process. To be sound it has to show that the plan has developed in a fair and rational way in line with guidance and based on evidence.
	SPONS	An External Works and Landscape Price Book which is updated annually to provide costings for hard and soft landscaping and related external works. It is widely used by the industry and provides a national benchmark for the cost of laying out green space.

	Term	Explanation
SCI	Statement of Community Involvement	The formal document which sets out how Leeds Council will consult people on the preparation of Development Plan Documents and planning applications.
SFRA	Strategic Flood Risk Assessment	Identifies the areas of different flood risk across the Leeds District. It should be used to help identify locations for future growth and inform land use policies.
	Strategic Green Infrastructure	Green Infrastructure which has strategic importance across the District, including the strategic connections between green areas for the benefit of people and wildlife.
SHLAA	Strategic Housing Land Availability Assessment	A technical study which seeks to identify potential housing sites that could be developed over the life of the Core Strategy. It will be used in order to demonstrate the available level of supply, and to influence the decisions taken in the Core Strategy regarding the location and phasing of sites.
	Suitable	In deciding whether a site is suitable the following factors needs to be taken into consideration – any policy restrictions, physical problems or limitations, potential impacts and environmental conditions.
SOAs	Super Output Areas	A geographical area designed for the collection and publication of small area statistics. They give an improved basis for comparison throughout the country because the units are more similar in size of population than, for example, electoral wards.
	Superstores	Superstores are defined as stores with over 2,500 sqm of trading floor space.
SPDs	Supplementary Planning Documents	SPDs deal with specific issues (thematic or site specific) and elaborate upon the policy and proposals in Development Plan Documents (DPDs).
SA	Sustainability Appraisal	A process and a document that takes into account the social, environmental and economic effects of a plan to allow decisions to be made that accord with sustainable development. It also makes sure that plans produced will last.
	Sustainable construction	The use of design and construction methods and materials that are resource efficient and that will not compromise the health of the environment or the associated health of the building occupants, builders, the general public or future generations.
	Sustainable development	Seeking to ensure that all development has a minimal detrimental impact on the environment whilst maximising environmental, economic and social gains. A widely-used and accepted international definition of sustainable development is “Development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. There are five shared principles of sustainable development in the UK. The aim is to live within environmental limits and achieve a just society, by means of a sustainable economy, good governance, and sound science.
	Town centre	Provide for weekly and day-to-day shopping and service needs close to where people live and work. They have a wide range of uses including a supermarket and a range of shops including independent traders, financial services, a council presence either in the form of a library or council offices, healthcare facilities, and community facilities.
	Tram Train	Tram vehicles that also operate on the normal railway network as well as on street.
	Travel plans	A package of practical measures aimed at addressing the transport needs of a particular development (or organisation) where it is likely to generate a significant level of trips.
UDP	Unitary Development Plan	The current statutory development plan for the whole of the Leeds District (Review 2006). It provides a framework for all new developments and is used as a basis for making decisions regarding land use and planning applications. It will be replaced by the emerging LDF.
	Use class orders	Planning legislation which groups together similar types of land and buildings into various categories. The current categorisation is from the Use Classes Order 2010 (Use Classes Order 1987 as amended at 2005, 2006 and 2010).

	Term	Explanation
UTMC	Urban Traffic Management and Control	The use of various technologies to guide and control traffic in urban areas. Examples include variable message signing, traffic signals, CCTV, car parking signing and ANPR devices.
	Veteran Trees	A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.
	Viable	Whether there are reasonable prospects that development will occur on a site. This will be influenced by the market, costs, and delivery factors.
	Vision for Leeds – the Community Strategy	The long term community plan for Leeds, which feeds into the Core Strategy. The Vision is to be the best City in the UK by 2030. Leeds will be fair, open and welcoming, its economy will be prosperous and sustainable, and all Leeds' communities will be successful.
	Waste Hierarchy	A framework for securing a sustainable approach to waste management. Waste should be minimised wherever possible. If waste cannot be avoided, then it should be re-used; after this its value recovered by recycling or composting; or waste to energy; and finally landfill disposal.
WLG	West Leeds Gateway	The WLG area includes the communities of Armley, Lower Wortley, New Wortley, Upper Wortley, and The Heights. An Supplementary Planning Document has been adopted for the area.
WYLTP3	West Yorkshire Local Transport Plan 3	The third statutory transport plan for West Yorkshire produced by a partnership of West Yorkshire Integrated Transport Authority, Leeds and the other four West Yorkshire Districts. It sets out the needs, objectives, ambitions and strategy for transport over the 15 year period 2011-26.
	Windfall	A term to describe development on a site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan.

