



Leeds
CITY COUNCIL

Site Allocations Plan as amended 2024

Appendices

**Leeds Local Plan
Development Plan Document
Adopted July 2019
Amendments Adopted
17th January 2024**



APPENDICES

Appendix 1:

Annex 1 – Identified housing (HG1) sites with planning permission/expired planning permission

Annex 2 – Identified office (EO1) sites with planning permission / expired planning permission

Annex 3 – Identified general employment (EG1) sites with planning permission / expired planning permission

Appendix 2:

Infrastructure Delivery Plan

Appendix 3:

Schedule of the Leeds UDP 'Saved' Policies including those to be superseded by the Site allocations plan

Glossary

Appendix 1

ANNEX 1 – IDENTIFIED HOUSING (HG1) SITES WITH PLANNING PERMISSION/EXPIRED PLANNING PERMISSION

AIREBOROUGH

Plan Ref	Address	Capacity
HG1-1	Bradford Road - High Royds, Menston	349
HG1-2	Netherfield Road - Cromptons, Guiseley	116
HG1-4	The Drop Inn 29 Town Street, Guiseley	6
HG1-5	Parkside Works Otley Road, Guiseley	7
HG1-6	Springfield Road - Springhead Mills, Guiseley	54
HG1-7	Former Dairy Crest Site, Queensway, Guiseley	14
HG1-8	107 Queensway Yeadon	9
HG1-9	Haworth Court, Chapel Lane	45
HG1-11	Station Garage, Henshaw Lane, Yeadon	5
HG1-12	Site of Units at Green Lane Dyeworks and Mill Ponds and 25 and 27 Green Lane, Yeadon, Leeds	171
HG1-13	26-28 New Road Side, Rawdon	5
HG1-14	Batter Lane, Rawdon	4
HG1- 96*	Low Hall Road -Riverside Mill, Horsforth LS19	52
	Total	837

*No further flood risk exception test would be needed for this site provided the development is carried out in accordance with the permission. If the scheme is altered or reapplication made, a further exception test will be required.

CITY CENTRE

Plan Ref	Address	Capacity
HG1-419	22-23 Blenheim Terrace, Leeds, LS2 9HD	9
HG1-420	8 Blenheim Terrace, Woodhouse Lane, Woodhouse, Leeds, LS2 9HZ	6
HG1-421	3-4 Blenheim Terrace LS2	1
HG1-422	8 Springfield Mount, Leeds LS2 9ND	9
HG1-423	Springfield Mount (19), Woodhouse LS2 9NG	7
HG1-424	44 Clarendon Road, LS2 9PJ	5
HG1-425	29-31 Hyde Park Terrace LS2	6
HG1-426	25-27 Hyde Terrace LS1	11
HG1-427	23 Hyde Terrace LS2	6
HG1-428	40 Clarendon Road LS2	6
HG1-429	36 Clarendon Road, Woodhouse, Leeds, LS9 9NZ	7
HG1-430	15-19 Hyde Terrace, Leeds, LS2 9LT	14
HG1-431	65 Clarendon Road, Leeds, LS2 9NZ	12
HG1-432	31 Clarendon Road, LS2 9NZ	10
HG1-433	Clarendon House, 20 Clarendon Road	24
HG1-434	20-28 Hyde Terrace, Leeds LS2 9LN	27

Plan Ref	Address	Capacity
HG1-435	Leeds Metropolitan University LS1 3HE	125
HG1-436	Leeds Metropolitan University LS1 3HE	145
HG1-437	21 - 23 Queen Square	5
HG1-438	18 Queen Square, Leeds, LS2	7
HG1-440	17 Regent Street Sheepscar	73
HG1-441	Site of Kendall Carr, Hanover Mount, Woodhouse, Leeds	23
HG1-442	Hanover Square (32) LS3 1AW	7
HG1-443	Algernon Firth Building, LGI, Thoresby Place Leeds	43
HG1-444	Crown House, 81 - 89 Great George Street, Leeds, LS1 3BR	37
HG1-445	63 Great George Street, Leeds, LS1 3bb	5
HG1-446	74 New Briggate, LS1	7
HG1-447	New York Road - Crispin House LS2	85
HG1-448	Emco Ho 5-7 New York Road LS2	74
HG1-449	Site of 8 South Parade 22 East Parade and 159 The Headrow, Leeds	26
HG1-450	Forsyth House, 5 South Parade, City Centre	13
HG1-451	22 to 24 New Briggate	12
HG1-452	Pennine House, LS1 5RN	112
HG1-453	6 - 12 Lands Lane, LS1 6LD	18
HG1-454	42 Park Place, LS1 2RY	8
HG1-456	29 Kirkgate and 18 New York Street, Leeds LS2	8
HG1-457	First And Second Floors And Loft Space, 46-48 New York Street	7
HG1-458	4 St Peters Place Leeds LS9	18
HG1-459*	The Calls (36)	14
HG1-462	53 The Calls, Leeds, LS2 7EY	16
HG1-465	Burley House, 12 Clarendon Road, Woodhouse, Leeds, LS2 9NF	25
HG1-466	61-67 St Pauls Street, Leeds, LS1 2TE	6
HG1-474	Aspect Court, 47 Park Square East, Leeds, LS1 2NL	29
HG1-475	25 Wellington Street, Leeds, LS1 4DL	20
HG1-479	88 North Street, Sheepscar, Leeds, LS2 7PN	11
HG1-480	143-5 The Headrow LS1	15
HG1-481	109 - 113 The Headrow	22
HG1-482	Rivers House, 21 Park Square South	63
HG1-483	Brunswick Point, Wade Lane	84
HG1-484	25 Queen Street	71
HG1-485	117 The Headrow	27
HG1-486	49 Upper Basinghall Street	6
HG1-492	60 Upper Basinghall Street, Leeds, LS1 5HR	5
HG1-495	54 Albion Street, Leeds, LS1 6AD	8
HG1-496	35 Aire Street, Leeds, LS1 4HT	8
HG1-505	Zicon House, Wade Lane, Leeds, LS2 8NL	65
HG1-511	Land adjacent to 162 Concord Street and Leylands Road, Sheepscar, Leeds	12
HG1-512	Caspar, North Street Leeds	51
MX1-5	Portland Crescent LS1	50

Plan Ref	Address	Capacity
MX1-7*	Cropper Gate - Mayfair LS1	272
MX1-8	Aireside development, Wellington Place and Whitehall Road, Leeds	600
MX1-10*	St Peters Church & house	35
MX1-20	Jack Lane / Sweet Street LS10	296
MX1-21*	Site of 1 and 6 Church Row, Leeds	9
MX1-22	Site of former Jayco House Car Park, Skinner Lane, Sheepscar, Leeds	106
MX1-23*	Site of 20 and Land rear of 14 and 16 The Calls, Leeds	77
MX1-24*	Former site of Yorkshire Evening Post bounded by River Aire and Wellington Bridge Street, Wellington Street, Leeds	204
	Total	3225

*No further flood risk exception test would be needed for this site provided the development is carried out in accordance with the permission. If the scheme is altered or reapplication made, a further exception test will be required.

EAST

Plan Ref	Address	Capacity
HG1-278	Pepper Road LS10	2
HG1-285	Red Hall Lane - Strikes LS17	20
HG1-286	Naburn Approach, LS14	4
HG1-289	Farndale View (PFI K) LS14	10
HG1-290	Swarcliffe Avenue - PFI E LS14	25
HG1-291	Whinmoor Way - PFI C LS14	116
HG1-292	Ash Tree Grove, (PFI F) LS14	13
HG1-293	Mill Green Garth - PFI L1 LS14	5
HG1-294	Squinting Cat, Swarcliffe Avenue	18
HG1-295	Elmete Towers - PFI Q LS14	30
HG1-297	Manston Lane - Radial Park (Ph 1)	148
HG1-298	Manston Lane	192
HG1-300	Land At Brooksbank Drive, Halton	6
HG1-301	Land rear of 22 Barrowby Lane, Austhorpe, Leeds	14
HG1-302	Barrowby Lane (30-34), Austhorpe, LS15 8QE	11
HG1-303	Cartmell Drive, Halton Moor	31
HG1-311	Bullerthorpe Lane (Temple Point), Colton	17
	Total	662

INNER

Plan Ref	Address	Capacity
HG1-207	Beckhill Garth/Approach	34
HG1-208	Grove Park Care Home Grove Lane Meanwood	77
HG1-209	Scott Hall Square, Chapel Allerton	24
HG1-210	Askets and Boggarts (A), Seacroft	22
HG1-211	Askets and Boggarts (C), Seacroft	106
HG1-212	Boggart Hill Gardens, Seacroft	18
HG1-213	Boggart Hill LS14	18
HG1-214	66 to 68 Victoria Road Headingley	6
HG1-215	Ash Grove LS6	12
HG1-216	Leeds Girls High School	105
HG1-217	6 Grosvenor Mount, Leeds	7
HG1-218	7 Grosvenor Road LS6	7
HG1-219	Chapelton Rd/Savile Road LS7	22
HG1-220	Browning House, 126 Chapelton Road, Chapelton	9
HG1-221	2 Grange View, Chapelton, Leeds, LS7 4EP	6
HG1-222	Din Buildings, Roundhay Road, LS8 3QD	8
HG1-225	South Parkway and Brooklands, Seacroft	45
HG1-226	South Parkway / Brooklands Avenue	160
HG1-227	South Parkway - Easel LS14	106
HG1-228	Leslie Terrace, Woodhouse	18
HG1-229	Former Bricklayers Arms, Low Close Street, Woodhouse	6
HG1-230	St Marks Walk - St Marks Flats, Woodhouse	108
HG1-231	Holborn Court, Woodhouse, Leeds, LS6 2PN	17
HG1-232	Servia Road, Leeds LS7 1NJ	72
HG1-233	LS9 6PQ	12
HG1-235	Royal Park Road LS6	9
HG1-236	Moorland Avenue LS6	15
HG1-237	25 Moorland Avenue, Woodhouse, Leeds, LS6 1AP	6
HG1-238	Cardigan Road (214-244) LS4	65
HG1-239	Carlton Gate, LS7	113
HG1-240	18A-20 Burley Lodge Road LS4	6
HG1-241	114 Burley Road LS4	9
HG1-242	St Johns Road - St Michaels College LS3	459
HG1-243	12-28 Westfield Road LS3	24
HG1-244	Cavendish Street - RSPCA	70
HG1-245*	Kirkstall Road, Abbey Street	50
HG1-246	Skinner Lane LS9	286
HG1-247*	Bridge Street, Gower Street, Regent Street (land at)	636
HG1-248	St Mary's Lane LS 9	6
HG1-249	Dog and Gun, 601 York Road Leeds	7

Plan Ref	Address	Capacity
HG1-250	Theaker Lane LS12	17
HG1-251	Mistress Lane, Armley	41
HG1-252	Oak Road, Armley	9
HG1-253	Oak Road, New Wortley - Former Club	6
HG1-254	Otter Island Wellington Road Leeds	113
HG1-257	Wykebeck Avenue, Osmondthorpe	55
HG1-258	Cartmell Drive, W hitebridge Primary School, Halton Moor	44
HG1-260	Kings Arms, Stocks Hill, Holbeck, Leeds, LS11 9PB	9
HG1-261	Holbeck Towers, LS11	108
HG1-262	65 Brown Lane East LS11	3
HG1-263	Runswick Place LS11	42
HG1-264	86 Elland Road, Holbeck, Leeds, LS11 0AB	8
HG1-265	Fairfax Road, LS11	21
HG1-266	St Luke's Green, LS11	19
HG1-267	Beeston Road - Shaftesbury House LS11	8
HG1-268	Coupland Road, LS11	10
HG1-269	Folly Lane, LS11	18
HG1-270	137 Dewsbury Road, Hunslet, Leeds, LS11 5NN	8
HG1-271	Malvern Rise, LS11	60
HG1-272	Malvern Road, LS11	21
HG1-273	Coupland Place LS11	8
HG1-274	Waverley Garth, LS11	55
HG1-275	Bismarck Street, LS11	70
HG1-276	Beverleys LS11 6DS	55
HG1-277	272A Dewsbury Road, Hunslet, Leeds, LS11 6JT	5
HG1-278	Pepper Road LS10	12
HG1-279	Belle Isle, Leeds	16
HG1-303	Cartmell Drive, Halton Moor	31
HG1-470	Victoria Road, Headingley, Leeds, LS6	24
HG1-489	Victoria House, Longfield House, Buckingham House, Headingley Office Park, 8 Victoria Road, Leeds, LS6 1PF	124
HG1-498	Garnet Grove, Beeston, Leeds, LS11 5JX	25
HG1-499	The Fellmonger, North Parkway, Seacroft, Leeds, LS14 6QS	12
HG1-504	Site Of Former Spotted Cow, Top Moor Side, Holbeck, Leeds, LS11 9LH	14
HG1-508	Oak Tree Mount LS9	79
HG1-509	Moresdale Lane	14
HG1-510	Newhall Gate, Newhall Crescent, Middleton	27
MX1-6	Mabgate, Macaulay Street, Argyll Road (land between)	428
MX1-11	Whitehall Road - Doncasters LS12	463
MX1-12*	Globe Road – Doncasters LS11	609
MXI-28	Kirkstall Road, Yorkshire Chemicals	1010
	Total	6489

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NORTH

Plan Ref	Address	Capacity
HG1-58	Moseley Wood Gardens (land off), Cookridge LS16	135
HG1-59	Land south east of Holt Park Leisure Centre, Holt Park, Leeds	52
HG1-61	505 Harrogate Road LS17	6
HG1-63	Rear 268-274 Shadwell Lane, LS17	8
HG1-64	Leeds Trinity University College, Brownberrie Lane, Horsforth, Leeds, LS18 5HD	29
HG1-67	Long Row Horsforth	7
HG1-69*	Low Lane - Woodside Mill, Horsforth	59
HG1-70	Cookridge Hospital LS16	326
HG1-71	Ireland Wood Social Club, Iveson Drive, Lawnswood, Leeds, LS16 6NG	20
HG1-72	Otley Road, Government Buildings LS16 5PU	130
HG1-73	Otley Road - Bodington Hall, Lawnswood LS16	126
HG1-75	Cranmer Gardens - Moorhaven Residential Home LS17	14
HG1-76	Queenshill Court, Moortown	6
HG1-77	468 Harrogate Road LS17	10
HG1-78	Yorkshire Bank Sports Ground (former), LS17	29
HG1-79	Former Grosvenor Casino, Harrogate Rd and Street Lane	13
HG1-80	467 Street Lane, Roundhay, Leeds	6
HG1-81	Sutherland Avenue LS8	8
HG1-82	3 Park Crescent, Roundhay, Leeds	5
HG1-83	Park Cottages, Leeds 8	5
HG1-84	Salmon Crescent / Stanhope Drive, Horsforth	7
HG1-85	85 Broadgate Lane, Horsforth, Leeds, LS18	5
HG1-86	Summerfield Hoout wood Ln Horsforth	7
HG1-87*	Site of Horsforth Mills, Low Lane, Horsforth, Leeds	89
HG1-88	Otley Road, Spenfield House LS16	13
HG1-90	Chandos Avenue LS8	1
HG1-91	LS8 2JJ	5
HG1-92	Park Avenue (1) - Beech Lodge, Roundhay	4
HG1-93	128 Wetherby Road, Roundhay, Leeds, LS8 2JZ	5
HG1-94	Land At Lakestream House, 142 Wetherby Road, Leeds, LS8 2LF	7
HG1-95	The Grove, North Lane, LS8	6
HG1-96*	Low Hall Road -Riverside Mill, Horsforth LS19	79
HG1-97	Calverley Lane, Horsforth - Clariant UK Ltd LS18 4RP	331
HG1-100	Former Police Station, Broadway, Horsforth	12
HG1-101	Throstle Nest Villa, New Road Side	8
HG1-102	29 - 31 Moor Road, Headingley, Leeds,LS6 4BG	32

HG1-103	Moor Road (40/42) - University of Leeds, Tetley Hal	68
HG1-104	13 -17 Shaw Lane, Meanwood, Leeds, LS6 4DH	31
HG1-105	8 Holly Bank, Otley Road, Headingley, Leeds, LS6 4DJ	7
HG1-106	Monk Bridge Road (3) LS6	9
HG1-107	Stratford Court, School Lane, Chapel Allerton	28
HG1-109	321 Chapeltown Road, Chapeltown, Leeds, LS7 3LL	6
HG1-110	2 ST Martins Road Leeds, LS7 3LX	5
HG1-111	Newton Green - former Civil Service Sports Association Ground	74
HG1-112	Elton Lodge, Newton Road	9
HG1-113	Former Dutton Arms (PH), Queenswood Drive	9
HG1-114	The Former Lounge Cinema, North Lane, Headingley	12
HG1-115	25-7 Bennett Road LS6	8
HG1-116	51 - 61 Otley Road And 3 - 9 North Lane, LS6	14
HG1-117	Granby Street, Headingley, Leeds, LS6	5
HG1-118	19 Shire Oak Road, LS6	6
HG1-120	1 North Grange Mount LS6	11
HG1-121	Kirkstall Lane, Victoria Home LS6	50
HG1-122	45 St Michael's Lane LS6	44
HG1-123	Headingley Halls Of Residence 54 - 56 Headingley Lane, Headingley, Leeds, LS6 2BP	39
HG1-124	Eden Mount LS4	17
HG1-125	St Ann's Lane - former Boston Exchange Diner), Leeds LS4 2SE	12
HG1-126	St Anns Lane, LS4 2SE	13
HG1-127	Land at 116 Cardigan Road, Headingley	14
HG1-128	83, Cardigan Lane, LS4	22
HG1-129	232 Burley Road, LS4	7
HG1-471	22 Shire Oak Road, Headingley, Leeds, LS6 2DE	9
HG1-477	80 Cardigan Road, Headingley, Leeds, LS6 3BJ	16
HG1-490	Mary Morris House, 24 Shire Oak Road, Headingley, Leeds, LS6 2DE	10
HG1-491	135 Alwoodley Lane, Alwoodley, Leeds, LS17 7PG	5
HG1-493	Oak Villa Hotel, 55 Cardigan Road, Headingley, Leeds LS6 1DW	10
HG1-500*	Corn Mill Fold, Low Lane, Horsforth, Leeds, LS18 5NJ	13
HG1-502	101 Commercial Road, Kirkstall, Leeds, LS5 3AD	36
HG1-503	Land Rear Of Shoulder Of Mutton Public House, Garmont Road, Leeds, LS7 3LW	7
HG1-506	Land at Cockcroft House, Cardigan Road, Headingley	16
HG1-515	Site of Leeds City College, Calverley Lane, Horsforth, Leeds	72
HG1-518	Meanwood Road Working Mens Club, Meanwood Road	54
MX1-3*	Abbey Road - Kirkstall Forge LS5	970
	Total	3343

*No further flood risk exception test would be needed for this site provided the development is carried out in accordance with the permission. If the scheme is altered or reapplication made, a further exception test will be required.

OUTER NORTH EAST

Plan Ref	Address	Capacity
HG1-27	Linton Springs, Sicklinghall Road, Linton	7
HG1-28	Spofforth Hill, Wetherby	325
HG1-31	Former George & Dragon, High Street, Wetherby, LS22 6LT	2
HG1-32	Site of Benfield Motors, Deighton Road, Wetherby	56
HG1-33	Hallfield Lane Wetherby	9
HG1-34	Site of Forensic Science Services, Sandbeck Way, Wetherby	57
HG1-35	Thorp Arch Grange, Walton Road, Thorp Arch	14
HG1-38	Rear Of 134-140 High Street, Boston Spa, Wetherby, LS23 6BW	6
HG1-39	Church Lane (27) - St Vincent's School, Boston Spa	13
HG1-40	201 High Street Boston Spa	10
HG1-42*	First Avenue, Bardsey	5
HG1-45	High Street, Clifford	5
HG1-46	Land To Rear Of 20-30 Syke Lane, Scarcroft, Leeds	9
HG1-49	The Biggin, Great North Road, Bramham	7
HG1-50	Bowlcliffe Road Timber Yard, Bramham	14
HG1-52	Aberford Road - Bramham Lodge	11
HG1-53	Spenn Common Lane, Bramham	9
HG1-54	Black Horse Farm, South Approach, Aberford	5
HG1-55	Station Road (37-51), Scholes	1
HG1-56	Elmhurst, Elmwood Lane, Barwick In Elmet	1
HG1-57	White House Farm, Bunkers Hill, Aberford, LS25	5
HG1-519	Leeds Road, Collingham	150
HG1-520	Grove Road, Boston Spa	88
	TOTAL	809

OUTER NORTH WEST

Plan Ref	Address	Capacity
HG1-16	Wharfedale General Hospital, Newall Carr Road, Otley	62
HG1-17	Prince Henry Court, Newall Carr Road, Otley	3
HG1-18*	Bridge Street - All Saints Mill, Otley LS21 1BQ	48
HG1-19	The Manor House And Clitherow House, Our Lady And All Saints Church, Manor Square, Otley	6
HG1-20	23-5 Manor Square, Otley	8
HG1-21	Development Engineering Services, Ilkley Road, Otley	12
HG1-22	Manor Garage, Leeds Road, Otley	14
HG1-23	The Tannery, Leeds Road, Otley, LS21 1QX	10
HG1-25	Creskeld Crescent (11) - Bramwood, Bramhope LS16	8
MX1-1 [±]	Mill Lane - Garnetts Paper Mill, Otley	245
	Total	416

*No further flood risk exception test would be needed for this site provided the development is carried out in accordance with the permission. If the scheme is altered or reapplication made, a further exception test will be required

OUTER SOUTH

Plan Ref	Address	Capacity
HG1-397	Woodland Hotel, Wood Lane, Rothwell, Leeds LS26 0PH	12
HG1-399	Former White Hart Hotel, 40 Church Street, Woodlesford, Leeds	7
HG1-402	The Chapel, Calverley Road, Oulton	8
HG1-403	Fleet Lane (land off), Oulton	77
HG1-405	Swithin Street Rothwell	8
HG1-406	Royds Lane (land off), Rothwell	90
HG1-407	China Red Dragon, 3 Wakefield Road, Oulton	74
HG1-408	Sharp Lane, Robin Hood	9
HG1-409	Land At Shayfield Lane, Carlton, W F3	14
HG1-411	Royds Green - Royds Green Farm, Oulton LS26 8EZ	7
HG1-412	Mickletown Road Methley	6
HG1-413	Site of Shann Hall bounded by Balmoral Drive Longbow Avenue and Station Road, Methley, Leeds	220
HG1-416*	Pinfold Lane, Methley WMC, Methley	6
HG1-417	Little Church Lane, Methley Infants School, Methley	12
HG1-418	Leeds Road - Lofthouse Hall, Lofthouse WF3	8
HG1-494	Oulton Hall, Rothwell Lane, Rothwell, Leeds, LS26 8ZF	5
	Total	563

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OUTER SOUTH EAST

Plan Ref	Address	Capacity
HG1-308	Barleyhill Road, Garforth	30
HG1-309	Beech Grove Avenue Garforth	9
HG1-310	Grange Court, Garforth	58
HG1-311	Bullerthorpe Lane (Temple Point), Colton	69
HG1-313	Land Off Birch Grove, Kippax, Leeds	6
HG1-314	Church Lane Swillington	14
HG1-315	51 Westfield Lane Kippax	6
HG1-316	Royal Oak, Cross Hills, Kippax	11
HG1-318	Queens Court, Queen St Allerton Bywater	9
HG1-319	Queen Street - Hollinshurst Depot, Allerton Bywater	76
HG1-472	Ledston Hall, Hall Lane, Ledston, Leeds, WF10 2BB	10
HG1-521	Moorgate, Kippax	156
	Total	454