Appendix 3: Accessibility Standards

ACCESSIBILITY STANDARDS

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

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

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

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

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

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

Notes: Local services are defined as: small convenience shops, grocers, post offices, newsagents etc. Major public transport interchanges are defined as: the City Centres of Leeds, Bradford and Wakefield, Walk times are based on a speed of 3 mph. All bus and rail frequencies relate to weekday daytime service levels.

* Or, where appropriate, 10 min walk to a rail station offering a 30 min frequency service.

Appendix 4: Summary Monitoring Table

Summary Monitoring Table

The following summary table is intended to provide an overarching monitoring framework for the Core Strategy. Given the plan period to 2028, the monitoring framework may however be subject to change as new requirements emerge over this period.

No.	Indicator	Key Policies	Targets	Triggers / Intervention	Source
City Centre					
1	% of development activity to the south of the river in the City Centre as compared to north of the river	SP3	Increasing development activity in the southern part of the City Centre up to 2020 and exceeding development activity when compared to the northern half post 2020.	Review mechanisms for bringing forward development opportunities to identify any barriers preventing southern development e.g. preparation of planning frameworks.	LCC City Centre Audit Building Control Council Tax
2	Vibrancy, character and cultural appeal of the City Centre	SP3	Increase in footfall, hotel occupancies, residential developments and environmental enhancements. Increase of developments such as cinema screens, theatres, live music venues, restaurants and bars/pubs.	Working with other council services, to help support and facilitate opportunities and promotional events.	LCC City Centre Audit National vibrancy rankings e.g. Experian
Managing the needs of a Successful District					
3	Net additional dwellings by location within the Settlement Hierarchy	SP1, SP7	The release of land and completions meet the broad spatial distribution pattern outlined in SP1 and table 1 and SP7 table 2	In the case of over provision / under provision in any one area seek to determine whether it is appropriate to limit / promote permissions or adjust the phased release of allocated sites until an appropriate balance is maintained	Housing Land Monitor Site Allocations Plan SHLAA SHMA Five Year Housing Land Supply
4	Net additional dwellings by Housing Market Characteristic Area	SP7	The release of land and completions meet the broad spatial distribution pattern outlined in SP7 table 3		
5	New and converted housing units on Previously Developed Land	H1	65% of all new housing development between 2012 – 2017 to be on PDL 55% of all new housing development 2017 onwards to be on PDL	Review land release. The Council will resist further greenfield land release if the PDL targets are not being met, so as to encourage brownfield and regeneration development, as part of the overall approach of the Core Strategy	Housing Land Monitor Site Allocations Plan SHLAA SHMA Five Year Housing Land Supply
6	Five year supply of housing sites and the long term housing	SP6, H1	Maintain and update annually a 5 year supply of deliverable net housing land covering 5 years from the beginning of the next monitoring year and in line with para 47 of the NPPF. For the period 2012/13	Positively maintain an annual five year housing land supply by bringing forward further supply identified in the next phase of the Site Allocations Plan (and/or SHLAA),	Housing Land Monitor Site Allocations Plan SHLAA