OUTER SOUTH WEST

Plan Ref	Address	Capacity
HG1-323	Whitehall Road - The Print Factory , Lower Wortley	15
HG1-324	Whitehall Road - Dunlop and Ranken LS12	1
HG1-325	Royds Lane, Wortley, LS12	154
HG1-328	Green Lane LS11	13
HG1-329	1 Low Moor Terrace, Dewsbury Road,Hunslet, Leeds,LS11 7E	5
HG1-330	Drighlington Junior School, Whitehall Road, Drighlington, Bradford, BD11 1LN	9
HG1-331	2 Back Lane, Drighlington, BD11 1LS	6
HG1-333	Site of Nethertown Farm and Site adjacent to 13 Old Lane, Drighlington, Bradford	23
HG1-335	Leeds Valve Co Ltd, 23 - 25 Town End, Gildersome, Morley, Leeds, LS27 7HF	9
HG1-337	224 Wakefield Rd Drighlington	5
HG1-338	Bradford Road (land at), Drighlington	26
HG1-339	18 Bradford Road, Gildersome	4
HG1-340	Land off Daisy Hill Close, Morley, Leeds	14
HG1-342	Hilltop Gar, Victoria Road, Churwell	3
HG1-343	Chapel Hill, Morley LS27 9JH	1
HG1-345	Kennedys Mill, Albert Road, Morley, Leeds, LS27 8PF	5
HG1-346	St Marys Congregational Church, Morley	18
HG1-347	Commercial Street, Morley, Leeds, LS27 8HX	6
HG1-348	Former Peel Court Residential Home, 84 Peel Street, Morley, Leeds	9
HG1-349	South Parade, Morley	9
HG1-350	South Street - Park Mills, Morley	33
HG1-351	Owlers Farm PAS , W ide Lane, Morley	114
HG1-352	Middleton Park Grove, Middleton	12
HG1-354	Thorpe Road, Thorpe Crescent, Thorpe View, Middleton	25
HG1-358	Beech Works, Worrall Street, Morley	11
HG1-359	Parkfield Mills Fountain St Morley	8
HG1-360	Corporation Street, Morley	22
HG1-361	Chartists Way, Morley	51
HG1-362	Land Adj To 5 King Street Morley	9
HG1-363	South Queen Street Morley	44
HG1-364	Land At Junction Of St Pauls Street, South Queen, Street, Morley, Leeds	7
HG1-365	The Former Sycamore Public House, High Street, Morley, Leeds	6
HG1-366	Bridge Street Morley	11
HG1-367	Hollow Top Mill Bridge Street Morley	9
HG1-372	Cross Hall School House, Morley	13
HG1-373	Summerfield Court Residential Home, Britannia Road, Morley, Leeds, LS27 0DN	7
HG1-374	Lingwell Gate Lane, Thorpe	9
HG1-375	309 Leeds Road Lofthouse	5

HG1-376	Blackgates, Bradford Road, Tingley	4
HG1-377	Common Lane, East Ardsley	10
HG1-378	Ardsley Sidings, East Ardsley	174
HG1-379	Fall Lane (West), East Ardsley	64
HG1-380	Howley Hall Farm, Scotchman Lane, Morley, Leeds, LS27 0NX	8
HG1-381	Syke Road, Woodkirk	6
HG1-382	Haigh Moor Road / Westerton Road	5
HG1-384	7 & 9 Haigh Moor Road, West Ardsley, WF3 1ED	5
HG1-385	Waterword Close (7a), Tingley W F3 1QL	12
HG1-386	Westerton Rd and Waterwood Close, Tingley	14
HG1-387	Bradford Road, East Ardsley	12
HG1-388	Timber Tops Forsythia Avenue East Ardsley	8
HG1-390	Ardsley Common, Bradford Road	10
HG1-391	Bramley House, Rear of 31/93 Bradford Road	7
HG1-392	Main Street - The Old Hall Yard, East Ardsley WF3 2AP	6
HG1-393	Baghill Lane - Manor House Farm, West Ardsley	6
HG1-395	Batley Road, West Ardsley	5
HG1-396	Land Adjacent 10 Woollin Avenue West Ardsley WF3 1EX	6
HG1-467	Former Railway Public House, Moor Knoll Lane, East Ardsley, WF3 2ED	14
HG1-478	Land Along Park Wood Road, Beeston, Leeds, LS11	18
HG1-487	Freedom House, 111 Bradford Road, Tingley, WF3 1SD	5
HG1-514	Albert Drive - Lower Moor Farm, Morley	185
HG1-517	Land rear of 13 and 14 Oldroyd Buildings north of Albert Road, Morley	63
HG1-522	Bradford Road, East Ardsley	299
	Total	1677

OUTER WEST

Plan Ref	Address	Capacity
HG1-130	Harrogate Road - Stylo House Apperley, Bridge, Bradford BD10	17
HG1-131	Pollard Lane LS13	120
HG1-132	Ross Studios, Rodley Lane, Rodley, Leeds	8
HG1-133	Calverley Lane, Farsley	47
HG1-135	Springfield Iron Works, Bagley Lane, Farsley	11
HG1-136*	Bank Bottom Mills, Farsley	32
HG1-139	Whitecote Hill LS13	5
HG1-140	The Old Vic, 17 Whitecote Hill, Bramley, Leeds	9
HG1-141	Hayley's Yard, Upper Town Street Bramley	10
HG1-143	Victoria Park Avenue, Bramley	21
HG1-144	Broad Lane, Bramley LS5	19
HG1-145	Canal Wharf, Wyther Lane LS5	84
HG1-146	Former Lord Cardigan Public House, Hough Lane, Bramley, Leeds	8
HG1-147	Bramley District Centre LS13	36
HG1-148	Former Raynville Hotel, Raynville Drive, Bramley, Leeds, LS13 2QE	14

Plan Ref	Address	Capacity
HG1-149	New Street, Farsley, Pudsey, LS28 5DJ	10
HG1-150	Newlands - Farsley Celtic AFC, Farsley	14
HG1-151	Land And Premises Opposite 60 To 68, Half Mile Lane, Stanningley, Pudsey	12
HG1-152	Broad Lane - Westfield Mill LS13	133
HG1-153	Brown Cow Ph Stanningley Rd Pudsey	18
HG1-154	Fairfields, Fairfield Grove, Bramley	16
HG1-156	Swinnow Road - land north of Morrisons	25
HG1-158	Town End Works, Bramley	28
HG1-160	Hisco Works Aston Mount LS13	5
HG1-162	Bradford Road (83-105), Stanningley	78
HG1-165	Dick Lane - Midpoint, Pudsey	129
HG1-166	Land off Waterloo Mount, Pudsey LS28	22
HG1-167	Ingham's Avenue, Waterloo Mount & Grove	24
HG1-169	Land At Waterloo Road and Gibraltar Road, Pudsey	29
HG1-170	Waterloo Infants School, Waterloo Road, Pudsey	4
HG1-171	9 Marsh, Pudsey	5
HG1-172	Occupation Lane, Pudsey	83
HG1-173	Cemetery Road, Pudsey LS28 7HH	103
HG1-174	Former Pudsey Grangefield School,LS28 7ND	49
HG1-175	Clifton Road, Pudsey	3
HG1-176	51-61 Mount Pleasant Road, Pudsey	5
HG1-178	Lane End, Pudsey	14
HG1-179	Former Bowling Green, Intake Road, Pudsey	4
HG1-180	Former Garage Site, Harley Green	8
HG1-182	30 Tower Lane LS12	5
HG1-183	Moorfield Road -Tower Works LS12 3RS	62
HG1-184	Far Fold, Theaker Lane LS12	46
HG1-185	The Former Barleycorn, 114 Town Street, Armley, Leeds	8
HG1-186	Oddy's Yard Town Street LS12	9
HG1-187	43 Carr Crofts LS12	7
HG1-188	St Lawrence House, Pudsey	11
HG1-190	Berry Mount, Wood Lane LS12	12
HG1-191	249 Pudsey Road LS13	5
HG1-192	Land Off Tong Way, Farnley	16
HG1-193	Royal Oak, 40 Silver Royd Hill, Wortley, Leeds, LS12 4QQ	6
HG1-194	Land rear of 22 Thornhill Croft and Upper Wortley County Primary School, Ashley Road, Upper Wortley, Leeds	49
HG1-195	120-122 Smalewell Road, Pudsey	4
HG1-196	Site Under construction of New Builds, Green Lane, Pudsey	14
HG1-197	Land Off Fartown, Pudsey	13
HG1-198	Carlisle Road - Daytona Works, Pudsey LS28 8PL	23
HG1-201	Walmer Grove, Pudsey	36
HG1-202	Weasel PH, Roker Lane, Pudsey	12

Plan Ref	Address	Capacity
HG1-203	Lawns House, Chapel Lane, Farnley, Leeds, LS12 5ET	8
HG1-204	Prospect House Fawcett Lane LS12	12
HG1-205	Fawcett Lane - Cliff House, LS12	7
HG1-206*	South Park Mills (15a 15 16 17) - Acrivan Ltd	14
HG1-468	The Swinnow, Swinnow Lane, Swinnow, Leeds, LS13 4QX	14
HG1-469	3 Crowther Avenue, Calverley, Pudsey, LS28 5SA	5
HG1-473	Broadlea Street, Leeds, LS13 2SD	24
HG1-476	Land South Of By Pass, Hough End Lane, Bramley, Leeds, LS13 4ET	36
HG1-488	Block 1, Whingate House, Whingate, Armley	54
HG1-497	Former Farnley Working Mens Club, Butt Lane, Farnley, Leeds, LS12 5BD	8
HG1-501	Site Of The Former Christ Church Vicarage, Armley Ridge Road, Leeds, LS12	9
HG1-507	Site of Hillside Reception Centre, Leeds And Bradford Road, Bramley, Leeds	20
HG1-523	Low Moor Side, New Farnley	130
MX1-3*	Abbey Road - Kirkstall Forge LS5	415
MX1-4	Site of Sunnybank Mills, Town Street, Farsley, Pudsey	12
	Total:	2368

*No further flood risk exception test would be needed for this site provided the development is carried out in accordance with the permission. If the scheme is altered or reapplication made, a further exception test will be required.

ANNEX 2 – IDENTIFIED OFFICE (EO1) SITES WITH PLANNING PERMISSION/EXPIRED PLANNING PERMISSION

AIREBOROUGH

Plan Ref	Address	Area ha	Capacity sqm
No Sites			

CITY CENTRE

Plan Ref	Address	Area ha	Capacity sqm
MX1-5	Portland Crescent LS1	0.9	4,000
MX1-7	Cropper Gate - Mayfair LS1	0.2	3,620
MX1-8	Aireside development, Wellington Place and Whitehall Road, Leeds	6.1	121,175
MX1-10	St Peters Church & house	0.3	93
MX1-20	Jack Lane / Sweet Street LS10	2.9	95,570
MX1-21	Site of 1 and 6 Church Row, Leeds	0.1	707
MX1-22	Site of former Jayco House Car Park, Skinner Lane, Sheepscar, Leeds	0.2	247
MX1-23	Site of 20 and Land rear of 14 and 16 The Calls, Leeds	0.4	600
MX1-24	Former site of Yorkshire Evening Post bounded by River Aire and Wellington Bridge Street, Wellington Street, Leeds	1.9	3,7000
EO1-26	6 Queen Street And 28a York Place LS1	0.2	8,070
EO1-30	Adj West Point Wellington Street LS1	0.4	22,680
EO1-31	Whitehall Riverside Whitehall Road LS1	1.7	9,690
EO1-32	Flax Warehouse (formerly Marshall House) Marshall Street LS11	0.02	390
EO1-33	1 Victoria Place Holbeck LS11 5AN	0.2	660
EO1-35	10 - 11 Sweet Street Holbeck LS11 9DB	0.9	7900
EO1-36	Criterion Place	0.6	12,596
EO1-42	Ex Metro-Holst site	0.54	19,535
Total (sqm):			344,533

EAST

Plan Ref	Address	Area ha	Capacity sqm
No Sites			

INNER

Plan Ref	Address	Area ha	Capacity sqm
MX1-6	Mabgate, Macaulay Street, Argyll Road (land between)	1.2	3,670
MX1-11	Whitehall Road - Doncasters LS12	3.5	50,380
MX1-12	Globe Road - Doncasters/Lattitude LS11	2	3,220

MX1-28	Kirkstall Road - Yorkshire Chemicals Plc	2.1	750
EO1-8	Former John Peters Armley Road	0.7	2,245
EO1-9	Kirkstall Road - Maxis Restaurant site	0.3	7,330
EO1-37	Ph2 Arlington Mills, Armley Road, Pickering Street LS12	0.5	1,780
	Total (sqm)		69,375

NORTH

Plan Ref	Address	Area ha	Capacity sqm
MX1-3	Abbey Road - Kirkstall Forge LS5	17.5	14,270
EO1-4	Low Lane Horsforth	1.2	8,302
EO1-5	Office Element Corn Mill Fold Low Lane, Horsforth LS18	0.1	540
EO1-7	471 Kirkstall Rd LS5	0.1	500
	Total (sqm)		23,612

OUTER NORTH EAST

Plan Ref	Address	Area ha	Capacity sqm
EO1-3	Park Hill Farm Park Hill Studio Walton Road, Wetherby	0.5	579
EO1-40	Bldgs B Park Hill Farm, Walton Road, Wetherby	0.1	1,050
	Total (sqm)		1,629

OUTER NORTH WEST

Plan Ref	Address	Area ha	Capacity sqm
MX1-1	Mill Lane - Garnetts Paper Mill, Otley	9.3	604
	Total (sqm)		604

OUTER SOUTH

Plan Ref	Address	Area ha	Capacity sqm
No Sites			

OUTER SOUTH EAST

Plan Ref	Address	Area ha	Capacity sqm
No Sites			

OUTER SOUTH WEST

Plan Ref	Address	Area ha	Capacity sqm
EO1-22	Rear of Arlington Business Centre Millshaw Park Avenue LS11	0.4	3,280
EO1-23	Millshaw Park Lane Leeds LS11 0LT	2.3	6,265
EO1-38	St Anthony's Road Beeston	2.9	3,295
EO1-39	Phase 3 Capitol Park Tingley Common WF3	2.4	1,600
	Total (sqm)		14,440

OUTER WEST

Plan Ref	Address	Area ha	Capacity sqm
MX1-4	Town Street, Farsley, Pudsey, Leeds, LS28 5UJ	3.3	5,000
	Total (sqm):		5,000

ANNEX 3 – IDENTIFIED GENERAL EMPLOYMENT (EG1) SITES WITH PLANNING PERMISSION/EXPIRED PLANNING PERMISSION

AIREBOROUGH

Plan Ref	Address	Area Ha	Capacity (ha)
EG1-5	Park Mill Leeds Road, Rawdon	4.3	4.34
EG1-72	Land adjacent to Netherfield Mills, Netherfield Road, Guiseley, Leeds	0.4	0.4
Total (ha)			4.74

CITY CENTRE

Plan Ref	Address	Area ha	Capacity (ha)
No Sites			

EAST

Plan Ref	Address	Area ha	Capacity (ha)
No Sites			

INNER

Plan Ref	Address	Area ha	Capacity (ha)
EG1-20	Long Close Industrial Estate Dolly Lane Burmantofts	0.2	0.2
EG1-22	S/o 30 Springwell Road Holbeck Leeds 12	0.4	0.39
EG1-23	Former Lord Nelson Inn 22 Holbeck Lane Holbeck	0.1	0.11
EG1-24	48-52 Springwell Road Holbeck LS12 1AW	0.2	0.15
EG1-25	139 Gelderd Road Leeds 12	0.2	0.23
EG1-70	Scattergood and Johnson Ltd, Lowfields Road	1.2	1.24
Total: (ha)			2.32

NORTH

Plan Ref	Address	Area ha	Capacity (ha)
EG1-11	Unit 2 St Anns Mills Off Commercial Road Kirkstall	0.2	0.22
Total: (ha)			0.22

OUTER NORTH EAST

Plan Ref	Address	Area ha	Capacity (ha)
EG1-8	Land at Rudgate Walton Wetherby	0.7	0.37
EG1-9	Units 512 & 515 Thorp Arch Trading Estate Wetherby, LS23 7BJ	1.6	1.9
EG1-10	Holmecroft York Road LS13 4	2.3	2.29
EG1-68	Unit 204 Avenue C Thorp Arch Estate, Wetherby	1.1	1.12
	Total (ha)		5.68

OUTER NORTH WEST

Plan Ref	Address	Area ha	Capacity (ha)
EG1-7	Pool Road Otley LS21 1EG	0.3	0.27
	Total (ha)		0.27

OUTER SOUTH

Plan Ref	Address	Area ha	Capacity (ha)
	No Sites		

OUTER SOUTH EAST

Plan Ref	Address	Area ha	Capacity (ha)
EG1-45	6A & 7 Astley Way Swillington	0.7	0.68
	Total (ha)		0.68

OUTER SOUTH WEST

Plan Ref	Address	Area ha	Capacity (ha)
EG1-46	Former Pack Horse Inn Gelderd Road LS12	0.3	0.26
EG1-50	Unit A Bracken Park & Overland Industrial Estate Gelderd Road, Gildersome LS27	2.6	0.35
EG1-51	Units B C & D Bracken Park & Overland Industrial Estate Gelderd Road, Gildersome LS27	0.81	0.81
EG1-53	R/o Epsom Court Bruntcliffe Avenue Morley LS27	0.3	0.29
EG1-67	S/o Premier House Ring Road Royds Lane LS12	0.3	0.33
EG1-69	Leeds College Of Building, Parkside Lane	0.33	0.33
EG1-71	Capital House, Bruntcliffe Way, Morley	1.54	1.54
EG1-73	Land at Howley Park Trading Estate, Morley	3.15	3.15
	Total (ha)		7.06

OUTER WEST

Plan Ref	Address	Area ha	Capacity (ha)
EG1-16	Tong Road/pipe & Nook La Ls 12	0.2	0.22
EG1-17	DSL House Wortley Moor Road Upper Wortley LS12 4JE	0.3	0.29
EG1-66	Land adjacent to Canada Dry, Intercity Way, Swinnow, Leeds	0.8	0.81
		Total (ha)	1.32

Appendix 2

Leeds Infrastructure Delivery Plan

Leeds Infrastructure Delivery Plan

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1. INTRODUCTION

i) **Purpose of the Infrastructure Delivery Plan**

- 1.1 The previous version of this Infrastructure Delivery Plan (IDP) dated April 2013 supported the Core Strategy through Examination. This current version is targeted to support the next stages of the Site Allocations Plan (SAP). The IDP is inherently a 'living' document which means it is necessary to review it over time. All future references to the SAP in this IDP also refer to the AVLAAP unless specifically drawn out separately.
- 1.2 This IDP identifies as far as possible the currently planned infrastructure provision in the Leeds District, including the critical infrastructure necessary for the delivery of the SAP as based on the Core Strategy (CD2/1) up until 2028. It provides an overarching framework for other service providers' plans and programmes, to bring them into one place and to ensure that all providers are planning for the predicted level and locations of future growth as set out in the Core Strategy. The schedule within the IDP sets out strategic infrastructure which is needed to make sure that changing circumstances, timetables and funding sources are accounted for.
- 1.3 The Core Strategy embeds the requirement to plan for infrastructure needs arising from the planned growth within the Spatial Vision and Objectives, and Spatial Policies 1, 6, 8, and 11. The Key Diagram identifies the key elements of the Leeds Transport Strategy which is also shown in Map 9 of the Core Strategy. Policy ID1 summarises the methods for 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 (CD2/2) 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.
- 1.4 The IDP also helps to further embed the relationship between the Vision for Leeds and the Leeds Local Plan. Although the IDP seeks to identify the key infrastructure items which are required to meet the growth objectives set out in the Core Strategy and the SAP, it does not capture every project being planned by each Council service or external provider. The IDP recognises there are numerous other plans and strategies which provide more detail on what, how and when those services are to be delivered.

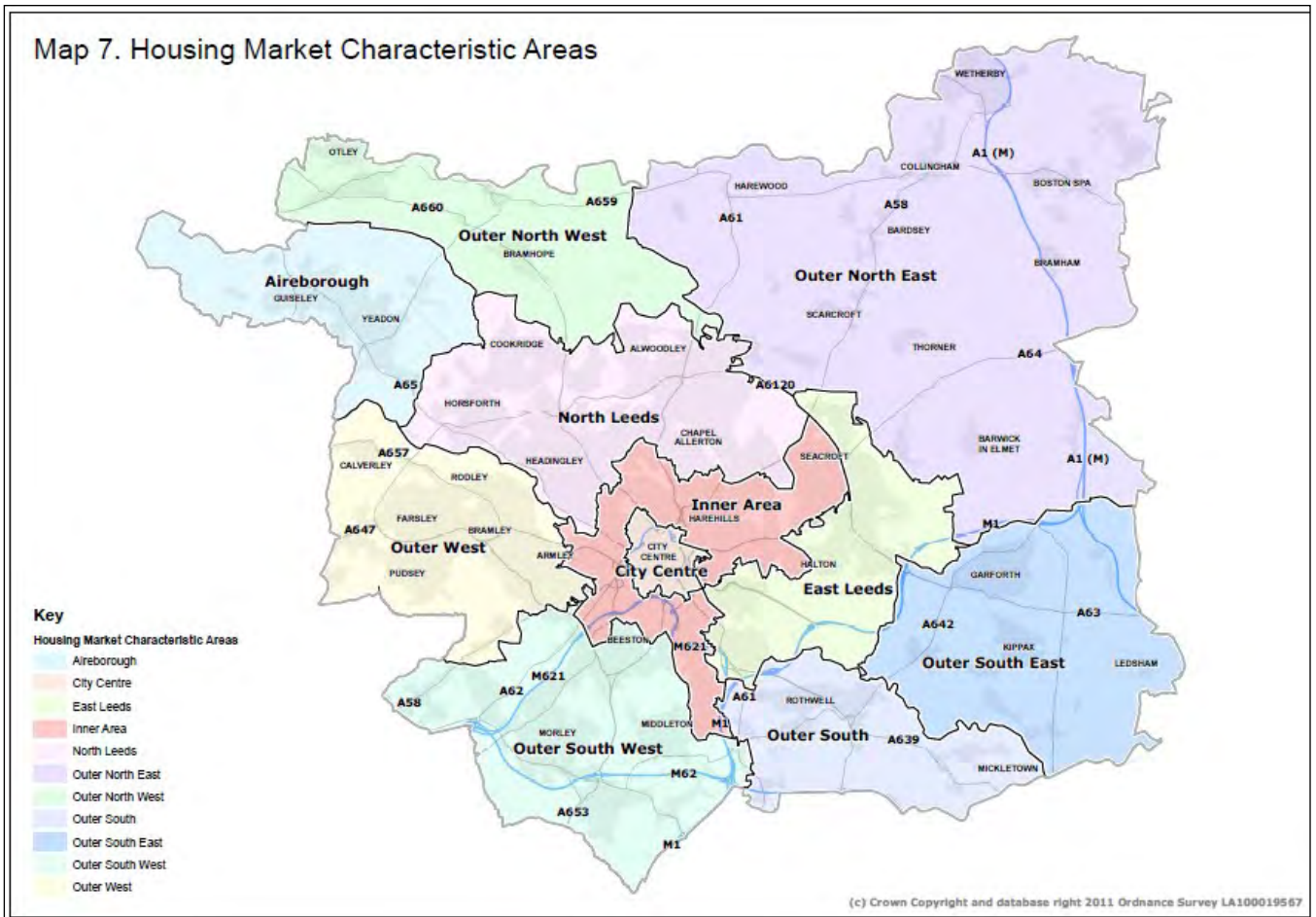
ii) Developing the SAP Infrastructure Requirements

- 1.5 From the early stages of the SAP preparation, infrastructure consultees have been involved in the process of assessing infrastructure issues and requirements arising from the sites which were considered for their suitability for development. This has included external organisations and relevant departments within Leeds City Council. This approach included a focus on the duty to co-operate, as evidenced throughout this IDP in the range of schemes and interventions that are cross-boundary, and for instance in the development of the West Yorkshire Plus Transport Fund. Such a duty is integral within the consultation processes already undertaken, for instance Highways England and Network Rail are just two examples of providers which have a strategic view and are inherently 'cross boundary' in their input. Please see the 'Duty to Co- operate Background Paper' for more information.
- 1.6 The process agreed for both topic areas was to send a list of the sites being assessed to the infrastructure contacts, for their individual site comments (and proposed mitigation measures where necessary) to then be provided to the officers involved in the SAP process. These infrastructure comments and responses were incorporated into the SAP database which logs all information relevant to every site. The information was then used to inform the site selection process and Sustainability Appraisal of sites. The sites were assessed for housing, employment and mixed use (housing, and employment). This has been an iterative process throughout the preparation of the SAP. In addition to the separate contact made with infrastructure consultees, all statutory consultees were consulted as part of the formal consultation stages of the SAP and representations received have been considered, which has informed the process of site selection. Where the representations resulted in changes to the documents, revisions or new site requirements have been provided.

iv) Developing the IDP

- 1.7 The initial IDP (April 2013) followed the following methodology in its development:
- a) Identification of partner service providers and setting up of an infrastructure group
 - b) Review of providers' published plans, asset management strategies, and projects.
 - c) Information gathering through targeted questionnaire, group meetings, and information review in order to share emerging plans and priorities.
 - d) Assess infrastructure proposals and capacity, standards and deficits, against the emerging Core Strategy policies and growth targets.
 - e) The above steps enabled the preparation of the schedule and the Draft IDP,
 - f) Although due to the long timescales involved in the Core Strategy preparation dating from 2006, it was an iterative process which required regular updating and review.
 - g) The infrastructure planning outlined above also helped to refine the Core Strategy, identify requirements, and shape its policies.
 - h) Wider public and partner consultation on the draft IDP, alongside the Publication draft of the Core Strategy in March 2012.
 - i) Further informal consultation throughout 2012 with infrastructure providers and LCC departments to support the evidence base for the CIL Preliminary Draft Charging Schedule.
 - j) Final refinement and preparation in early 2013.
 - k) The IDP was then subject to public Examination in October 2013 as part of the evidence to support the Core Strategy, including a specific examination session on infrastructure and monitoring (plus another session on infrastructure issues relating to certain community areas.
 - l) The IDP is a 'live document, and since the adoption of the Core Strategy has been periodically updated to reflect changing circumstances in relation to infrastructure. As the SAP and AVLAA site identification process and consultations have progressed, an iterative update of the IDP has been carried out.