No.	Indicator	Key Policies	Targets	Triggers / Intervention	Source
	trajectory		<p>to 2016/17 this will be 3,660 per year and 4,700 per year thereafter.</p> <p>Identify developable sites for housing for the plan period and illustrate in a housing trajectory.</p> <p>For monitoring and performance purposes assess a residual housing requirement against plan requirements from April 1st 2012 as set out in Policy SP6 (note 3,660 homes per annum between 2012 and 2017) and bring forward additional sites to accommodate any under delivery.</p>	where there is not an identified five year supply, sufficient to achieve a five year supply.	
7	Housing completions by land type	H1, SP1	<p>To identify 66,000 units for housing delivery over the lifetime of the plan through the Site Allocations Plan.</p> <p>To ensure that windfall delivery meets or exceeds the allowance set of 8,000 units (500 units / annum) over the plan period.</p>	If windfall is not being met, as assessed over a five year period the Council will need to review Policy H1 to determine if further land release is needed. This review should take into account rates of housing delivery on PDL, vacancy rates, accessibility and delivery as it relates to the Settlement Hierarchy.	Housing Land Monitor Building Control
8	Density of new housing sites	H3	<p>For sites over 5 units, net densities as follows:</p> <ul style="list-style-type: none"> • City Centre and fringe – 65 units/ha • Other urban areas – 40 units/ha • Fringe Urban Areas – 35 units/ha • Smaller Settlements – 30 units/ha 	If the targets in SP1 and SP7 are not being met due to lower than anticipated densities, the Council will seek to more stringently enforce Policy H3 as necessary.	Planning permissions Building Control
9	Mix of housing units delivered each year by housing type and number of bedrooms	H4	Preferred housing mix as follows and shown in Table H4:	Where it is found that the targets in Table H4 are not being met over a number of years (average provision over the previous three to five years), the Council will review the housing mix policy against the current and projected population demands. This is to ensure that the policy is still relevant to the current and expected residential make-	Planning permissions Building Control

No.	Indicator	Key Policies	Targets	Triggers / Intervention	Source																
			<table border="1"> <thead> <tr> <th>Type</th> <th>Target %</th> </tr> </thead> <tbody> <tr> <td>Houses</td> <td>75</td> </tr> <tr> <td>Flats</td> <td>25</td> </tr> <tr> <th>Size</th> <th>Target</th> </tr> <tr> <td>0/1 bed</td> <td>10</td> </tr> <tr> <td>2 bed</td> <td>50</td> </tr> <tr> <td>3 bed</td> <td>30</td> </tr> <tr> <td>4 bed+</td> <td>10</td> </tr> </tbody> </table>	Type	Target %	Houses	75	Flats	25	Size	Target	0/1 bed	10	2 bed	50	3 bed	30	4 bed+	10	up of the District. If the policy is found to be still relevant, the Council will need to encourage developments to help address the problem through the planning application stage. Refusals of planning applications may be required if they do not meet the mix.	
Type	Target %																				
Houses	75																				
Flats	25																				
Size	Target																				
0/1 bed	10																				
2 bed	50																				
3 bed	30																				
4 bed+	10																				
10	Gross affordable housing completions	H5	<p>The SHMA identifies need for affordable homes as 1,150 affordable units per annum.</p> <p>Targets and thresholds are set out in Policy H5 and are dependent on housing market characteristic area and size of scheme.</p>	Review SHMA, Economic Viability Study and Economic Viability Assessment as necessary dependant on achievability of targets and changes to the key inputs e.g. state of the housing market / economy. To review alternative delivery options, such as obtaining grants, to enable affordable housing.	Quarterly delivery forecasts from Neighbourhoods and Housing																
11	Total number of C2 housing units delivered per annum	H6	No target	Monitor development within the article 4 areas of Leeds and monitor future concentrations of HMOs.	Housing Land Monitor Council Tax																
11a	Total number of C2 housing units delivered per annum	SP6, H1, H6	<p>No target</p> <p>Total C2 older persons houses will be monitored and will contribute to overall housing completions, in line with the NPPG, where:</p> <p>there is a net additional stock (taking account of any C2 demolitions in the past monitoring year)</p> <ul style="list-style-type: none"> units are self-contained for a single household (i.e. akin to C3 accommodation), or 	<p>CLG have indicated that further guidance will be provided to support the monitoring of this stock of housing.</p> <p>Older persons C3 use class housing is counted as part of overall dwelling completions.</p>	Housing Land Monitor Council Tax																

No.	Indicator	Key Policies	Targets	Triggers / Intervention	Source
			<ul style="list-style-type: none"> units free up accommodation from the existing housing stock 		
11b	Total number of student housing units	SP6, H1, H6	<p>An increasing number of purpose built accommodation to free up existing housing stock for non-students.</p> <p>Total student housing units will be monitored and will contribute to overall housing completions, in line with the NPPG, where:</p> <ul style="list-style-type: none"> there is net additional stock (taking account of any purpose built student housing demolitions in the past monitoring year) units are self-contained (a ratio of beds to households will be dependent on the design of the scheme) units are halls of residence (a ratio of 4:1 beds to households will be applied) 	Where there is a decreasing number of purpose built accommodation application of the policy will be evaluated to see whether it is unduly restricting delivery / sufficient opportunities for purpose build accommodation exist.	Housing Land Monitor Planning applications / permissions
12	Total number of Gypsy and Traveller pitches in the District as compared to the previous year	H7	<p>As set out in Policy H7 as follows:</p> <ul style="list-style-type: none"> 62 pitches for Gypsies and Travellers made up of: <ul style="list-style-type: none"> Council provision = 25 pitches; Private provision = 28 pitches; Negotiated stopping provision = 9 pitches 	Identify sites through the Site Allocations Plan to meet the needs as set out in Policy H7. Ensure that changes to the inputs of the 2014 assessment upon which the needs are based are reflected as appropriate e.g. current expressed preference for private provision may materialise during the plan period as need for Council provision. Be responsive to changes in need arising through the plan period.	LCC, Housing Support Leeds Gypsy and Traveller Exchange

No.	Indicator	Key Policies	Targets	Triggers / Intervention	Source
13	Total number of travelling showpeople pitches in the District as compared to the previous year	H7	As set out in Policy H7 as follows: <ul style="list-style-type: none"> 15 plots for Travelling Showpeople 	Identify sites through the Site Allocations Plan to meet the needs as set out in Policy H7. Be responsive to any changes in need arising through the plan period.	Travelling Showmen's Guild
14	% of empty homes in the District (as measured through properties classified as long term vacant)	SP1, H1, SP6	Reduce the current short term (i.e. less than 6 months empty) vacancy rate from 4.6% (April 2012) to around 3%. Reduce the number of long term empty properties by at least 400 dwellings per annum net up to 2020 and by progressively fewer dwellings per annum after 2020 as the baseline stock is returned to use. Empty properties for longer than six months which are returned to use will contribute to overall housing completions in line with the NPPG.	Monitor short term vacancy rates alongside the number of new housing units developed to ensure that appropriate churn is maintained, new housing is having a positive impact on vacancy rates. To ensure that there is no double counting long term empty properties which became long term empty after 1 st September 2012 will not contribute towards housing completions.	Council Tax Records SHMA LCC Empty Homes Strategy
15	Total amount of additional employment floorspace by type	EC2, SP9	493 ha of land for employment and 1 million sq m of office floorspace over the plan period as set out in para 5.2.41	To safeguard land against loss to other uses as supported by Policy EC3. Review target as per Employment Land Review updates to ensure that total requirements are in line with land supply	Employment Land Review Employment Land Availability Database Employment Land Supply analysis Regional Econometric Model Employment updates
16	Total demand for employment land forecasted in the District until the end of the plan	SP9, EC1, EC2, EC3	To ensure that the forecasted demand for land can be met by the available land supply	Depending on whether demand is more or less than supply: a) call for sites to identify appropriate parcels of land to deliver employment opportunities, b) more stringent application of Policy E3, which seeks to preserve current employment land from being lost to non-employment uses	Employment Land Review Employment Land Availability Database Employment Land Supply analysis Regional Econometric
17	Employment land available by sector		Employment land supply accommodates demand for employment		