Map 7. Housing Market Characteristic Areas



1.8 The IDP also informed the Community Infrastructure Levy infrastructure evidence as tested at the CIL Examination in June 2014, and development of the Regulation 123 Infrastructure List. The IDP was then iteratively reviewed and updated in order to prepare this update, to take into account the processes and comments made for the SAP as outlined above.

v) Infrastructure Delivery

a) Site specific requirements

1.9 As described above, the most appropriate sites for SAP allocations have been proposed having regard to planning, highways, environmental and other considerations. This site selection process has been informed by the consultee comments of infrastructure providers or technical planning consultees. Some allocations contain site specific requirements relating to infrastructure. These set out where sites cannot come forward without delivering infrastructure improvements or contributing land or payments towards locally identified priorities.

b) Neighbourhood Plans

1.10 Neighbourhood Plans prepared by community groups also elaborate on the Infrastructure requirements and priorities from their own viewpoint, and will/do work in tandem with the Site Allocations Plan and other Council support to help deliver the necessary infrastructure at the right time. The Council has designated 35 neighbourhood areas, and 13 Neighbourhood Forums. To date there are 8 made neighbourhood plans, one referendum is scheduled, with a further 10 Plans expected to be

submitted for independent examination and referendum over the next year. Many areas are progressing, one draft plan has been supported at referendum, two have successfully passed examination, two others have been submitted for examination and two are expected shortly. Many neighbourhood areas are progressing with a plan, in addition to those above, one draft plan has been supported at referendum, two have been subject to independent examination and recommended for referendum, and a further two are currently being examined with reports expected. In addition 15 Neighbourhood Planning Groups have completed Pre-Submission Consultation / have well-defined policy intentions, 7 are also at earlier stages or are re-focusing their activities.

- 1.11 The Council is working closely with many of these communities to support and guide them in the neighbourhood plan process. It has established an overarching Neighbourhood Planning Steering Group to coordinate and guide neighbourhood planning at a strategic level across the City as well as individual officers assisting specific communities at a local level. The Council secured funding for four Frontrunner Pilot areas. These groups have been making good progress with the benefit of the Council's financial and officer support.
- 1.12 Further work is underway in order to assist communities (both within and outside of neighbourhood planning areas) to identify their local infrastructure needs and priorities. This is to help inform future infrastructure spending decisions, and particularly for those funds which are locally managed or for local funding bid processes.

c) **The Community Infrastructure Levy and S106 Agreements**

- 1.13 Local authorities can charge a Community Infrastructure Levy (CIL), a tariff system on new development to help contribute to new infrastructure. It is a non-negotiable charge on new buildings in £s per square metre on gross internal floor area. A development generally becomes liable on the grant of planning permission, and the CIL is paid in instalments from when the scheme commences on site. The Leeds CIL Charging Schedule (CD2/10) was adopted in November 2014 and charges were implemented from April 2015. The rates were subject to various stages of public consultation and a public examination, and the Examiner considered that the CIL charges are a cautious but realistic approach, at levels that will not put the overall development of Leeds at risk. The Council "must apply CIL to funding the provision replacement, operation or maintenance of infrastructure to support the development of its area."
- 1.14 The CIL aims to support and incentivise sustainable growth, because it will directly meet some of the infrastructure needs created by new growth, although it is important to note that the Government's intention has never been for the CIL to pay for all necessary local infrastructure. Planning Policy Guidance explicitly states that "the Government recognises that there will be uncertainty in pinpointing other infrastructure funding sources, particularly beyond the short-term." A wide range of other funding sources will continue to be necessary and will be fully investigated by the Council.

CIL and Section 106 Agreements

- 1.15 From April 2015 the previous method of gaining pooled developer contributions through 'Section 106 Agreements' has been greatly limited due to CIL Regulations. This was the key reason for introducing the CIL in Leeds. The CIL replaces the previous method of S106 pooled contributions (via Supplementary Planning Documents) for off site greenspace, public transport improvements, education, public realm and public realm subject to express exceptions.
- 1.16 However, the CIL is intended to provide infrastructure to support the development of an area rather than to make individual planning applications acceptable in planning terms. As a result, S106s still have

an important role in mitigating on-site or very local impacts in order to make an individual development acceptable. To ensure that individual developments are not charged for the same infrastructure items through both S106s and the CIL, the Regulations require the Council to publish a list of those projects or types of infrastructure which may be funded by the Council's strategic proportion of the CIL, called the Regulation 123 List (CD2/11). A S106 contribution (or a S278 Highways contribution) cannot then be required towards infrastructure specified the same item in the List.

- 1.17 A further restriction on the use of S106s is that there is now a limit of five separate obligations which can be pooled towards an individual infrastructure project or type of infrastructure, as it is intended that the CIL becomes the main mechanism for pooled contributions. This is discussed further below in relation to the implications for infrastructure planning in the SAP. The Reg 123 List (CD2/11) does not signify a commitment to fund the projects listed or identify spending priorities.
- 1.18 The List will be reviewed as necessary, subject to appropriate local consultation and justification. Therefore, for clarity, there are a number of matters which will continue to be addressed through S106 or S278 Agreements:
- Affordable housing
 - Employment and skills agreements e.g. local employment or apprentice contracts
 - Site specific matters needed to make the development acceptable in planning terms, including new bus connections or services and cycle / pedestrian routes and connections if directly required by the development, local junction / highways improvements and access into the site, primary education required as a result of large scale residential development identified in the SAP, greenspace as required by Core Strategy Policies G4 and G5 (which include requirements for a financial contribution in lieu of on-site provision in certain circumstances).
 - Public realm improvements on-site, and off-site where this is required as a direct result of an adjacent development.
 - On-site drainage and flooding solutions
 - On site sustainable energy requirements
 - Metrocards, travel plans and monitoring fee / co-ordinator posts

CIL Spending

- 1.19 In terms of spend all CIL except for the neighbourhood proportion is directed to the strategic fund whereby priorities for strategic CIL spending will be decided annually as part of the budget setting process. This will be in line with the Reg123 List, and taking into account the impact of specific and cumulative infrastructure needs arising from new development. Up to 5% CIL receipts are to be retained for administrative costs.
- 1.20 The Council is also required to pass over the relevant proportion of CIL known in Leeds as the neighbourhood fund as follows;
- Town or Parish Council area: 15% if no neighbourhood plan or 25% with neighbourhood plan.
 - Non-parished area: 15% of the CIL generated in that area if no neighbourhood plan or 25% with neighbourhood plan. The Council has determined that spending decisions will be made by LCC Community Committees in consultation with the relevant community.
- 1.21 There is more discretion over spending of the neighbourhood fund than the City Council's strategic fund, as not only can it be on "the provision, improvement, replacement, operation or maintenance of infrastructure", it can also be on "anything else that is concerned with addressing the demands that development places on an area." Spending does not have to be towards projects on the Reg123 List (CD2/11). For instance, the neighbourhood fund could be used towards additional school

capacity if this is identified as a local issue. Community Committees will direct local spending decisions, with overall guidance/protocols. In order to align infrastructure planning, communities need to consider the relationship between potential sites, phasing, infrastructure needs and mitigation, and CIL income.

Viability

- 1.22 The CIL was tested against the cumulative impact of all the Core Strategy policies on the development viability of a range of hypothetical sites, as specific sites were not known at the point the CIL evidence was generated. The Economic Viability Study (GVA, Jan 2013 (CD2/12) and update May 2014 (CD2/13) was the key piece of evidence. It undertook an iterative process in balancing for instance how much the authority wants to collect under the CIL, against the amount of affordable housing. Ultimately, the CIL rates were set after all the other policy considerations had been taken into account.
- 1.23 The Government is clear that the CIL must strike 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. The NPPF also states in paragraph 173 that “pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable. “It is not the intention to stop development coming forward by requiring sites to provide unreasonable levels of on-site infrastructure or other contributions.

d) Leeds City Region Deal and the West Yorkshire Plus Transport Fund

- 1.24 The City Deal for the Leeds City Region was agreed by the Government and the Local Enterprise Partnership in September 2012. It brought together a range of funding sources to create an investment framework that has a number of components including a commercial revolving fund that will lend on projects that the banks are unwilling to lend on, along with EU Funds, a potential single capital pot, and Enterprise Zone income. The investment framework began funding projects in 2013. Working as a City Region allows greater potential in bidding for infrastructure funding.
- 1.25 The Leeds City Region achieved a very positive outcome from the Local Growth Fund settlement. Over the 6 year period (2015/16 – 2020/21) of the Deal, the Leeds City Region secured £572.9 million, which is the largest settlement in the Country. The settlement also included the previously accepted Department for Transport ‘legacy’ schemes, such as Leeds Station Southern Entrance and NGT.
- 1.26 In July 2014, the Government announced that the WYCA had, uniquely, secured funding to establish a £1bn West Yorkshire Plus Transport Fund (EB9/10). The Fund will comprise £600m of Government funding government over 20 years, £183m of other devolved transport funding previously secured through the City Deal, and local contributions.

Period	Funding Available	£m
2015/16 – 2020/21	LGF - 6 years @ £30m per year	180
2015/16 - 2024/25	Devolved DfT Major Scheme Funding	183

2021/22 – 2034/35	LGF - 14 years @ £30m per year (subject to independent assessment of satisfactory delivery and economic impact)	420
2015/16 – 2034/35	Public Sector match funding including committed levy	217
Total		1,000

- 1.27 The Fund has the potential to generate significant additional economic investment that would deliver jobs in the short and longer term, enhance connectivity to, from and within West Yorkshire, and establish a fully integrated transport system for the region. In addition, it would substantially reduce dependence on central funding to include significant devolution of spending decisions and give local communities and businesses surety over a 10 year programme of Major Transport Schemes. All projects will be tested through a single appraisal framework. A fund of this scale will support a transformation of the transport network, develop it in a way that is not constrained by District boundaries and support future economic growth. By committing to and publishing a plan and a Fund to deliver it, West Yorkshire will be in good position to attract investment and economic growth as the UK moves out of recession. The WYCA will use the £1bn West Yorkshire Plus Transport Fund targeted at reducing congestion, improving the flow of freight and making it easier for people to commute to and from expected major growth areas.
- 1.28 A £1.4bn programme and funding strategy for the West Yorkshire Plus Transport Fund was approved. The agreed programme contains 21 schemes to be delivered in full by 2021. In addition, there are another 12 schemes (or phases of schemes) to be on site by 2021 and a further 6 schemes to be delivered by 2025. This programme is periodically reviewed as development proceeds. Sitting alongside this Leeds City Council has prepared a Transport Investment Programme of bus and rail investment for the £173.5 million earmarked by the Government in May 2016 in recognition of the need for a public transport scheme in the city.
- 1.29 All of the schemes in the programme have been devised and assessed for impact on unlocking economic benefits in terms of, employment and housing growth across West Yorkshire and York. These objectives are in line with the Strategic Economic Plan (EB3/4) drawn up by the Leeds City Region Enterprise Partnership (LEP) and adopted by the Combined Authority. As part of the Growth Deal settlement announced in July 2014, West Yorkshire and York secured a 20-year settlement of £30m per year to support the West Yorkshire plus Transport Fund (EB9/10). This will deliver a further £420m in government funding from 2021-22 to 2034-35. The full list of the schemes to be delivered is included in the Transport Section below.
- 1.30 Along with the Leeds City Region Enterprise Partnership (LEP) the West Yorkshire Combined Authority is also committed to seizing the economic benefits of high-speed rail and the pan-regional Northern Powerhouse Rail for the region. HS2 is expected to directly benefit Leeds City Region to the tune of £1bn a year in extra economic growth, and Transport Fund investment will ensure the key towns and cities in this large and diverse City Region have fast, efficient access to the high-speed network.

e) Other Funding Sources

- 1.31 Plans for the New Generation Transport (NGT) trolleybus system have now been abandoned following the Secretary of State's decision in May 2016 not to approve the powers for the 14.8km scheme following a public inquiry. As a consequence of this, the Department for Transport (DfT) have earmarked £173.5M in recognition of the need to for public transport investment in the city and the Council submitted a strategic case for the 'Leeds Public Transport Investment Programme' (EB9/17) to DfT in December 2016. This package also includes an additional private sector investment of up to £100M.

The Council makes all attempts to gain a range of funding, including through bidding to the Local Enterprise Partnership, national and European sources and programmes. The Council also progresses 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, SAP, and AVLAAP ambitions.

- 1.32 Some of the infrastructure planned for Leeds is essential for the proper delivery of the SAP and AVLAAP whereas other infrastructure is less critical. These delivery strands have been identified in the IDP Schedule, 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, 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. Monitoring is an important aspect of contingency as it provides up to date evidence and feedback to enable review of policies and progress.
- 1.33 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 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 SAP.
- 1.34 As outlined in the IDP Schedule, the Council will continue to seek funding through a wide range of sources to provide the necessary infrastructure to support the District. For instance, this may be provided by central government in the form of supported borrowing and grants (normally for specific purposes, and particularly from the Department for Transport and the Department for Education), in the form of grants from other external bodies, or from developer contributions. Funding sources investigated for LCC services also include the capital programme including council tax, generation of capital receipts, the New Homes Bonus, the City Centre Business Improvement District and other sources of funding and borrowing associated with the Leeds City Region Enterprise Zone, such as £8.57m Building Foundations for Growth Fund from central governments and potential to reinvest business rates retained by the City Region to further facilitate delivery of the Enterprise Zone.
- 1.35 The New Homes Bonus (NHB) was introduced in 2010 as a grant paid by central government to local councils for increasing the number of houses built in their area. It is paid as a match of the council tax raised on each new home (new-build homes, conversions and long-term empty homes brought back into use) currently for the following 6 years. There is also an extra payment for providing affordable homes. It aims to offer a clear incentive and reward for councils and communities to agree to new housing. The Leeds allocation for 2016/2017 was £3,487,578. Central government introduced two key reforms in 2017/18. The number of years funded will reduce from 6 years to 5 in 2017/18 and to 4 from 2018/19. A new national baseline is also being introduced, so that authorities will only be rewarded for homes built exceeding 0.4% of existing stock. Due to these reforms, the Leeds NHB allocation for 2017/18 is £2,503,347.

2. PHYSICAL INFRASTRUCTURE

i) **Transport**

- 2.1 The West Yorkshire Integrated Transport Authority (WYITA) was the Local Transport Authority for the West Yorkshire area from 2009-2014, comprising the five district local highway and traffic authority

areas of Bradford, Calderdale, Kirklees, Leeds and Wakefield. It had the sole statutory responsibility for the development and oversight of the West Yorkshire Local Transport Plan; 'My Journey West Yorkshire – Local Transport Plan 2011-2026', which was prepared for the W YITA by the former Metro (the West Yorkshire Passenger Transport Executive) working in partnership with Leeds City Council and the other West Yorkshire District Councils. The Authority funded the implementation of its policies and raised its money through a levy on the relevant councils. The councils received part of that cost from Government grants and raised the remainder from their council tax and other sources.

- 2.2 On 1 April 2014, the WYITA and the West Yorkshire Passenger Transport Executive were dissolved and the West Yorkshire Combined Authority (WYCA) was created (N.B. the 'Metro' brand name still exists for its public transport function). It has wider transport and economic regeneration functions, while still working alongside the five District Councils. It sets policies, and maintains the public transport network through promotion (e.g. providing information or pre-paid tickets), and through subsidy (e.g. through subsidising non-profitable but socially necessary routes). It also manages and maintains the majority of bus stations and stops. This has been a step change in devolved decision making affecting the delivery of transport investment across the Leeds City Region. The W YCA was set up to manage the £1 billion West Yorkshire Plus Transport Fund and support economic growth. In addition, as a member of RailNorth, W YCA will also be involved with the management of the Northern and TransPennine rail franchises from April 2016 onwards.
- 2.3 Transport for the North (TfN) is a new partnership involving the northern city regions, LEPs and Government. In combination with Highways England, Network Rail and HS2 Ltd, TfN is aiming to transform the Northern economy and create a 'Northern Powerhouse' through a long term investment in transport networks and infrastructure.
- 2.4 These significant changes will enable local decision makers to have a much greater level of control over transport investment, enabling the delivery of the key pieces of infrastructure required to support the Leeds Core Strategy and accompanying Site Allocations Plan.
- 2.5 Local Authorities in England produce and regularly update Local Transport Plans (LTPs). LTPs identify priorities for maintaining and improving local transport systems, based on the needs and wants of residents and organisations in the region, and put forward plans for how they will be achieved. These improvements are then given funding to be put into action. In August 2017 the W YCA adopted the West Yorkshire Transport Strategy 2040 and an associated West Yorkshire Bus Strategy 2040. The new plan is a twenty year vision for developing an integrated transport network that supports the Leeds City Region Enterprise Partnership's Strategic Economic Plan (SEP) for sustained and healthy economic growth, especially for jobs and housing. The Transport Strategy¹ updates the current West Yorkshire Transport Plan (LTP3) and sets out a step change in the quality and performance of the transport system within West Yorkshire, and its connections with the rest of the UK. The Bus Strategy sets out the how local bus services should contribute to the achievement of the growth ambitions set out in the SEP. It includes required actions relating to integration (fares, ticketing, information and co-ordination), service standards, environmental standards and responsiveness to growth areas (housing and employment) identified in the SEP.
- 2.6 The West Yorkshire Transport Strategy 2040 (EB9/18) has three objectives:
 - Economy: Create a more reliable, less congested, better connected transport network
 - Environment: Have a positive impact on our built and natural environment.
 - People and place: Put people first to create a strong sense of place.

¹ Formerly known as the Single Transport Plan

- 2.7 In addition, it identifies a range of policy proposals, collected across six core themes. They address the challenges and opportunities facing West Yorkshire and those issues identified as being most important in consultation with stakeholders and the public:

Inclusive Growth, Environment, Health and Wellbeing

- Our ambition is to connect people to better living standards and higher earning jobs, and to significantly improve the health, overall well-being and environment of the people living and working here.
- We aim to reduce traffic emissions to near zero, tackle the damaging impacts of climate change on our homes and businesses and reduce road accidents, aspiring to 'zero tolerance' of transport-related deaths. We want to become known as a great, safe place for cycling and walking.

Road network

- Our ambition is for an efficient, safe and reliable road network for all users that creates new opportunities for jobs and housing.
- We aim to deliver a step-change in the reliability of journey times for people and goods, and to provide high quality infrastructure for all users.

Places to live and work

- Our ambition is for West Yorkshire to be known for the quality and liveability of its places.
- We will use our transport investment to help transform our cities, towns and neighbourhoods - to create clean, safe, healthy places for communities and businesses, which attracts greater inward investment.

One System Public Transport

- Our ambition is for a world class public transport system that connects different modes of transport seamlessly into one comprehensive, easy-to-use network.
- We aim to transform the performance, image and experience of public transport to make it an attractive choice for all.

Smart futures

- Our ambition is to make best use of advancements in technology across all of our transport networks
- We aim to better plan and manage all of our transport networks to transform the affordability, ease and experience of the people using it.

Asset management and resilience

- Our ambition is to ensure that we make best use of our existing and future transport assets.
- We aim to ensure our transport networks are fit for the future and properly managed in a safe, sustainable, environmentally-friendly and cost-effective way.

2.8 As outlined in the funding section, the following projects comprise the agreed programme for the West Yorkshire Plus Transport Fund (EB9/10) in Leeds (September 2016). The delivery timescales reflect the position at the time of the report and have moved on since then with the latest dates provided in the schedule, however, the delivery priorities remain essentially as listed below

Projects directly affecting Leeds to be delivered in full by 2021

- Rail Station parking expansion programme across West Yorkshire Aire Valley - Leeds Integrated Transport Package (phase 1 park and ride only – now completed)
- Leeds Station Gateway – New Station Street
- Highways network efficiency (UTMC) across West Yorkshire strategic highway network

Other projects directly affecting Leeds to be on site by 2021

- East Leeds Orbital Road (ELOR) and northern outer ring road junctions
- Aire Valley - Leeds Integrated Transport Package (Phase 2 north-south link road)
- West Yorkshire Corridor Improvement Programme - package of highways efficiency (all vehicles) and bus improvements (Phase 1)
- A653 Mirfield to Dewsbury to Leeds corridor
- Leeds City Centre Package
- Thorpe Park station (previously referred to as East Leeds Parkway)
- A65 Leeds Bradford Airport Link Road

Further projects directly affecting Leeds to be delivered by 2025

- Leeds Station Street – Yorkshire Hub
- West Yorkshire Corridor Improvement Programme - package of highways efficiency (all vehicles) and bus improvements (Phases 2 & 3)
- A6110 Leeds Outer Ring Road Route Improvement (Stanningley Bypass to M621), Leeds

Transport Background Paper

- 2.9 The IDP is supported by a separate Transport Background Paper (Appendix 3). This includes an overview of the current key transport projects and funding sources, and summarises the forecast impacts of the proposed allocations in the Site Allocations Plan (SAP) on the transport network in Leeds. Therefore only the key headlines will be included in this chapter, in order to avoid duplication.
- 2.10 The population increase and increased car ownership is considered to result in an increase in traffic of between 14-24% across the District by 2028. Past trends, however, suggest that traffic growth has tended to be well below forecasts, particularly in the peak hours, and so these figures must be regarded as a worst case scenario.
- 2.11 Nevertheless a significant step change in transport investment is planned across the City and the wider City Region to support the economic growth of Leeds, provide good alternatives to the private car, and to reduce carbon emissions. Schemes prioritised in the West Yorkshire Plus Transport Fund, together with existing major transport schemes such as City Connect and Kirkstall Forge station, represent an investment of £570M. On top of this, DfT have earmarked £173.5M in recognition of the need to for public transport investment in the city, First Group are to invest in a new fleet of buses, while Highways England and the rail industry are also investing in additional capacity on the strategic road and rail networks.

2.12 In combination these programmes are being delivered to support the economic growth of Leeds, to provide good alternatives to the private car and to reduce carbon emissions, in line with the objectives of the Local Transport Plan the West Yorkshire Transport Strategy 2040 and the Leeds Core Strategy (CD2/2).

2.13 In addition to these projects, a number of further interventions have been identified to mitigate the forecast impacts of growth at key junctions across the Leeds highway network. It is expected that contributions will be obtained from developers towards the delivery of these interventions, alongside contributions towards schemes within the WYPTF. As well as sites that have a direct impact upon specific junctions, sites have also been identified where the additional traffic generations are lower, but in combination with other sites have a cumulative impact at these junctions and along corridors. It is expected that contributions will also be obtained from these sites to support appropriate improvements.

2.14 It is proposed that support for public transport, walking and cycling schemes will be sought through the Community Infrastructure Levy (CD2/12 and CD2/13) and the Leeds Public Transport Investment Programme.

a) Public Transport Major Schemes

2.15 Plans for the New Generation Transport (NGT) trolleybus system have now been abandoned following the Secretary of State's decision in May 2016 not to approve the powers for the 14.8km scheme following a public inquiry. The system was planned as a two line trolleybus network with associated park and ride sites that would link Stourton (M1 Jn 7) and Holt Park/Bodington with Leeds city centre.

2.16 Nevertheless, the DfT have allocated their planned £173.5M contribution to NGT towards public transport schemes in Leeds and the Council submitted an outline business case for the Leeds Public Transport Investment Programme to DfT in December 2016. This was approved in April 2017. This package includes an additional private sector investment of up to £100M and comprises proposals for:

- A new high frequency bus network
- A comprehensive package of bus priority measures across the city to improve journey times on some of the most congested corridors
- Investment by First Group in 284 environmentally clean buses
- Provision of real time information at 1000 more bus stops
- Three new rail stations serving Leeds Bradford airport, Thorpe Park2 and White Rose and the provision of additional parking at New Pudsey station
- Two additional park and ride sites at Stourton and at Alwoodley together with further expansion of the existing Elland Rd site
- Accessibility improvements at Cross Gates, Morley and Horsforth stations
- New improved bus hub interchange facilities in the city centre and district centres

b) Buses

- 2.17 The majority of public transport journeys in Leeds District are made by bus, and this mode will continue to perform a significant role during the plan period. There are a number of bus companies operating within the Leeds district, now coordinated and monitored by the W YCA. The majority of bus services are run on a commercial basis, however, the W YCA does provide financial support for some evening and weekend services.
- 2.18 A number of improvements to the bus network have been made in recent years, and these are detailed further in the separate Transport Background Paper. Key priorities have been to reduce journey times by creating more dedicated bus lanes and bus priority junctions, and improved enforcement of these lanes to ensure that they are not used by other vehicles. Enforcement of bus priority measures is important to ensure that they deliver the desired outcomes. In the next few years all bus lanes/gates in Leeds will be enforced by the use of camera technology. In addition, a programme of traffic light priority measures has been implemented in Leeds to reduce delays for buses at some of the busiest junctions. The Leeds Public Transport Investment Programme includes proposals for a new Leeds High Frequency Bus Network with over 90% of core bus services running every 10 minutes between 7am and 8pm; the provision of real time information at a further 1000 bus stops; and a commitment by First Group to introduce 284 brand new, comfortable, and environmentally clean buses with free Wi-Fi and contact-less payments by 2020. This will mean the entire Leeds High Frequency Bus Network will be operated using Euro VI or Zero Emissions buses by 2020.
- 2.19 The Transport Background paper (Appendix 3) lists a variety of schemes, including park and ride proposals across the City. Some of these fall under the umbrella of the WYPTF Corridor Improvement Programme (CIP) or may be funded from the Leeds Public Transport Investment Programme. The CIP interventions are in the very early stages of development and may be subject to change, however, the corridors include a dozen or more junctions that have been identified in the site requirements and therefore the Council will be seeking S106/278 money for these. To avoid double counting the CIP schemes are not on the CIL Regulation 123 list (CD2/11) until more detail becomes available and they can be broken down into individual infrastructure projects.

Bus schemes:

- Elland Rd park and ride expansion
- Stourton M621 Junction 7 park and ride
- Alwoodley park and ride
- A61(N) Bus Corridor enhancements
- A58 (N) Bus Corridor enhancements
- A64 Bus Corridor enhancements
- A639 Bus Corridor enhancements
- A61(S) Leeds – Wakefield Bus Corridor
- A653 Leeds – Dewsbury Corridor
- A62 Bus Corridor enhancements
- A58 (S) Bus Corridor enhancements

- A647 Leeds – Bradford Corridor
- A65 Bus Corridor enhancements
- A660 Bus Corridor enhancements

Transport hubs and gateways:

- Leeds City station
- Leeds bus station
- Corn Exchange
- Headrow
- Albion St
- Infirmary St
- Woodhouse La
- Cross Gates

c) Railways

- 2.20 Network Rail provides, operates and maintains rail infrastructure on behalf of train and freight operating companies. Leeds is on the national rail network and acts as a hub with lines radiating from Leeds City Station to nearby towns and cities. Local freight facilities are located at Whitehall Yard, Marsh Lane, Stourton, Balm Lane Hunslet, Neville Hill South, and Hunslet Riverside. The major train maintenance depot is located at Neville Hill, with smaller depots at Hunslet and Holbeck.
- 2.21 Please see the Transport Background Paper (Appendix 3) for details of the proposed rail improvements over the Plan period. The Infrastructure Schedule also provides further detail on specific schemes.

East Coast Rail Franchise

- 2.22 In November 2014 the award of the East Coast rail franchise was given to InterCity Rail (Stagecoach/Virgin) and commenced in March 2015. In May 2018, however, the Secretary of State for Transport announced that the franchise would be terminated on 24 June 2018 with a government owned operator of last resort taking over and branded as London North Eastern Railway (LNER). Procurement of a new private sector partner will commence in 2019. Nevertheless, the government still expects that the majority of the enhanced services planned by Virgin and Stagecoach for delivery by 2023 to be implemented, subject to the completion of necessary works by Network Rail (which are unlikely before May 2021 at the earliest).
- 2.23 The franchise was set to see more than £140m invested in delivering an improved service including the following proposed improvements:
- Faster journey times – regular services to Leeds in two hours.
 - New trains from 2018 with multi-million pounds train refresh programme for existing fleet.
 - Direct links / more trains from May 2019 to:-

- o Huddersfield, Dewsbury – 1 train per day each way
- o Bradford/Shipley - 7 trains per day each way
- o Harrogate/Horsforth – 6 trains per day each way
- o Leeds – an additional 5 services per day each way
- New technology such as new website, smartphone apps and free Wi-Fi on trains and stations.

2.24 The delivery of the new trains and additional services is not considered dependent upon the Network Rail infrastructure works.

Northern and TransPennine Franchises

2.25 In December 2015 the Northern and Trans-Pennine franchises were awarded to Arriva Rail North and First TransPennine Express respectively. These commenced in April 2016 and will be managed by a Rail North/DfT partnership. The new franchises will deliver additional and new rolling stock on services into Leeds. Rail commuters into Leeds will benefit from an almost 52% increase in the number of seats in the morning peak on TransPennine Express trains and a 40% increase in the number of passengers that can be carried on Northern trains by the end of 2019. This is equivalent to capacity for an additional 13,000 passengers – a 50% increase above current (Autumn 2015) levels. All long distance TransPennine Express services will operate with 44 new intercity 125 mph trains; refurbished 185 units will operate the stopping service. Northern will provide 98 new trains (281 carriages). New diesel trains will be introduced on the Northern Connect4 services. New electric units will be introduced on the Airedale and Wharfedale Lines. Existing rolling stock remaining in the Northern franchise will be refurbished to improve the customer experience and all Pacer units will be withdrawn by 2020. As well as increased capacity on most routes, passengers travelling to/from Leeds will benefit from an increased service frequency to Manchester, additional hourly TPE services to Newcastle and Edinburgh and an additional hourly fast service to Sheffield

Leeds Rail Infrastructure Projects

2.26 A number of major schemes affecting Leeds have been recently completed. A new station at Apperley Bridge, with associated 300 space park and ride facility, opened in December 2015 and the new Leeds station southern entrance opened in January 2016. A second new station at Kirkstall Forge with a further 300 park and ride spaces opened in June 2016. An expansion to the car parking at New Pudsey station was completed in 2014 and proposals are being progressed to provide additional car parking at Guiseley. The TransPennine Route Upgrade from Manchester to York/Selby via Leeds is expected to be completed in the mid 2020s. In addition, three new stations are included in the Leeds Public Transport Investment Programme at Thorpe Park (East Leeds Parkway), White Rose and a parkway station at Leeds Bradford Airport. A further expansion of parking is also planned at New Pudsey station and accessibility improvements are to be carried out at Cross Gates, Morley and Horsforth.

High Speed Rail (HS2)

2.27 The Secretary of State for Transport announced in early 2012 the Government's intention to proceed with the development of a high speed rail network (HS2). High speed rail is considered by the Government to be a way of providing for the country's inter-city mobility needs in the future (as the existing "classic" network is becoming full), in a more sustainable way than aviation and motoring, that will also help rebalance the national economy by bringing economic centres closer together. The policy proposal known as High Speed 2 (HS2) is for a 'Y' shaped network from London to Birmingham (for which the route has been confirmed), then legs to the north to both Manchester and Leeds using separate alignments with anticipated completion by 2033. Although still the subject of further study, and outside of the Core Strategy time period, development and preparatory work is ongoing 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. The detailed route from Birmingham into Leeds including a new City Centre HS2 station to the south of the existing City station was announced in January 2013, and in November 2015 Sir David Higgins recommended that the new HS2 station be located adjacent to the existing station in the form of a T-shaped configuration. More recently in November 2016 it was confirmed that the proposed HS2 route at Woodlesford would be in the form of a tunnel rather than a viaduct as originally proposed.

d) **Cycling**

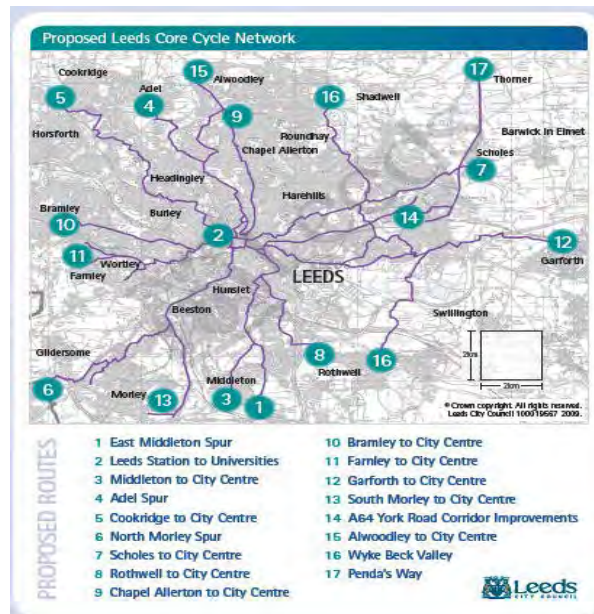
2.28 A number of infrastructure items help to improve safety for cyclists, and attract people to using a bike as an effective means of transport for commuting, or for leisure rides. These include cycle lanes, advanced stop lines, toucan crossings, contraflow cycle lanes and access control exemptions, and traffic calming to slow down the speed of motorised vehicles. The CyclePoint at Leeds City Station is a key piece of cycle infrastructure, with secure and staffed storage, a rapid service, repairs, equipment sales, and cycle hire.

City Connect

2.29 The City Connect Cycle Superhighway scheme provides 23km of segregated cycle superhighway connecting Bradford to East Leeds via Leeds city centre, upgrades to the canal towpath between Kirkstall and Shipley and additional city centre cycle parking. The western section of the superhighway scheme opened in June 2016 with the eastern section substantially complete in autumn 2016. The superhighway element represents a significant step change in provision for cycling and is expected to build upon the significant growth in cycling in Leeds in recent years. In addition further funding has been awarded for a second phase covering works in and around Leeds city centre, including links to the South Bank, with construction currently underway and completion expected in spring 2019. These schemes will directly support the increased use of sustainable modes across the city as well as the emerging city centre transport strategy.

Leeds Core Cycle Network

2.30 The Council is developing a network of 17 core cycle routes across the city, which provides safe and direct routes for commuters into the City Centre, school children and university students to education facilities, and leisure cyclists. Associated maps and signage have been developed to encourage activity and increase visibility and attractiveness. Six routes have been completed into the City Centre; from Alwoodley, West Park, Middleton, Armley, and Garforth. The most recent section is Meanwood Road to Quarry Hill which opened in May 2015. The Wykebeck Woods/Wykebeck Way route is also completed, (and forms part of the Core Cycle Network) with funding approved and work underway on progressing others identified in the Schedule. The Wykebeck Way route is also an important phase in the wider city vision of creating a continuous greenway connecting Roundhay Park to Temple Newsam Park. Other potential cycling routes, especially on disused railway lines, have been identified for protection and are discussed further in the Transport Background Paper.



e) Pedestrians

- 2.31 The provision of facilities for pedestrians is explicitly considered during the development of all transport schemes and where appropriate opportunities for enhancing provision are included in scheme designs. In addition, there is a regular programme of new pedestrian crossings, with typically around ten being delivered each year in response to local needs and safety issues.
- 2.32 Within the City Centre, provision for pedestrians is considered particularly important, and as part of proposals to reduce traffic levels and remove through traffic, opportunities will be taken to enhance and expand the pedestrianised areas. Improved linkages to neighbouring communities and across the River Aire will also be provided.
- 2.33 The network of Public Rights of Way (PROW) represents the arteries that help people access the countryside and urban greenspaces, linking people with places and linking urban to rural. The Leeds Rights of Way Improvement Plan (ROWIP) was launched in 2009 and forms a ten year management plan setting out areas for improvement across the public rights of way network within the Leeds District. The Plan should mainly be viewed as an aspirational document highlighting improvements (which in part) are over and above the basic statutory requirements. It provides an opportunity to bid for additional funding on an informed basis. If all of the identified projects were to be delivered over the next ten years, the City Council would need to seek funding between £2.3m and £3.9m, including through developer contributions, West Yorkshire Transport Plan and third party grants. The Definitive Map and Statement is a legal record that indicates the location and status of a public a right of way. This is a key information source used by many different users, landowners, agents and organisations who require accurate public rights of way information for recreation, land management and business purposes.
- 2.34 The public rights of way network in Leeds is both extensive and varied and includes a number of key recreational routes. Key aspects include a total length of path network of 819km, plus permissive paths, which are not included in this figure and are very important as they enhance overall public access. There is 350 ha of open access land and Woodland Trust Sites. Key strategic and recreational routes are the Dales Way Link, Ebor Way, Leeds Country Way, Trans Pennine Trail and the Aire Valley Towpath. Local recreational routes include the Meanwood Valley Trail, Calverley Millennium Way, Pudsey Link Bridleway, The Linesway, Harland Way, Rothwell Greenway, Temple Newsam bridlepath, West Leeds Country Park and the Wykebeck Valley Way.

f) **Airport**

2.35 Leeds Bradford Airport (LBA) makes an important contribution to the economic growth of Leeds and the City Region. It provides direct flights to 75 destinations, with flights via Heathrow and Schipol providing worldwide connectivity to a much larger range of destinations. LBA had over 4.0m passengers in 2017, and has potential to grow to 7.1m passengers by 2030 (Dft Aviation Forecasts 2013) The airport employs over 2,700 people, and over 40m has been invested since privatisation including a £11m redevelopment of the existing terminal in 2012.2.35 LBA has developed 'Route to 2030'- Strategic Development Plan March 2017. The growth plan includes improved airport facilities, a hub for commercial development and inward investment, and having new road and rail connections. Its strategy aims to:

- i) Meet demand for Air Travel in the Region in areas of business and tourism
- ii) Improve customer service with investment in the passenger terminal, improved airport facilities and better use of technology
- iii) Establish a delivery plan for improved road and rail access
- iv) Agree a planning strategy for expanding the airport as an economic hub in the Leeds Site Allocations Plan.

2.36 In parallel, LBA has developed a Surface Access Strategy in association with the Strategic Development Plan which looks at short, medium (to 2024) and long (up to 2030) measures to improve access to the airport. The main medium term measures are a new road link between the A65 at Rawdon and the A658 north of the Airport, including extension of the A65 and provision of an airport parkway station on the Leeds – Harrogate rail line. Core Strategy Spatial Policy 12 sets out that: "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.

2.37 Proposals for an expansion of employment land provision at LBA were formally made by LBA to the Site Allocations Plan Issues and Options public consultation in July 2013. The case for growth at LBIA draws upon the independent study for the DfT in 2013 which looked at regional UK airports and concluded that LBA had more potential than any other regional airport to grow, citing that LBA could grow by 114% to 2030 with passenger numbers rising to 7.1m per year.

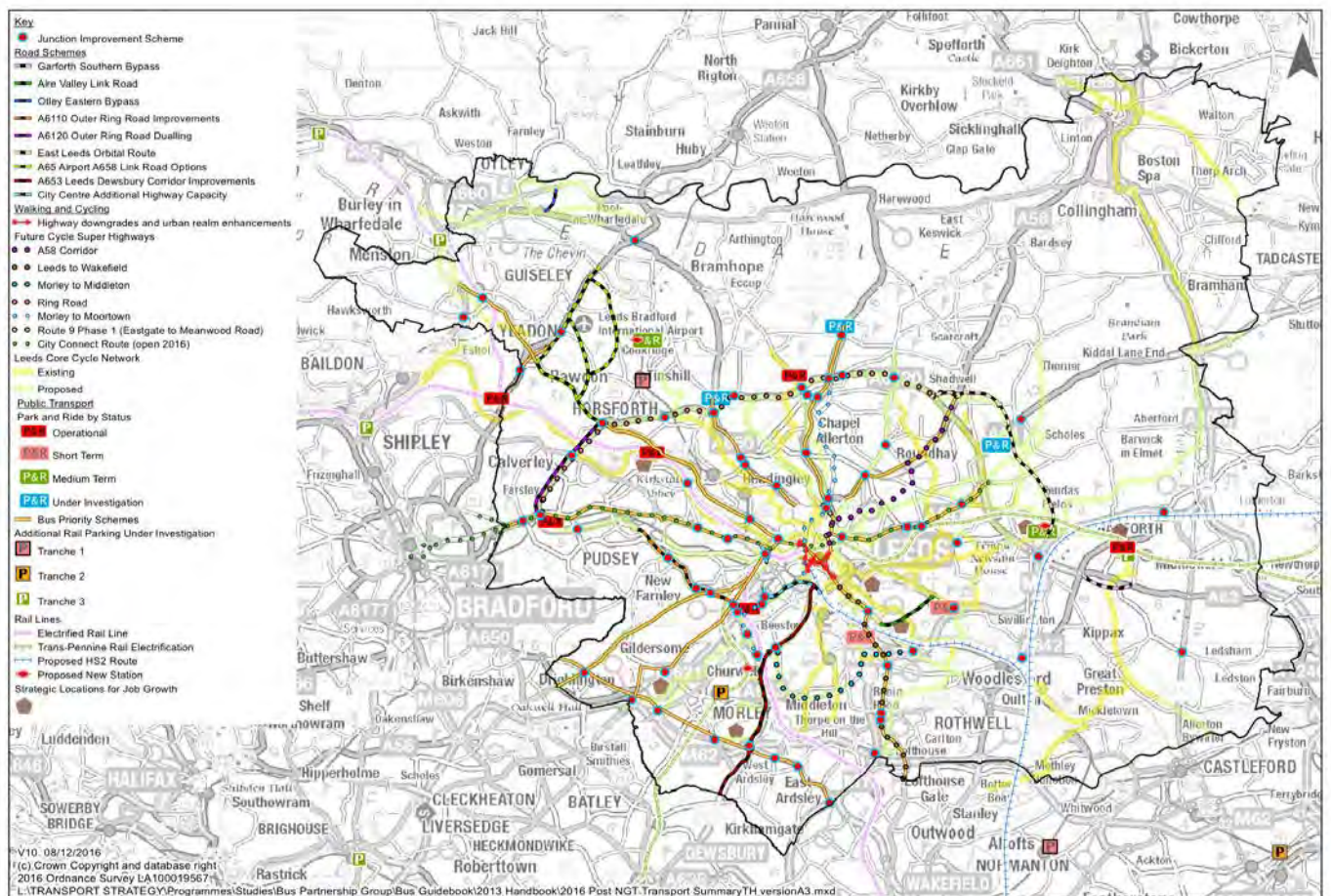
g) **Highways**

2.38 Highways England is responsible for operation and stewardship of the strategic road network, which in the Leeds District is the M1, A1(M), M62 and M621. The key interventions on the M1 and M62 are the Smart Motorway. The M62 improvement between junctions 25-30 was completed in 2013 and the M1 scheme (junctions 39-42) was fully opened in early 2016. In addition, M1 Jn 44 was signalised in 2015 and additional capacity was provided at M1 Jn 45 in spring 2018. Leeds City Council is responsible for the local adopted road network.

2.39 In order to inform the Plan site requirements the Leeds Transport Model (LTM) has been used to forecast future highway conditions in 2028. The model tests included all the residential and employment sites contained within the SAP and AVLAAP. This has enabled the potential contribution of significant housing

and employment sites to traffic growth and congestion at key junctions to be estimated. For the purposes of this exercise all residential development sites of 50 or more dwellings and significant employment sites have been assessed. In addition, locations where these is a cumulative impact have also been identified. This analysis has led to the identification of a number of transport interventions that are likely to be required during the Plan period. These mitigation measures are deemed to be key schemes to facilitate the delivery of the housing targets. Once feasibility studies have been completed for these junctions a clearer picture of the scale and cost of these interventions will be available. At this stage, however, it has not been possible to model the schemes and assess the cumulative impact on the wider network.

2.40 The plan below shows these identified interventions, together with other major transport schemes, the planned W YPTF and Leeds Public Transport Investment Programme schemes, and those from Network Rail.



2.41 The Transport Background Paper (Appendix 3) of this document provides details of the proposed improvements to the strategic and local highways network, and how these link to the proposed allocations in the SAP and AVLAAP. The site requirements for allocated sites contain details of the locations where contributions towards improvements will be required from the allocated sites. Sites previously included in the Unitary Development Plan (Identified sites) where development has not yet commenced and where planning permission has not been granted or has lapsed or new permissions are sought will also be expected to contribute towards these schemes in line with the requirements for adjacent Allocated sites.

Aire Valley Leeds

- 2.42 The AVLAAP (CD2/14 and CD2/15) provides details of the proposed improvements to the local highways network within the AVL, and how these link to the proposed allocations. The AAP contains detailed policies and requirements for the development of specific sites.ii)

Utilities

a) **Energy – Electricity, Gas, Renewable Energy, District Heating**

- 2.43 The supply of energy for Leeds is a complicated process involving a number of different stages, suppliers/companies, scales, and provision which covers a much wider area than the Leeds District. Ofgem is the regulating body for the whole of the UK gas and electricity markets, and governs elements including the level of infrastructure investment and the prices charged by the private companies.

- 2.44 There is currently sufficient energy supply to adequately serve the Leeds Metropolitan District. The majority of the power comes from sources which are centrally generated and distributed, i.e. the national grid, power stations, and the distribution network. Responsibility for the physical infrastructure for gas transportation for Leeds is Northern Gas, for electricity it is Northern Power Grid. When developing new sites, developers normally pay directly for energy infrastructure necessary within their sites, and also the costs of the connections necessary to enable energy supplies to be provided from outside the site, including new sub-stations as necessary. A key scheme identified in the Schedule is the replacement of 190km of gas pipes across the District, a 23 year project.

- 2.45 The 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 also 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. The Leeds Natural Resources and Waste Local Plan (adopted January 2013) provides detailed information regarding the targets, location, and delivery of energy infrastructure, with a focus on low carbon and renewable energy.

- 2.46 For instance, 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. Leeds has a huge resource of facades and roofs facing south, enough to produce several MW s of electricity if fitted with solar thermal systems. The Natural Resources and Waste Local Plan also allocates strategic sites suitable for energy from waste (discussed further in the 'Waste Management' section below). Developments within a viable distance from these facilities are expected to connect into the heat distribution network.