No.	Indicator	Key Policies	Targets	Triggers / Intervention	Source
18	Net change of employment land in Leeds			c) review of the portfolio of sites available for employment uses and to release to other, appropriate uses. In all instances a sustained trend (5 years) will be required before action is taken so as to smooth out economic fluctuations.	Model Employment updates
19	Retail land supply	P1, SP3, P5, P6, P7, P8	Forecast demand for retail to be met by the availability of retail land supply	If forecasted demand is greater than Retail land supply, the Council may undertake a review of forecasted demand. The Council may also undertake a comprehensive review of its retail sites to identify if the portfolio is up to date, if interventions are needed to help bring forward sites or if new site allocations are needed.	Employment Land Availability Database Leeds City and Town Centre Study Retail news bulletins
20	Total leisure development delivered in District	P1, SP3, P9	No target	Work with market and leisure providers to facilitate delivery of appropriate development	Employment Land Availability Database Leeds City and Town Centre Study
Place Making					
21	% of A1-A5, B1a , C1 and D1-D2 development within and on the edge of town and local Centres	P1, P2, P3, P4, P8	For the majority of office development to be located in the City Centre.	Review of application of sequential test when determining planning policies.	Employment Land Review Employment Land Availability Retail monitoring
22	% of A1-A5, development within and on the edge of town and local Centres outside town and local Centres		For town and local Centres to provide some small scale office development.	Review to see if sufficient locations are available in the City, Town and Local Centres to accommodate uses.	
23	Provision of Infrastructure as outlined in CIL	ID2	As in IDP and determined through CIL		Community Infrastructure Levy Infrastructure Delivery Plan
24	Provision of Green Infrastructure and greenspace as	SP13, G1, G2, G3, G4,	To see continued investment to improving the offer of greenspace and green infrastructure in the District in line with	Review reasons for lower achievement and apply policies more strictly if necessary.	Open Space and Recreation Needs Assessment

No.	Indicator	Key Policies	Targets	Triggers / Intervention	Source
	obtained through development process and other sources	G5, G7	standards as set out in Policy G3		Planning permissions
25	Amount of greenspace lost to redevelopment	G6	To lose no greenspace that is not justified according to Policy G6 criteria	Review reasons for lower achievement.	Planning permissions
26	Number of Conservation Area appraisals completed as a proportion of total Conservation Areas	P11	100%		Conservation Area Appraisals
27	Number of buildings noted as 'At Risk' on the 'At Risk Register'	P11	For the number of buildings considered to be 'At Risk' in Leeds to be less in 2028 than at the start of the Plan. In 2012, there were 11 buildings at risk in Leeds.		Buildings At Risk Registrar
28	Number of Listed Buildings demolished	P11	Zero	Examine reasoning for demolitions. Raise awareness about the importance of retaining listed buildings. Apply policies more stringently.	Listed Buildings Register
29	Total development in Regeneration Priority Programme Areas	SP4, SP5	There is a priority for development within regeneration areas, but no specific target per se. The Aire Valley has specific targets for housing development (minimum of 6500 homes) and to provide at least 250 ha of employment land.	See indicators relevant to the City Centre and Meeting the needs of a Successful District.	Aire Valley Area Action Plan documents Neighbourhoods and Housing Regeneration Priority Programmes
30	Performance as measured by the Index of Multiple Deprivation	SP4	Identify how poorly performing neighbourhoods (as measured by the index of multiple deprivation) are changing over the years.	Determine whether the Regeneration Priority Programme Areas (as set out in SP4) represent the most appropriate areas for regeneration support.	Index of Multiple Deprivation Ward and area based analysis
31	Delivery of a City Centre park	SP3	Delivery of a City Centre Park of at least 3 hectares in size.		South Bank Planning statement and permissions
A Well Connected District					
32	Accessibility of new dwellings to local services, employment, health, education and centres	SP1, T1, T2, P9	Most new housing development is accessible to a variety of services either by walking or by public transportation.	Review the location of allocated housing land available for development.	Housing Land Monitor Strategic Housing Land Availability Assessment

No.	Indicator	Key Policies	Targets	Triggers / Intervention	Source
33	Accessibility of new employment, health, education, leisure and retail	EC1, T1, T2, P7, P8, P9,	Most new employment, health, education, leisure and retail uses is accessible to a variety of services either by walking or by public transportation.	Apply Policies SP9, EC1, EC2, P7 and T2 more stringently. Review the location of allocated employment land available for development.	Employment Land Review
34	The delivery of transport management priorities	T1, T2, SP1	Increasing the modal share of sustainable transport use and supporting new development / growth areas	Review priorities to determine if appropriate. Seek investment to further enact priorities	Local Transport Plan
35	Mode of travel to work	T1, T2, SP1	Increasing the modal share of sustainable transport use	Lobby for public transport infrastructure improvements and stricter application of policies to focus new employment in locations accessible by public transport, cycling and walking	Local Transport Plan
36	Expansion of the Leeds Core Cycle Network	T1, T2		Review constraints.	Local Transport Plan
Managing Environmental Resources					
37	Net amount of designated sites directly lost to development	G8, G9	0 ha of land designated as SSSI, SEGI or Local Wildlife Site directly lost to development without replacement or improvement	Liaise with Council services and West Yorkshire Ecological Advisory Service	Natural England Planning permissions
38	Increase in the amount of tree cover in the District	G2, G9	Increase the amount of tree cover in Leeds from 6.9% to the England average of 8.2% (an additional 32, 000 trees).	Negotiations on planning applications and identification of major opportunities	Trees in towns Planning permissions Planning Briefs
39	Planning permissions granted contrary to Environment Agency advice on flood risk and water quality	EN5, SP1	Reduce number	Negotiations on planning applications	Environment Agency
40	Delivery of the Leeds Flood Alleviation Scheme	EN5, SP3	Delivery of scheme by 2025	Progress monitoring via the appropriate Programme Board	Leeds City Council
41	Air quality in Leeds	EN1, SP1, T1, T2	Continued reduction of specific pollutants throughout the lifetime of the Plan	Consider need for specific technical guidance to assist planning applications	Leeds City Council
42	Renewable energy generation	EN1, EN2, EN3,	75MW of installed capacity by 2021	Review of development application process to ensure policy implementation	Digest of United Kingdom energy statistics (DUKES)

No.	Indicator	Key Policies	Targets	Triggers / Intervention	Source
		EN4		Identify alternate sources of funding to promote and install renewables	Natural Resources and Waste Local Plan
43	Production of primary land won aggregates	EN7	As set out in the Natural Resources and Waste Local Plan Average annual production of sand and gravel of at least 146,000 tonnes per annum until 2026. Average annual production of crushed rock of at least 440,000 tonnes per annum until 2026.	Action will be taken when provision undershoots 25% over five years of the plan period Review apportionment alongside the other West Yorkshire Authorities. Feedback to the YHRAWP to review the sub-regional apportionment.	Natural Resources and Waste Local Plan Regional Aggregates Working Party Updates
44	Capacity of new waste management facilities	EN6	To provide for the projected arisings by waste stream to 2026 as follows in tonnes per annum: MSW - 383,976 CandI - 1,212,000 CDandE - 1,556,000 Hazardous -103,026	Review if any new national waste management targets are set for after 2020	Natural Resources and Waste Local Plan
45	Amount of municipal waste arising and managed by waste stream	EN6	To provide for the projected arisings of Municipal Solid Waste - 383,976 tonnes per annum	Failure to meet targets over a five year period Review if any new national waste management targets are set for after 2020.	Natural Resources and Waste Local Plan