- 2.47 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. This is called a heat distribution network (district heating) and in Leeds a number of opportunities will present themselves across the Core Strategy time period. Developers will be encouraged to provide such networks, including through the setting of policy. Opportunities particularly exist around the City Centre, the Aire Valley (including as part of the Recycling and Energy Recovery Facility), the universities, and St James' Hospital, as a consequence of high heat loads, which offer the potential for low carbon energy for local communities. A heat network serving Leeds city centre and Aire Valley will be developed in three phases. This will take low carbon heat from the RERF and other sources and distribute to homes and business in

the AV and city centre. Detailed feasibility has taken place and the scheme is currently at tender stage to procure the first phase of the network.

- 2.48 A key role for the Council is to help create the conditions where connecting to district heating becomes very attractive to developers. This may require LCC enabling works (i.e. install sections of pipework when major road repairs take place on key DH routes), developing supportive planning policies, using well-being powers to support district heating, and showing strong leadership. There is to be further investigation as to how the Council can commit to underwriting significant district heating schemes e.g. through the City Deal process, and other elements such as developing an appropriate governance structure with the private sector.

b) Waste and Waste Water

- 2.49 Yorkshire Water (YW) is the Water and Sewerage Company for the Leeds District. Ofwat is the regulating body for the UK water industry, and governs elements including the level of infrastructure investment and the prices charged by the providers. YW is required to produce a five-year Asset Management Plan to set out the level of investment necessary to meet their customer and legislative obligations.
- 2.50 YW supplies clean water to the whole district (with the exception of rural sites on a private supply), approximately 760,000 people. This water is taken from a variety of sources, including reservoirs, groundwater and rivers. It is then treated at one of the Water Treatment Works (WTW); within Leeds these include Headingley, Reva, Eccup, Kirkhamgate, Bramham, and Thorp Arch.
- 2.51 YW has a statutory duty to provide clean drinking water to a minimum standard; this is set and monitored by the Drinking Water Inspectorate. Leeds is also connected to the Yorkshire Water Grid system which allows the pumping of water across the operational area, therefore mitigating the risk of limited public water supply during drought conditions.
- 2.52 YW are also responsible for the public sewerage network that transports foul and surface water flows from properties. Waste flows are also treated at the waste water treatment works (WWTW) across the district. There are 16 WWTW within Leeds, with the main works at Knostrop serving approximately 593,000 people. The waste is treated and the final effluent discharged to the local watercourse at a consent and quality standard agreed with the Environment Agency for both hydraulic level of flow and quality.
- 2.53 The necessary quality of final effluent has tightened over the last few years due to the Freshwater Fisheries Directive and Water Framework Directive. The WWTW meet the current standards required by the Environment Agency, and YW is given a series of measures and targets which it has to meet within a certain time period. YW, as will all Water Companies, works within five year investment periods known as Asset Management Plans (AMP); AMP5 began in April 2015, and Yorkshire Water is currently working on developing AMP6.
- 2.54 When developing new sites, developers pay directly for water and waste water related infrastructure necessary within their sites, and also the costs of the necessary connections to the wide water provision network. This includes taking care that surface water is adequately drained through the appropriate system.

c) **Broadband**

- 2.55 A £13.78 m agreement between the West Yorkshire Combined Authority and BT will make superfast fibre broadband available to tens of thousands more households and businesses in the second phase of a major digital infrastructure project. The funding will come from the Government's Superfast Extension Plan. This is the second phase of the project, building on the successful work of Superfast West Yorkshire and BT's own commercial roll-out of the high-speed technology whereby more than 60,000 homes and businesses in the City Region are now able to connect to high-speed fibre broadband as a direct result. The first phase of the project was completed in September 2015, with the second phase to extend coverage of fibre broadband. By 2018 more than 98 per cent of homes and businesses in West Yorkshire and York are expected to have access to fibre broadband. Funding includes £6.89 million from the Government's Superfast Extension Plan £6.89m from the European Regional Development Fund 2014-2020 England Operational Programme (ERDF), and £6.1 million from BT. Additional investment will also be made by the WYCA and local authority partners to support the delivery and resource for the day-to-day running of the project.

iii) **Flood Defences**

- 2.56 The 2009 Flood Risk regulations and the 2010 Flood and Water Management Act set out new responsibilities for authorities to manage flood risk. The Leeds Strategic Flood Risk Assessment (SFRA) (2007) (EB4/4) collated and mapped information on all known sources of flooding, including river, surface water (local drainage), sewers and groundwater, that may affect existing and/or future development within the district. It informs the development of policy on managing flood risk and the allocation of land for future development, and recommends possible flood mitigation solutions that may be integrated into the scheme designs.
- 2.57 Leeds has suffered from localised flooding in recent years which has caused disruption to local residents, businesses and commuters. However, there is always the risk of a much larger flood, especially taking into account the impacts of climate change. The Leeds Flood Alleviation Scheme (FAS) for 19km of the River Aire from Kirkstall through the City Centre to Woodlesford, is being developed by the Environment Agency in partnership with the Council, and supported by a number of other parties e.g. Yorkshire Forward, Yorkshire Water, the Canal and River Trust (formerly British Waterways), and the Leeds Civic Trust. A number of potential flood risk management options have been considered. The FAS is proposed in two phases:

Phase 1

- 2.58 Phase 1 will provide a 1 in 100 year standard of protection from river flooding between Leeds Central Station and downstream to Thwaite Mills. The FAS Phase 1 comprises 3 elements: i) Remove existing weirs and install moveable weirs at Knostrop and Crown Point ii) Provide raised defences between Leeds Train Station and Thwaite Mills iii) Remove Knostrop Cut to merge the Canal and River Aire.
- 2.59 The original project cost was £45m and this was to provide a 1 in 75 standard of protection with climate change to 2039. This comprised of £23.7m of DEFRA growth funding, £10m from LCC, £3.3m from the Regional Growth Fund and £8.5m from the Environment Agency - Flood Defence Grant in Aid (FDGiA). The Scheme has recently secured a further £3.8 million of funding which will help increase the standard of protection. The scheme will now provide a 1 in 100 years standard of protection with an allowance for climate change up to 2069. Phase 1 started in 2014 with works to reduce flood risk to the community of Woodlesford.

- 2.60 In 2015 Knostrop Weir was removed and has now been replaced with a moveable weir. A 600 metre length of Knostrop Cut Island has also been removed to enable the River Aire and the canal to be merged. This merger, along with the moveable weirs, increases the flow of water out of the city centre during a flood event.
- 2.61 To facilitate the island removal a length of the Trans Pennine Trail (TPT) shared footway and cycleway have been relocated to the north bank of the river. The New high quality TPT route crosses over the top of the new moveable weir at Knostrop via a new footbridge. Crown Point Weir has also been removed and replaced with a new moveable weir. Both weirs incorporate fish and eel passes to help increased the population of species upstream.

Phase 2

- 2.62 Phase 2 of the Leeds Flood Alleviation Scheme is taking a catchment-wide approach. This means the entire River Aire catchment area will be considered to help reduce flood risk in Leeds including areas such as Kirkstall and Stourton. This approach will adopt a combination of Natural Flood Management (NFM) and engineered measures to help slow the flow and catch water further up the catchment so that flood peaks are reduced further downstream.
- 2.63 The Phase 2 plans have a strong focus on NFM, with proposals to create new woodland areas which would more than double canopy coverage in the River Aire catchment. Water storage areas will be created and developed, operated by a control gate system meaning water can be held and then released back into the river when safe to do so. A third element would be the removal of existing obstructions along the river to help reduce water levels, along with lowering the riverbed in places to improve its capacity and flow.
- 2.64 An outline business case was submitted to the Environment Agency Large Project Review Group in January 2018. The business case is currently going through the Environment Agency and Government assurance processes. It is anticipated that the works will be tendered in Autumn and awarded late 2018.
- 2.65 Advanced works to remove obstructions to conveyance and other quick wins are already progressing.

iv) Waste Management

- 2.66 The way in which waste is managed is undergoing a rapid period of change, and Leeds is planning for a major reduction in landfill and a significant increase in more efficient forms of waste management capacity and recycling. The Leeds Natural Resources and Waste Local Plan (NRW LP) (CD2/3) was adopted in January 2013 and sets out in detail how this will be achieved, and how the vision and objectives match those of the Council's Integrated Waste Strategy.
- 2.67 Leeds has more than sufficient existing landfill capacity for the plan period and beyond, however, land is needed for new 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.
- 2.68 It is realistic to expect that waste generated within the City will continue to be transported to other areas, particularly where there is substantial capacity at an existing facility or where an unimplemented planning permission for a new facility is already in place. This also works in the opposite

direction. For example, Leeds is a net importer of liquid hazardous waste and also has an end of life vehicles processor, which imports vehicles from all over the north of England. Both Peckfield and Skelton Grange Landfill sites accept waste from both North and West Yorkshire.

- 2.69 At present, Leeds is heavily reliant on two major landfill sites at Skelton Grange and Peckfield for its waste management provision. With a declining amount of waste disposed through landfill new facilities higher up the waste hierarchy will be required. To achieve self-sufficiency it is important that existing capacity within Leeds is maintained, and over 100 existing waste management sites are safeguarded by policies in the NRWLP.2.71 Three strategic waste management sites have also been allocated within the Aire Valley; Skelton Grange (a former power station), Knostrop (an existing waste water treatment works), and the former Wholesale Market in the Cross Green Industrial Estate which was chosen through an extensive procurement process as the preferred location for a residual municipal solid waste treatment facility to serve the City. In late 2012 Veolia Environmental Services signed a 25-year Private Finance Initiative contract with the Council to install a high-tech recycling and energy recovery facility that will save £200 million compared with the cost of sending to landfill the Council's residual municipal waste. The Veolia Environmental Services contract is for £460m to deliver and run a residual waste facility (RERF) at Newmarket Approach in Cross Green. The facility opened in 2016 and is now in operation. It is designed to remove recyclable waste from black bins and recover energy from what is left over, and can accept 214,000 tonnes per annum (including some commercial waste). The remaining household waste will be used as a fuel to generate energy which will be used on the National Grid to power up to 20,000 homes. It is also designed to be enabled to produce power and heat via a future local heat network. Construction commenced in 2013 and the facility opened in 2016.

v) Minerals

- 2.70 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. It is important to ensure that the growth of Leeds is not hindered by a restriction in supply of building materials and minerals. 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. The Council has identified Mineral Safeguarding Areas (MSAs) to protect proven deposits of coal, sand and gravel from developments that could jeopardise future working. Reserves of clay are sufficient to support the needs well beyond the plan period, such that a MSA for clay is not required.
- 2.71 The Natural Resources and Waste Local Plan (adopted January 2013) (CD2/3) contains detailed information on the Council's strategy for infrastructure to supply minerals, including specific site allocations and the definition of Preferred Areas. Through the policies set out in the Core Strategy (CD2/2) and the NRWLP (CD2/3) to preserve and enhance the working of minerals deposits within the District, alongside the historic importation of aggregates from outside of it, it is not considered that there will be any significant issues with the minerals supply or infrastructure requirements within the Core Strategy timescale.

3. SOCIAL AND COMMUNITY INFRASTRUCTURE

i) **Education**

- 3.1 Please see the School Provision and the Implications for School Places Background Paper (Appendix 2 of the Infrastructure Background Paper) for further details of the proposed school provision as part of the Site Allocations Plan (SAP) and Aire Valley Leeds Area Action Plan (AVLAAP) (CD2/14 and CD/15), including detailed data on location and size of new school provision.
- 3.2 An increasing school age population means that Leeds is facing significant pressure to ensure that there are sufficient local school places for all children that live in the City. A change in national education policy is leading to a greater diversity of schools with the development of academies and free schools in addition to a change of role for Local Government in relation to education matters. However, Local Authorities retain the statutory duty of ensuring the sufficiency of school and nursery places as well as the additional duties to promote choice and diversity of education, as well as responding to parental representation. In planning education places there needs to be consideration of local geography, travel distances and, as well as parental choice. This requires the authority to operate with a small surplus of places based on a recommended surplus capacity of between 5% and 10% of total numbers (National Audit Office estimate). Children's Services are responsible for ensuring the sufficiency of all school and early years provision, and work with a wide range of stakeholders to find appropriate solutions.
- 3.3 The context in which this work has been completed is challenging. The city is facing a rising demand for school places due to a rise in the birth rate from a low of 7,500 in 2000/1 to an average of just over 10,000 for the last 5 years. As a result the authority has been engaged in an extensive programme of expansion of provision, with the creation of over 1,500 reception places and over 10,000 primary school places as a whole since 2009. This has been met through expansions of existing schools, creation of new schools, and restructuring of existing schools. There is a rolling programme of further places coming forward for consultation.
- 3.4 As a result the capacity of the existing school estate to respond to significant new housing is limited, particularly in certain hotspots within the city, and new sites will need to be secured initially through the site allocations process and later through detailed planning applications.
- 3.5 This demand for school places in both the primary and secondary sectors arising from population growth is known as existing demand or 'Basic Need'. Central government provides some funding to local authorities to meet the building costs associated with these needs, but not for site acquisition costs. It also expects local authorities to continue to collect monies from developers for demand arising directly from new housing, and basic need grant allocations reflect this.
- 3.6 With new schools and with different school provider partners emerging, there is opportunity to co-locate other public services, particularly other children's services, alongside the school. Children's Centres and early years provision are already commonly co-located, and other opportunities such as inclusion and health care as well as workplace/office accommodation for support staff would also be considered.3.7 Local authorities are already the providers of last resort for school places, and are dependent on working with partners to commission new provision. Any new school provision is assumed to be an academy or a free school and as such a sponsor or promoter will be required to be identified by the Authority. In addition, Free Schools are commissioned independently of the local authority. This can open up opportunities to acquire privately owned land and buildings which may not feature in this IDP. Given the long term nature of the housing strategy, and the likelihood of changes to the statutory

and educational context of school place planning, as well as the possibility of further increases or decreases in the birth rate, it is therefore not necessarily an issue to progress with the SAP without fully sufficient school provision being identified at this stage. However these risks are highlighted for transparency and to enable an informed choice.

- 3.7 The School Provision Background Paper (Appendix 2) describes the context for the school planning areas in terms of current pressures for places, current scope of the existing estate to meet existing demand, and the needs arising from the housing allocations. It highlights the areas of concern where no solutions for school places have been found.
- 3.8 To ensure as far as possible that schools will be delivered alongside new housing, the SAP therefore includes a number of site specific policy requirements setting out the need for certain housing allocations to include the provision of a school site. The Council will then be able to confirm or decline that requirement as necessary at the time of the detailed planning application being brought forward, including the precise location of the school within the site.
- 3.9 Aside from site specific requirements for providing schools as part of housing allocations, there are also a number of sites proposed for school allocation.
- 3.10 It is generally inappropriate to name a specific scheme to meet the demand as this would need to be tested through the statutory process required by school organisation legislation. Naming of a site, and especially a particular scheme, does not presuppose that this will be supported by the consultation and statutory process. The situation at the time the school provision needs to be brought forward will need to be appraised afresh.

a) Early Years Education

- 3.11 Leeds has a very wide range of provision of public and private early years, nursery, and Children's centres. Across the Plan period there will clearly be a need for increased services. There is also a sufficiency duty around early years provision, whereby the authority should ensure that all 2, 3 and 4 year olds are able to access their entitlement to free education per week, and also that sufficient childcare exists for the needs of the local community to access work and education. There is a further entitlement to places for eligible 2 year olds many of whom live in the most deprived areas. There is an extensive private, voluntary and independent sector who can deliver this and the authority is the provider of last resort. This has different cost implications, and has therefore been excluded from the Schedule.

b) Primary Education

- 3.12 There are 224 primary schools in Leeds in 2017, including one free school. Bearing in mind the existing context of primary school place supply, demand arising from new housing presents a considerable challenge. Primary schools need to be located close to the communities they serve. When considering options for provision, the existing estate will always be considered for expansion, however, in many cases this may require relocation, or significant rebuilding. The Council is also active in considering its own assets especially prior to any disposals, to ensure that the potential for school provision on the sites is considered at an early stage.
- 3.13 In total approximately 73 FE of additional primary provision is needed as a result of the housing plans, equivalent to 37 new 2 FE primary schools. The SAP and AVLAAP have identified options for 37 FE. With safeguarded sites included, this rises to demand of 89FE and solutions for 53FE.

c) Secondary Education

- 3.14 There are 41 secondary schools in Leeds in 2017, including 2 free schools. Secondary school place delivery planning is more complex than for primary, with children more able and willing to travel longer distances to school, and schools working with local partners to deliver a broad curriculum off site as well as at the main school site. As well as opportunities for simple expansions or new schools, these partnerships offer opportunities for different types of solutions, in particular the opportunity for shared 14-18 year old provision. These relationships are relatively new, and so the method of delivering additional capacity would need to be developed in partnership with the schools in each locality.
- 3.15 A cautious approach has been taken when projecting the pupil yield for secondary school places. In total approximately 41 FE of additional secondary provision are needed as a result of the housing plans (SAP & AVLAAP), equivalent to 5-6 new secondary schools of around 8 forms of entry each. The plans have identified options for 20FE. With safeguarded sites included demand rises to 50FE with identified options for 28FE.

d) Further and Higher Education

- 3.16 Leeds has a strong higher education sector with three universities; the University of Leeds, Leeds Beckett University, and Leeds Trinity University. The City is also home to Leeds City College, Leeds College of Building, Leeds College of Art, the Leeds College of Music, and the Northern School of Contemporary Dance. The raising of the participation age (Participation of Young People in Education, Employment and Training, DfE, 2013) will involve more young people considering a range of courses and training opportunities that require the Local Authority and the Colleges to plan together to ensure sufficient suitable options are available.
- 3.17 The University of Leeds is now the UK's second-largest, and is the third largest employer in the city, with Leeds Metropolitan University being the city's fourth-largest employer. The Universities have their own estates strategies and priorities identified in order to maintain and improve their built estate and infrastructure.

ii) Health

- 3.18 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.
- 3.19 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 are 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.
- 3.20 In May 2010, the government announced the proposal to abolish Primary Care Trusts and replace them with Clinical Commissioning Groups, NHS England supported by Local Area Teams, Public Health England and the delivery of public health functions by Local Authorities. The Health and Social Care Act 2012 transferred substantial health improvement duties to local authorities from April 2013. In performing their public health functions Local Authorities must work with Clinical Commissioning Groups (CCGs) and representatives of NHS England and Public Health England (PHE). The Department of Health gives the Council a ring-fenced public health grant to target health inequalities to improve outcomes for the

health and wellbeing of their local populations. Local authorities now have the key leadership role for public health locally.

- 3.21 The provision of health facilities falls within the remit of NHS England and at a local level, the three Leeds CCGs have now formally merged to create one CCG for Leeds, the NHS Leeds Clinical Commissioning Group, which is responsible for the planning and commissioning of health services. Additionally, the CCG now has delegated responsibility for the commissioning of primary medical services (GP services) which includes decisions in relation to the establishment of new GP practices (including branch surgeries) and closure of GP practices.
- 3.22 The GP Forward View published in April 2016 focused on 5 key areas aimed at improving general practice services: investment, workforce, workload, infrastructure and overall care redesign with national planning guidance setting out some key deliverables such as
- Building sustainable and resilience general practice
 - Extending access and enhancing services offered to patients in a primary care setting
 - Increasing the primary care workforce
 - Increase investing in primary care
 - Development of 'at scale' primary care organisations
- 3.23 There are now 101 separate General Practice contractors in Leeds delivering services from approximately 130 separate premises. These range from state of the art purpose built modern health centres to converted residential properties that are a challenge to the delivery of high quality primary care.
- 3.24 The CCG and partners work closely with GP practices, pharmacists, optometrists, dentists, hospital trusts, social services, mental health services and community and voluntary organisations to commission and fund the healthcare they provide to people in Leeds.
- 3.25 Infrastructure requirements are identified and planned through various plans and programmes. The Leeds Five Year Strategic Plan was submitted to NHS England in July 2014. It sets out how the NHS and the Council are working together to improve the health and wellbeing of local people, including the two key challenges in terms of sustainability; to bring the overall cost of health and social care in Leeds within affordability limits; and to change the shape of health provision so that care is provided in the most appropriate setting. Health and care service providers and commissioners have worked together across West Yorkshire to develop a Sustainability and Transformation Plan (WYSTP) which was published in October 2016. The WYSTP covers all of the six acute trusts (five in West Yorkshire plus Harrogate) and the eleven CCGs and will be delivered by local health and care organisations working together across the region to support changes needed to improve services for the 2.6 million people who live here. The WYSTP aims to address the health and wellbeing gap across our local populations with a focus on supporting people to live longer, healthier lives, and ensuring a good and equitable service for all, no matter where they live. The WYSTP offers an initial view of how local and regional services can be improved, what this means for the health of people locally and how partners will need to collaborate to balance the books.
- 3.26 The Council and the Clinical Commissioning Groups also have a shared legal duty to prepare and publish a Joint Health and Wellbeing Strategy. The evidence on which the Strategy was based came in particular from the Joint Strategic Needs Assessment of 2012, which gave a detailed picture of the health needs

and assets of the Leeds population, as well as other research and the opinion of multiple organisations, interested parties, and the citizens of Leeds.

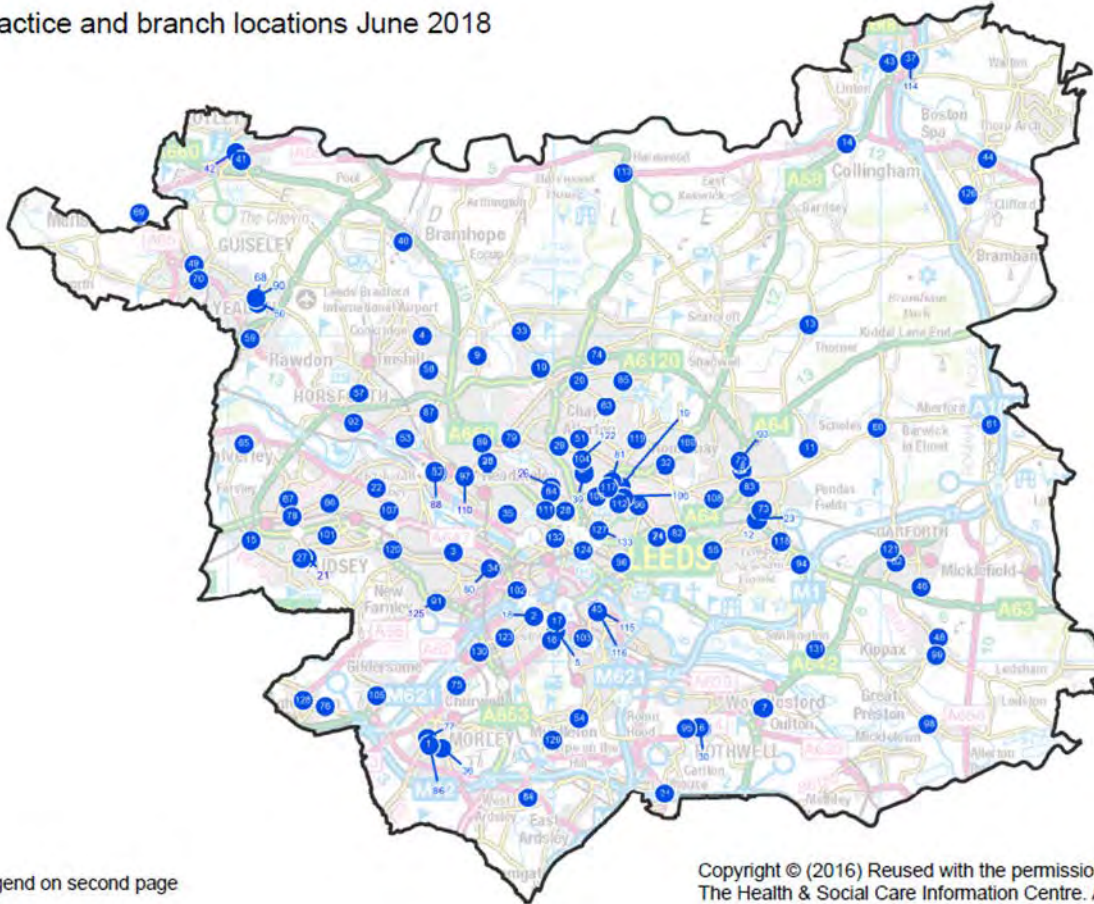
- 3.27 The Leeds Joint Health and Wellbeing Strategy 2016-2021 is the result of partners coming together to provide the strategic direction. It sets out how they will make the best use of collective resources and help in decisions on bringing in the right level of resources for different needs across the city. The vision for health and wellbeing is that Leeds will be a healthy and caring city for all ages where people who are the poorest improve their health the fastest. The proposed outcomes include that people will live longer and have healthier lives, with active and independent lives, enjoying the best possible quality of life. They will be involved in decisions made about them, and will live in healthy and sustainable communities.

GP Practices

- 3.28 Clinical Commissioning Groups (CCGs) are groups of GPs responsible for designing local healthcare services (all GPs have to belong to a CCG). They manage local health budgets and ensure that the NHS continues to provide high quality healthcare for local people. Leeds now has one CCG which is committed to ensuring that high quality community, hospital, emergency, urgent care, learning disability and mental healthcare services are available throughout the City.
- 3.29 The NHS Leeds Clinical Commissioning Group (CCG) is made up of 101 GP practices and covers a population of around 870,000 people. The population extends from some of the most affluent neighbours of Leeds to some of the poorest. Key challenges are to tackle health inequalities and unwanted variations in quality of care, a growing elderly population with more long term conditions, for example diabetes, high blood pressure and chronic obstructive pulmonary disease (COPD).
- 3.30 The CCG is a key partner in the West Yorkshire and Harrogate Health and Care Partnership (STP), which highlights how the CCG will be working on a regional level to address the three gaps identified in the NHS Five Year Forward View. These are; health and wellbeing; care and quality; and funding and efficiency.
- 3.31 The NHS Leeds Clinical Commissioning Group works with a range of partners to help it achieve its objectives. It contributes to the Joint Health and Wellbeing Strategy for Leeds and has a seat on the Health and Wellbeing Board to help achieve the ambition of Leeds being a healthy and caring city for all ages, where people who are the poorest, improve their health the fastest.
- 3.32 The CCG is also developing the Leeds Plan, which is being led by Leeds City Council and is supported by local NHS organisations and the third sector (voluntary and community services). It works with the West Yorkshire and Harrogate Health and Care Partnership, to deliver positive changes at a local level. This means that local and regional solutions can be sought to the challenges that the city faces and help plan for the future, working closely with citizens in our city. A Map of the CCG boundary and the GP Practices contained within it is shown below

Map of the NHS Leeds Clinical Commissioning Group and GP Practices across Leeds

Practice and branch locations June 2018



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ID	Site_Name
1	Morley Health Centre
2	City View Medical Practice
3	Armley Medical Practice
4	High Field Surgery
5	Oakley Medical Practice
6	Marsh Street Surgery
7	Oulton Medical Centre
8	Windmill Health Centre
9	Long Causeway Surgery
10	Alwoodley Medical Centre
11	Scholes Surgery
12	Manston Surgery
13	Thorner Surgery
14	Church View Surgery (Collingham)
15	Hillfoot Surgery
16	Parkside Surgery
17	Crossland Surgery
18	Leeds City Medical Practice
19	North Leeds Medical Practice (Milan Street)
20	North Leeds Medical Practice (Harrogate Road)
21	Robin Lane Medical Centre
22	Manor Park Surgery
23	Church View Medical Centre (Crossgates)
24	Shaftesbury Medical Centre
25	Holly Bank Surgery
26	Craven Road Medical Practice
27	Pudsey Health Centre
28	Carlton Gardens
29	Rutland Lodge
30	The Manse Surgery
31	Lofthouse Surgery
32	Oakwood Lane Medical Practice
33	The Avenue Surgery
34	Priory View Medical Centre
35	Hyde Park Surgery
36	South Queen St Surgery
37	Westgate Surgery
38	Burton Croft Surgery
39	Westfield Medical Centre
40	Bramhope Medical Centre
41	Charles Street Surgery
42	Chevin Medical Practice
43	Crossley Street Medical Centre
44	Spa Surgery
45	The Whitfield Practice
46	Hazelwood Avenue Garforth
47	Monk Fryston Surgery
48	Gibson Lane Practice
49	Netherfield Road Surgery
50	Guiseley and Yeadon Medical Practice
51	Allerton Medical Centre
52	Kirkstall Clinic
53	Vesper Road Surgery
54	Lingwell Croft
55	Halton Clinic
56	East Park Medical Centre
57	New Croft Surgery
58	Ireland Wood Surgery
59	Rawdon Surgery
60	Elmwood Surgery
61	Jessamine Cottage
62	Garforth Medical Centre
63	Chandos Medical Centre
64	Woodhouse Health Centre
65	Calverley Medical Centre
66	Glenlea Surgery
67	West Lodge Surgery
68	Yeadon Tarn Medical Practice
69	Menston Medical Centre
70	Park Road Medical Centre
71	The Garden Surgery
72	The Grange Medical Surgery
73	Ashfield (& Grange) Medical Centre
74	Shadwell Medical Centre
75	Shenstone House Surgery
76	Adwalton House Surgery
77	Windsor House Surgery
78	Sunfield Medical Centre
79	Meanwood Health Centre
80	Thornton Medical Centre
81	Harehills Corner Surgery
82	Rookwood Avenue
83	846 York Road
84	Leigh View Medical Practice
85	The Street Lane Practice
86	Fountain Medical Centre
87	Moor Grange
88	Abbey Grange Medical Centre
89	Burley Park Medical Centre
90	Aireborough Family Practice
91	Whitehall Surgery
92	Fieldhead Surgery
93	The Grange Medical Surgery
94	Colton Mill Medical Centre
95	New Cross Surgery
96	Bellbrooke Surgery
97	Laurel Bank Surgery
98	Nova Scotia Medical Centre
99	Kippax Hall Surgery
100	Park Edge Surgery
101	The Gables Surgery
102	Shafton Lane Surgery
103	Arthington Medical Centre
104	St Martins Practice
105	Gildersome Health Centre
106	Conway Medical Centre
107	The Highfield Medical Centre
108	Foundry Lane Surgery
109	Chapelton Family Surgery
110	Kirkstall Lane Medical Centre
111	Leeds Student Medical Practice
112	Ashton View Medical Centre
113	The Square, Harewood
114	Wetherby Surgery
115	Hunslet Health Centre
116	Church Street Surgery
117	Roundhay Road
118	Family Doctors
119	Oakwood Surgery
120	Beech Tree Medical Centre
121	Moorfield House Surgery
122	Newton Surgery
123	Beeston Village Surgery
124	York Street Health Practice
125	Hawthorn Surgery
126	Bramham Medical Centre
127	Lincoln Green Medical Centre
128	Drighlington Medical Centre
129	Middleton Park Surgery
130	Cottingley Surgery
131	Swillington Clinic
132	OneMedicare at The Light
133	Shakespeare Community Practice

- 3.33. The amount of new housing identified for Leeds up to 2028 will have implications for local health services. General practice is funded on a price per patient based on the number of patients who are formally registered with the practice. For this funding, each practice has to deliver specific core services as part of a national contract and so practices need to be of a certain size in order to deliver economies of scale; smaller practices face greater challenges in providing a sustainable service. The average number of patients per practice in England currently stands at 8076 with the average size for Leeds currently at 8266 with the number of single handed practices having dropped by 30% since 2010 (Kings Fund Understanding Pressures in General Practice May 2016).
- 3.34 The Site Allocations Plan cannot allocate land specifically for health facilities because providers plan for their own operating needs and local demand. New GPs do not necessarily require new physical buildings. Existing practices determine for themselves (as independent businesses) whether to recruit additional clinicians in the event of their practice registered list growing. Practices can also consider other means to deal with increased patient numbers, including increasing surgery hours. It is up to individual practices how they run their businesses to respond to increased patient numbers. Practices consult with the NHS about funding for expansion, albeit that funding is limited.
- 3.35 Notwithstanding this, in accordance with Core Strategy Policy P9 developers will be encouraged to consult with the Clinical Commissioning Group to ensure consideration of health provision in association with proposed developments. The largest sites allocated in the SAP will be expected to include land for local facilities, which could include new GP surgeries. Proposals for health facilities e.g. doctors surgeries and dentists will be supported subject to need, site constraints and location in relation to planning policy.

NHS Trusts

- 3.36 There are three main provider NHS Trusts in Leeds: Leeds Teaching Hospitals NHS Trust runs the majority of acute hospital services in Leeds and is also a regional treatment centre; and Leeds Mental Health Trust which is in the process of becoming an NHS Foundation Trust. Leeds Community Healthcare NHS Trust provides a range of community-based health services across Leeds area in the most appropriate setting for patients, whether that is in their own home, a local health centre, or a community hospital and Leeds and York Partnership Foundation Mental Health NHS Trust (LYPFT) which provides specialist mental health and learning disability services to people in Leeds. LYPFT also provide specialist inpatient Child and Adolescent Mental Health Service (CAMHS) and Low Secure Forensic Service in York which serve the regional population. Their specialist services accept national referrals.
- 3.37 The teaching hospitals in Leeds are the Leeds General Infirmary (LGI) (City Centre), St James's Hospital (Burmantofts), Seacroft Hospital, Wharfedale Hospital (Otley), Chapel Allerton Hospital, and St Mary's Hospital (Armley). There are two accident and emergency departments, at the LGI and St James', and St George's one-stop

centre in Middleton, Wharfedale Hospital, and the Burmantofts Health Centre also provide minor injury and walk in centres. There are 60 community bases spread across the whole Leeds District. Most services are specific to the needs of Leeds, however some specialises have a wider regional/national impact.

3.38 Health infrastructure provision undergoes frequent changes due to changing standards at the nation level, and the swift level of health intervention innovation and advancement. The current key change of emphasis is to focus on prevention rather than cure, alongside aiming to move provision out of hospitals and closer to people's homes. Particular infrastructure issues identified by the Leeds Teaching Hospitals NHS Trust are:

- Utilities protection of supply to hospitals
- Access and travel for patients and staff
- Impact of major infrastructure breakdown
- Opportunities for joint working on infrastructure issues
- Being included in consultations on major changes to the city profile to allow full consideration of health impacts.

3.39 Across the Leeds Teaching Hospitals, a clinical services reconfiguration is already underway, whereby LGI has become the main emergency department with children's services also centralised onto that site, elderly services centralised at St James', and elective orthopaedics, plastics, dermatology, and rehabilitation services at Chapel Alperton. The general estate rationalisation strategy aims to reduce the overall size of the estate by 25%, including a focus on ambulatory and local services at the other hospitals.

3.40 Of particular note, the LGI site is underused in terms of floorspace, and has been included in the SAP as a mixed use site primarily for residential and office. This does not mean that the clinical functions are relocating off the site or predetermine any specific proposals, it simply means that there is the opportunity to reduce the overall floorspace needed for the hospital.

3.41 The Foundation Trust for mental health and learning disabilities has units spread throughout the city catering to the different needs, with St Mary's Hospital being the most significant site. The current emphasis is for improved community services which in turn reduces the need for inpatient beds. Current high demand is being managed within the existing resources and better crisis prevention whilst maintaining standards is the approach taken to mitigate the demands of an ageing population. The opportunities for joint delivery of services and also co-location are fully recognised by the Trust.

3.42 Rationalisation has been underway in the past few years to make better use of the estate, including using Local Improvement Finance trust (LIFT) schemes to provide new or rationalised provision of community health facilities. This has allowed the PCT to invest in new premises in new locations, not merely reproduce existing types of service, to provide patients with modern integrated health services in high quality,

fit for purpose primary care premises. The one-stop-shop principle is an important component of NHS LIFT, allowing the patient to be treated in their locality in 'One- Stop-Centres' that are modern, convenient, and easy to access and staffed by a wide range of healthcare professionals.

iii) Community Centres and Libraries

3.43 The provision of existing and new social and community facilities is integral to creating sustainable communities. However, in planning for strategic infrastructure it is not possible to identify the need for and location of such centres. The Core Strategy sets out that community centres will generally be located in centres for ease of linked trips, and 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. Neighbourhood planning is expected to identify aspirations and need, potential locations, and funding solutions for new community centres. The Site Allocations Plan identifies that some allocations will need to provide a new centre as a requirement of their development, and these centres would be an appropriate location for new community facilities.

3.44 Leeds City Council provides 34 public libraries across the City including the major Central Library, as well as 6 mobile libraries, a Library at Home service, and a school library service. The service provides access to a wide range of books and electronic material recorded in the public access catalogue, and attracts around 3 million visitors each year. The service has also been innovative in its adoption of modern technology offering 24/7 access to a wide range of services, including an electronic reference library available at home, work and in the library, online loan renewals, and e-books and e-magazines which can be downloaded direct to portable devices.

3.45 Leeds Libraries have been faced with the need to deliver improved services, whilst at the same time maintain tight budgetary control. By implementing one of the UK's leading electronic supply chain services, Gateway, over the past 3 years, Leeds Libraries have streamlined existing services and delivered significant annual returns. All of these initiatives have helped to broadly maintain visitor numbers and book issues set against a trend of general decline in library use nationally.

iv) Emergency Services

3.46 The increase in the number of households across Leeds will place increased demands on emergency services resources, and as growth develops across the city there will be the further need for re-assessment of provision.

a) Police

3.47 Police services across the Leeds District are provided by West Yorkshire Police. The new City and Holbeck Police Divisional Headquarters at Elland Road became operational in 2014. The existing neighbourhood policing stations will remain in their present locations. There are no further major infrastructure schemes planned.

b) Fire and Rescue

- 3.48 The fire and rescue service is provided by the West Yorkshire Fire and Rescue Service. Following a major review of emergency cover and as part of West Yorkshire Fire and Rescue Authority (W YFRA) Integrated Risk Management Plan, the service agreed a range of measures including a new fire station in Killingbeck to replace fire stations in Gipton and Stanks, and a new station in Menston to replace ones in Rawdon and Otley. The Draft IRMP 2013-14 consulted on further changes including mergers of six existing stations into three new ones, but after extensive consultation revised plans were agreed whereby the only merger would be a new station in the Weetwood area to replace the ones at Cookridge and Moortown. Due to difficulties in identifying a suitable site for a new fire station in Menston, West Yorkshire Fire and Rescue Service has now revised its plans and Rawdon and Otley stations will remain as they are.
- 3.49 The new stations are part of proposals to enable W YFRS to deliver a first-class emergency service which meets community risk, protects firefighter safety and contributes significantly to addressing the financial gap West Yorkshire Fire and Rescue Authority faces. The changes also reflect a significant reduction in risk and demand experienced over the past ten years. The new site at Killingbeck is currently under construction and programmed to open in December 2015. The station will be staffed by 44 whole time firefighters delivering a 24 hour immediate response to the community, and will also accommodate the East Leeds Young Firefighters Scheme. This is an independent facility for students and is being relocated from Gipton fire station. This unique scheme will continue to flourish in its new home, enabling the youth of East Leeds access to a first class learning experience. An independent community room will also allow partner agencies to interact and share working experiences with WYFRS.
- 3.50 Rothwell's existing fire station was built in 1963 and the new plans involve replacing the existing fire station with a brand new station in the same location which opened in July 2015.
- 3.51 There is also the need for incremental provision of firefighting water supplies and fire hydrants where new growth is to occur, and it is assumed that these would be provided directly on site by the developer where necessary.

c) Ambulance Service

- 3.52 Ambulance accident and emergency services and patient transport services are provided by the Yorkshire Ambulance Service. The Trust is currently working towards becoming a NHS Foundation Trust, which is a membership organisation free from central government control. Although data for the Leeds District has not been collated, the Service operates from 62 ambulance stations across the county, and 19 hospital based patient reception centres, and has a fleet of over 500 emergency vehicles and 460 patient transport service vehicles. The communication centres are based outside the District, in York and Wakefield.

4. GREEN INFRASTRUCTURE AND GREENSPACE

- 4.1 Green Infrastructure is the network of multi-functional greenspaces, both urban and rural, which includes protected sites, woodlands, 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.
- 4.2 Two-thirds of the Leeds District is Green Belt, and one of the City's distinguishing features is also 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 greenspaces including 7 city parks which have achieved the Green Flag Award. Trees and woodland cover are also important components of Leeds' landscape character, with 4,450 hectares of woodland cover in the district, 1 European Site - South Pennine Moors SPA/SAC, 17 Sites of Special Scientific Interest (SSSI), 48 Local Wildlife Sites, 11 Local Geology Sites and 14 Local Nature Reserves. There are also 45 Candidate Local Wildlife Sites which will be assessed in the near future.
- 4.3 The SAP and AVLAAP will protect over 1660 greenspace sites serving the Leeds population. Each site has been recorded, plotted, assessed (quality and facilities available), and classified according to typology using the categories:
- Parks and Gardens
 - Amenity Space
 - Children and Young People's Play Provision
 - Outdoor Sport
 - Allotments
 - Natural Green Space
 - City Centre Civic Space
 - Cemeteries/Churchyards
 - Green Corridors
 - Private Gardens open to the public i.e. Harewood House
- 4.4 Please see the separate Greenspace Background Paper for detailed information on all the typologies of current and proposed greenspace in Leeds, and how the SAP and AVLAAP greenspace designations have been identified.
- 4.5 The greenspace needs of the District were comprehensively identified in the Leeds Open Space, Sport and Recreation Assessment (OSSRA 2011) (EB7/4), which fed into the associated policies of the Core Strategy. The Core Strategy protects existing greenspaces where required and appropriate, and seeks to enhance their quality and accessibility. New development will contribute both to the amount of new greenspace in areas of deficiency, and to quality improvements on existing spaces, as set out in Core Strategy (CD2/2/) Policies G4 and G5. These new areas of greenspace will then have the same level of protected as for the designated

greenspace sites in the SAP and AVLAAP. Furthermore, a number of housing sites have specific greenspace policy requirements.

- 4.6 The City Centre is a focus for both residential and economic growth which greatly limits the potential for provision of all greenspace types. Primarily the City Centre needs areas for circulation and to break up the townscape, both in terms of greenspace and public realm (hardstanding). There is the aspiration to create a network of improved greenspaces and public realm infrastructure throughout the City Centre, including improved links to the larger greenspaces located at the boundary of the City Centre. The new pocket park on Sovereign Street alongside new office development is an example of this. Also, one of the continuing priorities for green infrastructure in the City Centre is the proposed City Park along the South Bank of the River Aire, and support is being sought from developers and land owners in the form of land or financial contribution, as well as other funding sources.
- 4.7 A further assessment of the quantity of green space against the standards set out in Core Strategy Policy G3 was undertaken for each ward in December 2016 to establish which typologies had a surplus of provision and which were in deficit. All wards were in deficiency in at least one typology so none met the full standards. The findings of this re-assessment are set out in the updated Greenspace Background Paper. In summary, there is a great variety of provision across the typologies and wards with no ward meeting the standards of provision for all typologies. Provision of allotments is particularly poor and there is an under provision of natural green space in the main urban area (MUA) and major settlements in many wards. Those wards with areas beyond the MUA and major settlements generally have a good amount of green space in these areas. There has also been an assessment to determine whether the accessibility standards set out in Core Strategy Policy G3 are met. This will help to channel resources into meeting any deficiencies, and where surpluses exist, alternative typologies or uses may be an option.
- 4.8 Within the AVLAAP there are 130 hectares of greenspace on 21 sites, plus an additional 3.2 hectares of civic space across 7 sites in Leeds City Centre. Sites have been assessed using the standard criteria and provision has been assessed against the standards set out in Policy G3 using an estimation of the population of the Aire Valley area. A similar assessment exercise has been undertaken which has identified that there is a surplus of amenity, children's play and natural green space.

Cemeteries

- 4.9 Leeds City Council manages 75 cemeteries and churchyards within the Leeds District, including 24 cemeteries, 3 crematoria covering (Lawnswood, Cottingley, and Rawdon) and 51 closed and disused churchyards. Cemeteries are located at Armey Hill Top, Beckett Street, Beeston, Cottingley Hall, Garforth, Gildersome, Guiseley, Harehills, Holbeck, Horsforth, Hunslet, Kippax, Lawnswood, Lofthouse, Morley, New Farnley, New Wortley, Otley, Pudsey, Rothwell, Upper and Lower Wortley, Whinmoor, Whitkirk, Grange, and Yeadon.

- 4.10 Kippax and Whinmoor Grange cemeteries were opened in 2013 and improvements have been made to Garforth, Lawnswood, Cottingley and Rawdon Harehills and Cottingley cemeteries also have specific sections for Muslim burials and Harehills has a section for Jewish burials whilst Whinmoor Grange is a multi-faith cemetery.

Sports Facilities

- 4.11 Outdoor sports facilities are a wide-ranging category of open space which includes both natural and artificial surfaces for sport and recreation that are either publicly or privately owned. Facilities included within this category are playing pitches (including football, rugby, cricket, hockey), synthetic turf pitches, tennis courts, bowling greens, athletics tracks, and golf courses.
- 4.12 Outdoor sports facilities often function as a recreational and amenity resource, in addition to a formal sports facility. This is particularly true of public grass pitches, which often have a secondary function for walking and kick about area. Many recreation grounds double up as local parks. When these pitches are not in formal use, which is for most of the week and over the summer months, they are available as open parkland, although this does impact on quality
- 4.13 In 2002 the Council undertook a Playing Pitch Strategy, for which a major driving factor was the need to identify a hierarchy of investment priorities for pitch improvement and development. Among other recommendations and priorities, since the publication of the Strategy the Council has sought to reduce the overall number of non-significant single pitch sites, and initiate and encourage the development of local networks of 'community clubs', which reflect local priorities for sports development, and provide for junior and senior teams, training, and competitive play. The Council is in the process of refreshing the Playing Pitch Strategy, which has not yet been adopted. Early outputs from the strategy suggests that Leeds has a good quantity of outdoor pitches but the quality could be improved. It should be noted that improving the quality of a pitch (for instance improving drainage) can change the number of times it is used in a period. This can act as cost saving to Leeds by mitigating the need to use more land.
- 4.14 The Leeds OSSRA recommends that the standard for outdoor sports (excluding golf courses) is set at the existing level of city wide provision, with a focus on improving quality of existing sites, and better access to them. For instance, the majority of outdoor sports facilities in Leeds are effectively private, being provided on education sites. For example, the university sports grounds concentrate large numbers of good quality outdoor sports facilities in North West Leeds. The influence of education controlled sporting facilities on the overall number of facilities is highly significant.
- 4.15 Provision of additional quality changing facilities is a capital intensive and longer term objective. As outlined above, the Council's policy resulting from the Playing Pitch Strategy is to encourage community hub sites for sporting facilities so that the provision of capital infrastructure such as changing accommodation can be shared and better utilised. Collective provision of pitches and facilities at some sites is already well

established, such as Roundhay and Temple Newsam. Some sites, such as Stonegate Road in Moortown already exist and have previously provided formal sports provision, but due to drainage problems or lack of other facilities, their use was reduced or suspended pending substantial investment and improvement. The existing and proposed hub site locations are Prince Phillips (Meanwood), Stonegate Road (Meanwood), Church Lane (Methley), Neville Road (Halton Moor), Middleton Leisure Centre, Queens Park (Pudsey), Tinshill Recreation Ground (Colton), Archie Gordon (Kirkstall), King George's Field (Horsforth), Whinmoor Cemetery, Roundhay Park, Fearnville (Gipton), and Temple Newsam.

- 4.16 Refurbishment of the Council's Leisure Centres, including swimming pool provision, is an ongoing process, and projects have been identified in the Infrastructure Schedule. Private provision of facilities such as gyms is also an important element of sports provision and is encouraged by the Council in appropriate locations.
- 4.17 Leeds also has a number of high profile sports venues that attract major events, and the Council supports ongoing improvements at the city's major sporting venues, such as Headingley Carnegie Stadium and Elland Road. The Universities also provide high quality facilities across a wide range of sports, and again improvements and additions to these are strongly supported.

Children's Play

- 4.18 Facilities for children and teenagers/young people across Leeds ranges across four types of formal equipped play space. Children's equipped play areas are for toddlers and young children and consist of equipment ranging from traditional swings and slides, to zip lines and more advanced play equipment for older children. This type of equipment also caters for disabled children. Multi-Use Games Areas are aimed at children aged 8 and above and consist of all-weather courts with multiple play functions, including goal ends and basketball hoops. Skate parks are aimed at children aged 12 and above and consist of a couple or a series of ramps depending on the size of the facility. Teen Zones are aimed at teenagers aged from 13 years and act as shelters where they can meet.
- 4.19 The Core Strategy recommends that the number of facilities provided across all four types is based at a rate of 2 per 1,000 children. This will bring about an improvement in the provision of play facilities across Leeds without dictating what type of facility is provided. The justification for grouping the facilities together is that child demographics vary between analysis areas and the decision about what type of facilities are provided should be in consultation with the local community.

THE LEEDS INFRASTRUCTURE SCHEDULE

- 5.1 The following pages set out the Infrastructure Schedule for Leeds. The base date of the Schedule is 2018, as it is considered to be important to show the history of the infrastructure planning process in relation to the Core Strategy and Site Allocations Plan (SAP). The Aire Valley Local Area Action Plan (AVLAAP) also has a separate schedule as the Aire Valley is at a more advanced stage (Aire Valley Leeds Area Action Plan - Infrastructure Delivery Plan Background Paper Update Dec 2016). A number of schemes have now been completed or are nearing completion. The delivery periods are organised into five year time bands dating from 2018, with the final 20 year band being outside of the Core Strategy timescale but included as being important to show the longevity of major infrastructure provision.
- 5.2 The Schedule includes identification of the projects which are critical for the delivery of the Core Strategy and Site Allocations Plan, alongside identifying those which are desirable but not essential. This includes consideration of the schemes which are funded, and those where the funding is more uncertain. Predicting future levels of funding beyond the short-term is difficult and it is particularly problematic in the current economic and funding climate, where funding has considerably reduced from the levels available in previous years. This is recognised in national guidance. Where exact levels of funding are unknown, the Schedule identifies the project alongside any funding information or estimates currently available. The Infrastructure Delivery Plan is up to date as at the date of submission and assists the implementation of the Local Plan. It will be kept regularly up to date in liaison with the Combined Authority and relevant infrastructure providers, on the Council’s web-site. Applicants should have regard to the Infrastructure Delivery Plan when preparing planning applications.
- 5.3 The information in the schedule is organised into three levels of priority with green (1)/ amber (2) / red (3) colour coding. This coding is used to identify both the priority of a specific project, and the likelihood of its funding as set out below:

PRIORITY:	FUNDING:
1 Key Priority / Necessary to Support Growth	1 Definite / Very Likely
2 Desirable	2 Uncertain / Part Funded
3 Subject to Funding	3 None Currently Identified

INFRASTRUCTURE DELIVERY PLAN AREAS (Map in section 1)

D - DISTRICT WIDE

1 - AIREBOROUGH

2 - CITY CENTRE

3 - EAST LEEDS

4 - INNER AREA

5 - NORTH LEEDS

6 - OUTER NORTH EAST

7 - OUTER NORTH WEST

8 - OUTER SOUTH

9 - OUTER SOUTH EAST

10 - OUTER SOUTH WEST

11 - OUTER WEST

AVL – AIRE VALLEY LOCAL AREA ACTION PLAN

R - REGIONAL OUTSIDE OF LEEDS DISTRICT

LEEDS INFRASTRUCTURE SCHEDULE – FULL SCHEDULE – June 2018

APRIL 2013 IDP PROJECTS NOW COMPLETED

AREA A	TOPIC	SCHEME	TOTAL COST	DELIVERY NOTES
D	Cycle	Leeds Core Cycle Network Route 10 Bradford – City Centre	£248,000	Implementation Plan 1: £223k 2011/12, £25k 2012/13. Phase 1 Complete.
D	Cycle	Leeds Core Cycle Network Route 12 Garforth to City Centre	£478,000	Phases 1 and 2 complete.
D	Highways (local)	Traffic light priority	£710,000	Enhanced priority for buses at junctions. LTP scheme.
D	Transport (Bus)	Bus Lane Enforcement Cameras Phase 2	Neutral	Operational LTP scheme
CC	Cycle	Leeds Core Cycle Network Route 2 – Leeds station to universities	£315,000	Opened spring 2014
CC	Cycle	Leeds Core Cycle Network Route 9 – Chapel Allerton to City Centre. Phase 1	£1,600,000	Opened May 2015
CC	Regeneration	Kirkgate Market Refurbishment	£12,300,000	Completed 2016
CC	Transport (Bus)	Leeds City Bus additional routes	Not known	Started operation April 2015
E	Highways (strategic)	M1 Jn 44 signalisation	£2.4m	Opened April 2015
I	Emergency Services - Police	City and Holbeck new Police Divisional Headquarters at Elland Road - Private Finance Initiative scheme	Specific Site Cost not known	Home Office awarded £215.9 million for 3 new Police facilities including Elland Rd. Planning application approved 2012, completed April 2014. Site is up and running and has been for a number of years.
I	Highways (strategic)	M621 Junction 2 Islington roundabout	£325,000	Introduction of full-time traffic signal controls to address nose to tail collisions at roundabout entry points and manage traffic movement effectively along A643. Completed May 2013.
I	Public Transport	Roundhay Road Integrated Transport Scheme (Bayswater Rd - Harehills Lane)	£433,000	Outbound bus lane. Completed Dec 2013
I	Transport (Bus)	Elland Road Park and Ride	£2,550,000	Opened June 2014
N	Highways (local)	Horsforth Roundabout signalisation	£3,000,000	Completed Oct 2015
OS	Fire and Rescue	New replacement fire station on the existing Rothwell site	Not known	Opening July 2015
OW	Highways (local)	Thornbury Barracks roundabout	£3,400,000	Opened May 2015
OW	Highways (local)	Rodley roundabout signalisation	£3,200,000	Completed Aug 2015
OW	Transport (Rail)	New Pudsey park and ride extensions and access	£1,140,000	Opened Jan 2014

AREA	TOPIC	SCHEME	TOTAL COST	DELIVERY NOTES
R	Highways (strategic)	M62 Jn 25-30 Smart Motorway	Not known	Completed September 2013
R	Transport (Rail)	Apperley Bridge station	£8,000,000	Opened Dec 2015
R	Water	Linking East Coast area to the grid, to pump water over a greater area to better allow for localised droughts	£6,700,000	Yorkshire Water £6.7m 2010 - 2015 to connect Scarborough and Filey area to the Yorkshire Grid.
CC	Transport (Rail)	Leeds City Station Southern Access	£14,400,000	Opened Jan 2016
R	Highways (Strategic)	M1 Jn 39-42 Smart Motorway	Not known	Completed Feb 2016
N	Transport (Rail)	Kirkstall Forge station	£8,000,000	Opened June 2016
CC	Highways (strategic)	A58(M) Leeds Inner Ring Road Major Maintenance Scheme.	£25,000,000	Completed Sep 2016
D	Cycle	City Connect cycle superhighway	£21,200,000	23km segregated cycle superhighway. Western section opened June 2016 and eastern section was effectively complete in October 2016
I	Transport (Bus)	Elland Road Park and Ride – expansion of surfaced car parking to 800 spaces and new visitor centre	£1,800,000	Opened Oct 2016 (visitor centre Dec 2016)
D	Waste	Residual Waste Facility (RERF), Newmarket Approach, Cross Green	Part of wider £460m contract	Part of 25 year £460m contract. The facility opened in 2016.
I	Fire & Rescue	New Fire station in Killingbeck.	Not known.	New Killingbeck Fire Station opened in December 2015
AVL	Flood Defence	Flood Alleviation Scheme Phase 1 including city centre works.	£49,300,000	Opened in 2017.
R	Transport (Rail)	Low Moor station, Bradford	£7.2M	Opened April 2017
AVL	Transport (Bus)	Aire Valley (Temple Green) P&R – 1000 space car park	£8.50M	Opened June 2017
CC	Highways (Local)	Northern St/Whitehall Rd junction improvement	£2.85M	Completed Dec 2017

AREA	TOPIC	SCHEME	TOTAL COST	DELIVERY NOTES
AVL	Highways (Local)	Logic Leeds Link	£2,500,000	Completed 2018
AVL	Highways (Strategic)	M1 Junction 45 RIS scheme	£8.3M	Completed Mar 2018

PLANNED INFRASTRUCTURE PROJECTS 2018 ONWARDS

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Education	School requirement District wide resulting from SAP and AVLAAP allocations (Core Strategy housing growth)	Details being progressed.	1	1 Developer contributions including sites / CIL / LCC sites, LCC budget including Basic Need grant allocation	<p>In total approximately 80 FE of additional primary provision is needed as a result of the housing plans, equivalent to 40 new 2 FE primary schools. The SAP and AVLAAP have identified options for 50 FE. With safeguarded sites/land included, this rises to demand of 88FE and solutions for 60FE.</p> <p>In total approximately 60 FE of additional secondary provision are needed as a result of the housing plans (SAP & AVLAAP), equivalent to 7-8 new secondary schools of around 8 forms of entry each. The plans have identified options for 28FE. With safeguarded sites/land included demand rises to 66 FE (with no further sites agreed).</p>		✓	✓	✓	
D	Education	<p>(As above) City Centre:</p> <ul style="list-style-type: none"> - 0.5FE expansion – Hunslet Moor Primary school (2018) - 0.5FE expansion – Beeston Hill St Luke's Primary (2019) 		1	1 As above	As above		✓	✓	✓	

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Education	East: - 1FE expansion – Fieldhead Carr Primary school (2018)		1	1 As above	As above		✓	✓ <input type="checkbox"/>	✓	
D	Education	Inner: - 2FE Dixons Chapelton Free School (2017) - 2FE Elements Free School (Acre Mount) (2018) - 1.5FE expansion Shakespeare Primary (2018) - 1FE expansion Carr Manor Primary School (2018)		1	1 As above	As above		✓	✓	✓	

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Education	North: - 1FE expansion Allerton C of E Primary (2018)		1	1 As above	As above		✓	✓	✓	
D	Education	Outer South West - Elements Free School (Acre Mount) (see above) will meet some basic need pressure in this area as well) - 0.5FE expansion Cottingley Primary Academy (2017)		1	1 As above	As above		✓	✓	✓	
D	Green Infra	Improvements to greenspace quantity and/or quality as result of new housing development.	£86,722,628 from Policy G4/G5 funding. CIL contribution as yet unknown	1	1 £86,722,628 from Policy G4/G5 funding. CIL contribution as yet Unknown.	Calculations for period 2017-2028 (11 years). This is to the end of the Core Strategy plan period. Calculations factored in City Centre and Outside City centre split. Assume 60% delivery of new Greenspace through G4/G5. CIL contribution not included as this is currently unknown.		✓	✓	✓	

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Green Infra	District wide child's fixed play as a result of new housing development; play areas, MUGA, and skate/BMX.	£19,360,376 from Policy G4/G5 funding. CIL contribution as yet unknown.	1	£19,360,376 from Policy G4/G5 funding. CIL contribution as yet unknown	Calculations does not include laying out of Play Facilities as this is costed elsewhere (see above). Period is for 11 years and assumes a 20% child /adult split. (average ONS data 2014)		✓	✓	✓	
D	Cycle	Leeds Core Cycle Network Route 16 - Wyke Beck Valley (phase 2).	£573,000	1	2 Likely to be funded through WYPTF.	Connections to East Leeds Link, Aire Valley and Trans Pennine Trail. LTP scheme 2015.		✓			
D	cycle	City Connect 2 - Cycle super highway	£6,750,000	1	1 DfT/LTP	Scheme to extend current network of cycle superhighways within Leeds City Centre providing links to the City Connect 1 scheme. Construction has started. Expected completion May 2019.	2019	✓			
D	cycle	City Connect 3 – Cycle super highway	£8,000,000	1	1 LTP/WYPTF	Schemes to deliver cycle superhighway from City Centre to Elland Road Park and Ride. Second scheme to provide segregated facilities on Clay Pit Lane (A58). Final scheme on Dewsbury Road. Feasibility design on-going. Dates to be confirmed.	2021	✓			
D	cycle	Outer Ring Road Cycle Super Highway	£3,200,000	1	1 National Productivity Investment Fund	Construction due to begin in 2019. Completion date to be determined.	2020	✓			

D	Flood Defence	River Aire Flood Alleviation Scheme – Phase 2	£112,000,000	1	2 DEFRA Booster fund EA Flood Defence Grant In Aid Leeds City Council Other Local Contributors: (European Structural and Investment Funds) (Local Growth Fund) (Woodlands Trust)	<p>Phase 2 of the Leeds Flood Alleviation Scheme is taking a catchment-wide approach. This means the entire River Aire catchment area will be considered to help reduce flood risk in Leeds including areas such as Kirkstall and Stourton. This approach will adopt a combination of Natural Flood Management (NFM) and engineered measures to help slow the flow and catch water further up the catchment so that flood peaks are reduced further downstream.</p> <p>The Phase 2 plans have a strong focus on NFM, with proposals to create new woodland areas which would more than double canopy coverage in the River Aire catchment. Water storage areas will be created and developed, operated by a control gate system meaning water can be held and then released back into the river when safe to do so. A third element would be the removal of existing obstructions along the river to help reduce water levels, along with lowering the riverbed in places to improve its capacity and flow.</p> <p>An outline business case was submitted to the Environment Agency Large Project Review Group in January 2018. The business case is currently going through the Environment Agency and Government assurance processes. It is anticipated that the works will be tendered in Autumn and awarded late 2018.</p> <p>Advanced works to remove obstructions to conveyance and other quick wins are already progressing.</p>	2020	✓			
D	Highways (local)	20 mph limits and zones	£500,000	1	1 LTP IT Block	LTP scheme. Supported through LTP for next 2 years. Current programme will complete the 20mph Residential Programme.	2020	✓			

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Highways (local)	Pedestrian crossings	£270,000	1	1 LTP IT Block	LTP scheme. Supported through LTP for next 3 years, likely to extend beyond this - ongoing work.		✓	✓		
D	Housing	Affordable housing initiatives including via S106.	Dependent upon affordable housing schemes	1	2 Developers, LCC, Government grants	Delivered as result of new development providing S106 funding, LCC programmes, and Government grants.		✓	✓	✓	✓
D	Transport (Bus)	Investigation of Bus Quality Contracts/ Partnership under consideration by WYCA	£300,000	1	1 LTP, WYCA and Bus operators	WYCA agreed in Sept 2014 to continue to develop and evaluate both the Quality Bus Contract and Partnership approaches.		✓			
D	Transport (Rail)	Provision of additional rolling stock	Rail Operators have costings	1	2 Rail operators	Northern and Trans Pennine franchise requirement to provide additional capacity for 13,000 additional peak passengers into Leeds. East Coast Mainline (LNER) franchise also to receive new rolling stock.	2017-19	✓			
D	Water	Water and sewerage pipe replacement District wide, plus modelling to investigate areas of deficiency	£8,000,000	1	1 Yorkshire Water	Currently spending £8 million replacing 40,000 lead pipes in Leeds to improve drinking water quality.		✓			
D	Education	Nursery and child care provision.	N/A	2	2 Private, voluntary and independent sector	To be delivered primarily through private, voluntary and independent sector.		✓	✓	✓	

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Energy	Gas pipe replacement district wide - 190km 20 year project	Northern Gas have information	2	1 Northern Gas Networks	20 year project, initial phases completed/underway.		✓	✓	✓	
D	Green Infra	Playing pitch and facilities improvements	Cost within overall cost of outdoor recreation	2	2 Sport governing bodies, developer contributions /CIL	In accordance with the existing Playing Pitch Strategy for Leeds there are on-going playing pitch facility projects at numerous sites. Funded by Sport governing bodies including the FA, RFL, and RFU, and developer contributions/CIL.		✓	✓	✓	
D	Green Infra	Development of new woodland (location not yet determined)	Not yet costed	2	3 Grant funding, developer on-site/ contributions and CIL	Part of overall green Infrastructure delivery through Core Strategy and possible CIL funding.		✓	✓	✓	
D	Health	New health centres where necessary to support new population	Part of Health Strategy	2	2 Generally funded by NHS/individual practices	To be assessed on a site by site basis as necessary through the planning system, and through the evolving national context of health care provision.		✓	✓	✓	
D	Pedestrian	Public Rights Of Way Network	£1,200,000	2	2 £800k from LTP, grants, and on-site provision	The Leeds ROWIP. Includes all identified projects. If these were to be delivered over the next ten years, the City Council would need to seek funding between £2.3m and £3.9m, including through developer contributions, West Yorkshire Plus Transport Plan and third party grants. The Plan should mainly be viewed as an aspirational document highlighting improvements (which in part) are over and above the basic statutory requirements. A cautious estimate has therefore been used of £1.2m (half the lowest estimate) to reflect that schemes are aspirational.		✓	✓	✓	✓

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Transport (Rail)	Local rail network electrification schemes	Not yet costed	2	3	Studies required to confirm costs, business cases and priorities.			✓	✓	
D	Community Centre	New community centres as necessary	Dependent upon range of funding	3	3 Via S106 / CIL / ward based funding / other grants	Increase in population may lead for need for new community centres, or enhanced use/ reconfiguration of existing centres. Funded and delivered when necessary through S106 / CIL / ward based funding / other grants.		✓	✓		
D	Cycle	Leeds Core Cycle Network Route 7 - Scholes to City Centre	£611,000	3	2 WYPTF/DFT	Connects to Penda's Way (17) and Wyke Beck Way (16).			✓		
D	Cycle	Leeds Core Cycle Network Route 8 - Rothwell to City Centre	£887,000	3	2 WYPTF/DFT	Connects to Route 3 and Aire Valley.			✓		
D	Cycle	Leeds Core Cycle Network Route 13 - Morley to City Centre	£932,000	2	2 WYPTF/DFT	Links to White Rose shopping centre and Holbeck regeneration area.			✓		
D	Cycle	Leeds Core Cycle Network Route 11 - Farnley - Leeds	£1,110,000	3	2 WYPTF/DFT	Links to Route 10			✓		
D	Libraries	City Centre Libraries	Dependent upon range of funding	3	3 Ward based funding, LCC, other grants	Increase in population may lead for need for reconfiguration of existing libraries. Funded and delivered when necessary through LCC capital funding / ward based funding / grants.			✓	✓	
D	Transport (rail)	Rail Station Accessibility Programme	£9,500,000	1	1 Leeds Public Transport Investment Programme.	Improve access arrangements at Cross Gates, Horsforth and Morley rail stations. Outline Business Case to be completed for Cross Gates and Morley in Q4 2019-20, and for Horsforth in Q4 2018-19.	2021	✓			

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Transport (Rail)	Additional park and ride capacity local rail stations	Not yet costed /Not known	1	1 WYPTF	Additional park and ride capacity at West Yorkshire rail stations. Pontefract and Mirfield to be progressed through the LTP but are yet to be approved, further study required. Proposals for around 90 additional spaces at Garforth and provision of additional capacity at Guiseley (Netherfield Rd) though decking the existing car park are being progressed.	2021	✓			
D	Transport (Bus)	Bus Priority Corridors on A61 north, A647, A58, A660 and A61 south.	£48,900,000	1	1 Leeds Public Transport Investment Programme	Increase bus priority on the identified routes. Outline Business Cases to be submitted for A61 north and A647 in Q3 2018-19, and for A58 and A660 by Q4 2018-19. Full Business Case to be submitted for A61 south by Q3 2018-19. This package also includes enabling works at Lawnswood roundabout and Thwaite Gate Junction, for which an Outline Business Case will be submitted in Q2 2018-19.	2021	✓			
D	Transport (Bus)	Bus Transformation Schemes: Transport Hubs	£8,000,000	1	1 Leeds Public Transport Investment Programme	Outline Business Case submitted June 2018.	2021	✓			
D	Transport (Park & Ride)	New Park & Ride site at Alwoodley Gates.	£15,000,000	1	1 Leeds Public Transport Investment Programme	Increase Park & Ride provision in the region. Alwoodley Gates at start up stage.	2021	✓			
D	Transport (Park & Ride)	New Park & Ride site at Stourton	£23,000,000	1	1 Leeds Public Transport Investment Programme	Increase Park & Ride provision in the region. Full Business Case to be submitted for in Q3 2018-19.	2021	✓			

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Transport (Park & Ride)	Park & Ride extension at Elland Road	£2,500,000	1	1 Leeds Public Transport Investment Programme	Increase Park & Ride provision in the region. Full Business Case to be submitted for Elland Road in Q2 2018-19.	2021	✓			
D	Highways (local)	SCOOT UTC system, A65	£2,200,000	1	1 National Productivity Investment Fund	Approval obtained from Executive Board. Due on site 2018-19.	2020	✓			
D	Transport	Mass Transit	Not yet costed	1	3 Funding sources to be confirmed	Outline Business Case to be developed late 2018. Construction to commence 2022 onwards. Completion date to be determined.			✓	✓	
AVL	Education	2FE primary to the SW corner of the Copperfield's site and 2FE primary / 4FE secondary through school at Skelton Grange	£19,600,000	1	1 Developer contributions / CIL / LCC sites, LCC budget	Education Funding Agency build rates: <ul style="list-style-type: none"> £12,320 per primary pupil, so £2.6m for 1FE and £5.2m for 2FE primary £15,400 per secondary pupil, so £9.2m for a 4FE (only implemented with a 2FE primary as a through school). 		✓	✓	✓	
AVL	Green Infra	Child's fixed play as a result of new housing development; play areas, MUGA, and skate/BMX	£3,550,000	1	1 Provided on larger sites by developers.	At 0.62 children per house and 0.1 children per flat = costs £645 per house and £104 per flat (rounded). AAP housing target of 7,950 dwellings gross to 2028. Assume 60% delivered on-site, leaving 40% of new infrastructure on existing green space. One third of housing target assumed to be flats. Costs based on 2014 green space off-site calculation rates.		✓	✓	✓	

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AVL	Green Infra	Improvements to green space quantity and/or quality as result of new housing development	£11,700,000	1	1 Developer contributions and grant funding	The increase in population will lead to a need for new areas of green space as well as improvements to existing parks. AAP housing figures of 7,950 dwellings gross to 2028. Core Strategy G4 requires 80 sq.mtrs/unit where sites located in areas of green space deficiency. For 60% of the housing target, assuming green space is delivered on-site, the other 40% is located in areas of adequate supply. This generates an anticipated on-site requirement for 36 hectares. Cost to lay out estimated at £7M. Improvements to local green space infrastructure estimated as £4.7M green space.		✓	✓	✓	
AVL	Highways (local)	Aire Valley Leeds – North- South Link Road and river crossing	£24,800,000	1	2 Enterprise Zone borrowing, developer funding, WYPTF	New river bridge and link road to connect East Leeds Link Road with Pontefract Road. Includes Skelton Grange link route protection for a new road link and river crossing into Cross Green industrial estate and improvement at the junction between Skelton Grange Road and Pontefract Road. A potential role for the CIL. Funding prioritised in West Yorkshire Plus Transport Fund (which includes DfT devolved major scheme funding). This supersedes the previous Thwaite Gate Link proposals.			✓		
AVL	Pedestrian	Improved connectivity through provision of bridge infrastructure	Not yet costed	1	2 HIF	Specific ambitions/ requirements to improve connectivity. For example the South Bank area requires the Sovereign Square footbridge and the Low Fold footbridge. At approximately £1m per pedestrian/cycle bridge.	2023	✓			
AVL	Transport (Rail)	High Speed Rail (HS2)	Not yet costed	1	2 DfT	Network proposals with links from London to Birmingham, Manchester and Leeds. Subject of national study. Timetable envisages completion of route to Leeds by 2033	2033			✓	✓

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
AVL	Highways (Strategic)	Skelton Grange Power Station obligations M1 J44	Not known	2	2 Developer funded	M1 J44 widening of Pontefract Road on approach to northern dumbbell roundabout. Developer funded, although development has not come forward yet.		✓	✓		
AVL	Highways (Strategic)	M621 J7 improvements and coordinated traffic signal control – at M621 southbound off-slip and A61(N) entries to roundabout	Not known	2	2 Developer funded	To be implemented when Leeds Valley Park trip generation trigger is reached. Improvements and coordinated traffic signal control – at M621 southbound off-slip and A61(N) entries to roundabout. Scheme may need reconsideration if P&R Stourton is progressed		✓			
AVL	Highways (Strategic)	Arla Foods obligations, - M1 J44	Not known	2	2 Developer funded	M1 J44 widening of Pontefract Road on approach to northern dumbbell roundabout and improvements to southern dumbbell. Developer funded, although development has not yet reached trigger.		✓	✓		
AVL	Waste Management	Residual Waste Solution, Aire Valley	£460,000,000	1	1 Veolia, LCC	Veolia Environmental Services appointed through PFI 2012 for 25 year £460m contract. Construction commenced 2013, to open 2016.	2016	✓			

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AVL	Pedestrian / Cycle	Trans Pennine Trail (National Cycle Network Route No. 67)	£1,200,000	1	2 Developer funded, grants, Sustrans. DRIF	<ul style="list-style-type: none"> • Renew and upgrade surfacing of the canal and riverside paths which together form the TPT/NCN walking and route (Royal Armouries to Woodlesford Locks- 6km) Estimated cost £600k. • Skelton Grange Road Bridge – New footbridge to replace current unsatisfactory (and non-Equalities Act compliant) stepped access onto and off-road bridge. Estimated cost £500k. • Fishpond Lock – Installation of re-located, ramped, wooden footbridge from Knostrop Flood Lock to create cycle/wheelchair access over canal for Skelton Lake link to Wykebeck Valley Way. Estimated cost £75k. <p>Some elements may now be funded from the HS2 Cycle Scheme.</p> <p>Flooding during winter 2015/16 has affected this route and no funding is currently available to restore the affected sections.</p>		✓	✓		
AVL	Highways (local)	Knowsthorpe Lane Link	Not yet costed	3	3 -	Route protection for link for route north of Knowsthorpe Lane and a pedestrian / cycle link to the proposed new bridge crossing of the River. Outline costs not currently available, as likely only be brought forwards in the longer term, or when an associated development is progressed.				✓	
A	Airport	A65-Airport-A658 link road.	£50,000,000 - £70,000,000	1	2 WYPTF and third party contributions, LBA	LBIA has been developing a Surface Access Strategy which looks at short, medium (to 2025) and long (2025+) measures to improve access to the airport. The main medium term measure is a new road link or substantial upgrades between the A65 at Rawdon and the A658 north of the Airport. Further public consultation on proposals expected in 2018.	2026		✓		

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
A	Airport	Leeds Bradford Airport parkway station	Not yet costed	1	2 Leeds Public Transport Investment Programme and third party contributions. WYPTF	A parkway station serving Leeds Bradford Airport, providing a rail link for airport passengers, supporting employment growth surrounding the airport and providing strategic park & ride for the city and surrounding districts. Contained within PT Investment Programme for which an outline business case was approved by DfT April 2017. Contained within PT Investment Programme outline strategic case submitted to DfT Dec 2016. Further public consultation on proposals expected in 2018.		✓	✓		
A	Leisure	Aireborough Leisure Centre Refurbishment	£3,800,000	3	3 None	Refurbish changing rooms, reception, and exterior, extend gym, access work. By 2020 and dependent on funding.		✓	✓		
CC	Green Infra	City Centre public realm	Not yet costed	1	3 In part through development of sites	Identified in Core Strategy as aspiration and key priority for development of City Centre.		✓	✓	✓	
CC	Green Infra	City Park and smaller pocket parks in City Centre	Within overall greenspace cost	1	2 In partnership with developers, LCC	The City Park is identified in the Core Strategy (G5) and also in AVAAP. We will take opportunities in appropriate developments to deliver smaller parks.		✓	✓	✓	
CC	Highways (local)	Meadow Lane / Victoria Road scheme	Not yet costed	1	2 HIF/WYPTF	Meadow Lane / Victoria Road scheme. This would form part of the City Centre Package. Identified as West Yorkshire Plus Transport Fund priority	2022	✓			

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CC	Transport (Rail)	Infrastructure to maximise the regeneration benefits of HS2 and effectively integrate HS2 into the South Bank.	Not yet costed	1	3	Upon completion of HS2 station master planning and growth strategy, the Council will have a comprehensive plan and list of infrastructure required to maximise growth associated with HS2, as well as a funding ask/ proposal. This exercise will inform the specific projects in the South Bank. Elements of this are likely to form part of the WYPTF City Centre Package. Costs unknown at this stage.	2028			✓	✓
CC	Transport	City Centre Gateways at Woodhouse Lane, The Corn Exchange, The Headrow, Albion Street and Infirmary Street.	£29,000,000	1	1 Leeds Public Transport Investment Programme	City centre road layouts and infrastructure will be redesigned to reduce congestion, cater for the projected increase in bus patronage, improve transit times for buses and enhance the pedestrian environment along key arrival and departure points and corridors. Outline Business Case to be submitted for, The Headrow in Q3 2018-19, and subsequent quarters for the remaining gateways	2021	✓			
CC	Highways (Local)	Clay Pit Lane	£2,800,000	1	1 NPIF/S106/ Leeds Capital	Redevelopment of key junction on A660 and will include improved pedestrian area, infilling of subways and cycle facilities. Construction started in 2017 with a proposed summer 2018 completion date.	2018	✓			
CC	Highways (local)	City Square renaissance public space and public transport priority	Check	1	2 WYPTF	This would form part of the City Centre Package. Identified as West Yorkshire Plus Transport Fund priority.	2023	✓			

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CC	Highways (local)	Leeds City Station new platform and platform 17 extension	£30,000,000	2	2 DfT	Scheme not currently funded but forms part of the High Level Output Specification for Control Period 5 (2014-2019). Outline Business Case due to be submitted by Q1 2021-22.	2027		✓		
CC	Energy	City Centre Esco, and Civic and Victoria Gate district heating projects	Not yet costed	3	3 -	Aspiration. Existing Combined Heat and Power (CHP) system serving LGI and Leeds University could be extended to provide a central CHP.		✓	✓	✓	
M	Transport (Rail)	East Leeds Parkway Station, (Thorpe Park)	Not yet costed	1	1 National Rail/ WYPTF/Leeds PT Investment Programme	The station will provide links into Leeds, York and Selby while providing park and ride facilities (circa 500 - 700 spaces) close to major national road networks. Contained within PT Investment Programme for which an outline business case was approved by DfT April 2017. Contained within PT Investment Programme outline strategic case submitted to DfT Dec 2016		✓	✓		
I	Health - Leeds	St James's Hospital and Leeds General Infirmary - further reconfigurations and centralisation of services under consideration	Not known	1	2 Leeds Teaching Hospitals	Underway and ongoing		✓	✓		
I	Highways (local)	Armley Gyratory major improvement	£40,000,000 - £80,000,000	1	1 WYPTF	Capacity enhancements. Linked to planned closure of City Square to general traffic. This would form part of the City Centre Package.. Identified as West Yorkshire Plus Transport Fund priority	2022	✓			

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I	Highways (Strategic)	M621 J-7 RIS scheme	up to £55,000,000	1	1 Highways England	Junction enhancements and localised widening of sections of the M621 in central Leeds. Funded Route Investment Strategy scheme. Integrates with WYPTF City Centre Package	2022	✓			
N	Highways (local)	A65/A6120 Horsforth Roundabout (major improvement)	Not yet costed	1	2 Developer funding contribution /WYPTF	Further significant improvements to this junction identified through SAP evaluation.			✓		
N	Highways (local)	Fink Hill/A6120 Horsforth Junction improvement	£1,055,000	1	1 WYPTF	WYPTF CIP phase 1 scheme	2021	✓			
N	Highways (local)	A61/A6120 Moortown Outer Ring Road, A61 Scott Hall Rd/Harrogate Rd and Roundhay Park Lane / A6120 junction signalisation and improvements.	£9,000,000	1	1 WYPTF	Signalisation of existing A61/A6120 and A61/Harrogate Rd roundabouts. Improvements to the signalled Roundhay Park Lane/A6120 junction to alleviate congestion and improve road safety. Funding prioritised in West Yorkshire Plus Transport Fund (which includes DfT devolved major scheme funding). Start of construction July 2018.	2019	✓			
N	Highways (local)	King Lane/A6120 and King Lane/Stonegate Rd signalisation and improvement	Not yet costed	1	1 WYPTF	Improvements to the signalled junction to alleviate congestion and improve road safety. Funding prioritised in West Yorkshire Plus Transport Fund (which includes DfT devolved major scheme funding).	2019	✓			

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N	Fire and Rescue	New fire station in the Weetwood area to replace the ones at Cookridge and Moortown	Not known	2	2 WYFRS	Planning application submitted.		✓			
N	Highways (local)	A6120 dualling – Dawson's Corner-Horsforth	Not yet costed	2	3	Conversion of single carriageway to dual carriageway. Identified through SAP evaluation. Feasibility studies required.			✓	✓	
N	Cycle	Leeds Core Cycle Network, Route 4 - Adel Spur	£157,000	3	2 WYPTF/ DfT	Spur to extend coverage of route 15.			✓		
N	Leisure	Kirkstall Leisure Centre	£1,000,000	3	3 None	Refurbish changing room, re-orientate reception, works to heating / lighting / ventilation, reception, access. By 2020 and dependent on funding.		✓			
ONE	Cycle	Leeds Core Cycle Network Route 17 - Penda's Way	£1,440,000	3	2 WYPTF/ DfT	Links to Routes 7 and 14. LTP3 scheme post 2014. Possibility for delivery through the East Leeds Extension.			✓		
ONE	Cycle	Wetherby to Boston Spa disused railway - cycle route	Not yet costed	3	3	Route protected for the existing disused railway for use as a cycle track (scheme is partially complete). Outline costs not currently available, as only brought forwards in the longer term, or when an associated development is progressed.			✓		

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ONE	Leisure	Wetherby Leisure Centre	£1,400,000	3	3 None	Refurbish changing rooms, extend gym, access work. By 2020 and dependent on funding.		✓			
ONW	Cycle	Pool to Otley disused railway - cycle route	Not yet costed	3	2 DRIF	Route protected for the existing disused railway for use as a cycle track. Bid for development submitted May 2018..		✓			
ONW	Highways (local)	East of Otley Relief Road	Not yet costed	1	2 HIF/Developer Funded	Route protected for new road link between the A659 and A660 routes east of Otley, to remove through traffic from the town centre. This scheme will be delivered through HIF funding (£6,000,000) and by the developer of the East of Otley housing site.	2021	✓	✓		
ONW	Highways (local)	Dyneley Arms junction improvement	£8,000,000	1	1 WYPTF	Identified in SAP appraisal. Prioritised for a quick win intervention in CIP.	2021	✓			
OWN	Leisure	Otley Chippindale Swimming Pool	£250,000	1	3 Prince Henry Grammar School	Accessibility, energy and wider refurbishment, By 2020 and dependent on funding.		✓			
OS	Cycle	Methley disused railway - cycle route	Not yet costed	3	3 -	Route protected for the existing disused railway for use as a cycle track. Outline costs not currently available, as likely only be brought forwards in the longer term, or when an associated development is progressed.				✓	
OS	Leisure	Rothwell Leisure Centre	£5,800,000	1	3 None	Pool hall refurbishment - new atrium, circulation and relaxation area. Refurbish dryside changing, additional car parking, fitness studio / spinning area, extend gym. By 2020 and dependent on funding.		✓			

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
OSE	Highways (local)	A6120 Strategy - East Leeds Orbital Road as part of East Leeds Extension. Possible need for associated improvement to M1 J46.	£110,000,000	1	1 WYPTF, LCC capital receipt from Red Hall site, developer contributions	Subject to development of allocated housing land. Original intention to be primarily developer funded and assumed in addition to CIL contributions as need has already been established as part of site specific infrastructure in relation to specific development. Northern section through Red Hall to be funded by LCC, in part through capital receipt. In January 2013 Executive Board decision for LCC to take a more leading role in investigating feasibility for delivery, therefore LCC in partnership with ELE consortium currently investigating overall costs and funding mechanisms for provision of whole stretch of road. Funding prioritised in West Yorkshire Plus Transport Fund (which includes DfT devolved major scheme funding) with an expectation of a significant element of developer funding. Construction expected to commence in 2019.	2021	✓			
OSE	Highways (local)	Garforth southern bypass	Not yet costed	1	3 Options under investigation/Developer funded	Single carriageway bypass. Identified as potential scheme in SAP appraisal. Direct link to east of Garforth housing site. Funding options under investigation but will require a significant element of developer funding.		✓	✓		
OSE	Highways (strategic)	M1 J46 southbound slip road – ramp metering	Not yet costed	1	2 Leeds City Council	Original target 2015 although currently being renegotiated to be traffic dependent. The scheme is to be delivered by Leeds City Council under a Section 6 agreement with the Highways Agency. Current Agreement states works to be delivered in 2019.		✓			
OSE	Highways (strategic)	M1 J46 Junction Improvements	Not Known	1	3	Improvement to Main Junction with A63.			✓		

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
OSE	Highways (strategic)	M1 J47 Junction Improvements	Not known	1	2 Developer funded	Junction improvements will be required as a result of Parlington and East of Garforth developments. Identified in SAP appraisal.		✓			
OSW	Cycle	Leeds Core Cycle Network Route 1 – East Middleton Spur	£190,000	3	3 WYPTF/ DfT	Spur to extend coverage of Route 3.			✓		
OSW	Transport (Bus)	A653 Dewsbury Road corridor	£12,500,000	1	2 WYPTF	Cross boundary corridor improvement, incorporating bus priority measures, junction improvements, park and ride and enhanced express bus services.		✓	✓		
OSW	Cycle	Leeds Core Cycle Network Route 6 – North Morley Spur	£448,000	2	2 WYPTF/ DfT	Spur to extend coverage of Route 13.			✓		
OSW	Transport (Rail)	White Rose Station	Not yet costed	1	2 Leeds PT Investment Programme/ Private Sector Contributions	A new station at White Rose to support the employment and retail centre. Contained within PT Investment Programme for which an outline business case was approved by DfT April 2017. Contained within PT Investment Programme outline strategic case submitted to DfT Dec 2016. Initial public consultation launched July 2018.		✓	✓		

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
OW	Highways (local)	A6110 Outer Ring Road improvements	£17,600,000	1	2 WYPTF	Highway improvement package for the A6110 from Millshaw to A647 Stanningley Bypass. Includes enhanced pedestrian and cycling facilities as well as junction improvements at key intersections. Complements measures planned elsewhere on the Leeds Outer Ring Road. Funding prioritised in West Yorkshire Plus Transport Fund (which includes DfT devolved major scheme funding). Currently only £103k funded.			✓		
OW	Highways (local)	Dawsons Corner major improvement scheme	£20,000,000	1	1 WYPTF, Leeds Public Transport Investment Programme	Identified in SAP appraisal. Developer contributions likely. Included in WYPTF CIP phase 1 schemes.	2021	✓			
OW	Leisure	Pudsey Leisure Centre	£2,000,000	3	3 None	New entrance and frontage, interior refurbishment, extend gym. By 2020 and dependent on funding.		✓			
OW	Transport (Rail)	New Pudsey Station parking expansion	£5,000,000	1	1 Leeds Public Transport Investment Programme	500 space car park expansion at New Pudsey to increase its capacity for park & ride within the Leeds Bradford corridor. Contained within PT Investment Programme for which an outline business case was approved by DfT April 2017. Timing of Outline Business Case submission to be confirmed subject to LCC/ LPTIP Programme Board approval	2021	✓			

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
R	Information technology	The West Yorkshire BDUK Local Broadband Plan	£2,350,000	1	1 ERDF, DCMS, LCC, private sector	Aims to ensure that 90% of premises across West Yorkshire have access to superfast broadband (24mbps+), with the remaining areas able to get a minimum of 2mbps. For Leeds there is ERDF funding of £780k, Department for Culture Media and Sport funding of £1.5m, and a LCC commitment of £72k, with private sector investment expected to match the public sector investment as appropriate. Current phase 1 due to complete in Sept. 2015. Phase 2 to run Oct. 2015 to 2018.		✓			
R	Information technology	Leeds and Bradford Super Connected Cities programme	£8,700,000	1	1 DCMS, LCC, private sector	The funding area covers the whole of Bradford, Calderdale, Kirklees, Leeds, and Wakefield. The project aims to focus on urban areas and deliver a step change in the availability of digital connectivity. There is DCMS funding of £14.4m (shared with Bradford) and LCC funding of £1.5m. This also assumes a gap funding model of additional private sector investment.	2016	✓			
R	Public Transport	Yorcard. The Smartcard scheme has provided: self-serve ticket machines, Android top up App, Full smartcard production, on bus equipment to read smartcards, back office database to register users.	£10,000,000	1	1 £4.33 m Better Bus Area fund WY £0.65 Better Bus Area fund York £1.16m LYP £3.86m LTP	West Yorkshire Integrated Transport Authority Executive Board on April 27 2012 agreed £6.14m to be spent on the project from the Better Bus Area Fund (£4.33 million plus £0.65 million relating to York City Council funding) and LTP funding £1.16million. Further funding of £3.89 from the LTP was agreed by the CA to cover 2015 to 2019 period.	2012 to 2019	✓			

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
R	Transport (Rail)	Northern Hub train : up to 700 more trains per day (44 million more people each year).	£580,000,000	1	1 Department for Transport	2 new fast trains per hour between Manchester Victoria and Liverpool. Increase from 4 to 6 fast trains per hour Leeds to Manchester. Journey times Leeds to Manchester reduced by 10 mins, Liverpool to Manchester by 10-15 mins. New direct service Manchester City Centre to Manchester Airport. Faster journey times to Sheffield, East Midlands, Chester, Bradford, Halifax, Hull, Newcastle, and North-East. RUS Infrastructure programme, funding confirmed.	Aim by 2020	✓	✓		
R	Transport (Rail)	Trans Pennine Route Upgrade between Manchester Victoria and Leeds, and on through Garforth to York and Selby	Not Known	1	2 DfT	Announced in Chancellor's Statement Nov 2011. DfT commitment to fund core route Stalybridge to Leeds, Neville Hill to Colton Junction and Selby. Includes line capacity upgrades. Potential S106/CIL contribution for access improvements at Garforth station (£1.5m). Total costs over £100m. Expected completion by mid 2020's	2025		✓		
R	Transport (Rail)	Inter-regional rail capacity and infrastructure improvements	Not known	2	3 DfT/Network Rail	Line improvements between Leeds and Sheffield / Midlands / Manchester / London. Unfunded but is a Network Rail, RUS and a national priority.			✓		
D	Highways (Strategic)	M62 J27	£2,600,000	1	1 Highways England	Scheme to provide additional capacity at the northern dumbbell and to widen the westbound off-slip. Scheme due to start construction in 2018.	2019	✓			

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Highways (Strategic)	M62 J28	£2,200,000	1	1 Highways England	Widening of circulatory carriageway to accommodate two lanes dedicated to the movement from the M62 westbound exit slip to the A650. Scheme due to start construction in 2018.	2019	✓			
D	Highways (Strategic)	M62 J27	£250,000,000 +	3	3	Potential new link roads from M621 to M62 South and New Link Road between M62 Westbound and M621 Westbound Slip Road and Associated Segregated Left Turning Lane on A62 South. M621 Ramp Metering.				✓	
D	Highways (Strategic)	M1 J41 Snowhill Developer Scheme	Not known	3	1 Developer Funded	Developer funded scheme secured by S278. Works to provide free-flow links.					
D	Highways (Strategic)	M62 J29 Lofthouse Interchange	£25,000,000- £50,000,000	2	3 Highways England	Increase current two lanes eastbound and Westbound on M62 through Lofthouse Interchange to three lanes in each direction. Not part of the Route Infrastructure Strategy (RIS) M1/M62 Lofthouse Interchange scheme.			✓		
D	Highways (Strategic)	M62 J30	<£5,000,000	2	3	Provision of traffic signals at the end of the westbound diverge slip road.			✓		

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Highways (Strategic)	M1 J47	<£5,000,000	1	2 Highways England investigating opportunities	Eastbound off slip widening.		✓			
D	Highways (Strategic)	M1/M62 Lofthouse Interchange	£250,000,000-£500,000,000	1	2 Highways England	Government Road Investment Strategy (RIS) scheme to enhance the capacity of the Interchange to be developed in the current roads period with the objective of commencing construction in the period 2020/21-2024/25. This is intended to address congestion at and around the junction.			✓		
D	Highways (Strategic)	M62 junctions 30 to 32	£50,000,000-£100,000,000	2	3	Provide additional mainline capacity in both directions.			✓		
D	Highways (Strategic)	M1 junction 44	<£5,000,000	2	3	Improved junction signal operation. Southbound off-slip is likely to require further improvement. (potential lengthening of 3 lane section)			✓		
D	Highways (Strategic)	M621 to M1 northbound link road	£250,000,000 +	2	3	Potential major scheme to provide a missing strategic link. Feasibility study required.				✓	

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Highways (Strategic)	A1(M) junction 44 (A64 Wetherby)	£5,000,000-£25,000,000	2	3	Signalise whole junction.				✓	
D	Highways (Strategic)	A1(M) junction 45 (A659)	<£5,000,000	2	3	Signalisation of northbound off-slip.				✓	
D	Highways (Strategic)	M1 junction 44	£5,000,000-£25,000,000	2	3	Capacity issues at north/ eastbound merge likely to require upgrade to type D1. Possible improvement to viaduct needed to facilitate this.				✓	
D	Highways (Strategic)	M1 junctions 45 to 46	£25,000,000-£50,000,000	2	3	M1 J45 northbound merge improvements required by 2022, however by 2030 additional mainline carriageway capacity will be required in both directions.			✓	✓	
D	Highways (Strategic)	M1 junction 46	<£5,000,000	2	3	Removal of segregated left-turn lane from A63 to M1 South (Remove right turn filter lane as per 2013 Study)			✓		

AREA	TOPIC	SCHEMES	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES	5yr	10yr	15yr	20yr
D	Highways (Strategic)	M1 junction 46	<£5,000,000	1	2 Developer funding	Developer scheme to allow the Manston Lane Link Road to connect into the roundabout at the motorway junction.		✓			

Appendix 3

Schedule of Policies superseded by the Site Allocations Plan 2019 (as amended 2024)

The policies in the Site Allocations Plan 2019 (as amended 2024) supersede (delete) a number of policies in the Unitary Development Plan Review (UDPR) (2006). The table below shows which policies are deleted and replaced by policies in the Site Allocations Plan 2019 (as amended 2024).

The deletion of UDP policies arising from RTC1-4 applies to the area of the Site Allocations Plan only.

Key:

Red – Deleted policy

Green – Part deleted / part saved policy

SAP POLICY SUPERSEDING EXISTING LOCAL PLAN POLICY	NAME OF POLICY	UDPR LOCAL PLAN POLICY (AND SITE) BEING SUPERSEDED
RTC1	DESIGNATIONS OF CENTRE BOUNDARIES, PRIMARY SHOPPING AREAS AND PROTECTED SHOPPING FRONTAGES	<p>S4 RETENTION OF RETAIL CHARACTER</p> <p>SF1A NON RETAIL USES WITHIN SHOPPING FRONTAGES</p> <p>SF1B VACANT & UNDER USED FLOORSPACE IN CENTRES</p> <p>SF7 S2 CENTRES PRIMARY FRONTAGES</p> <p>SF8 S2 CENTRES SECONDARY FRONTAGES</p> <p>SF9 NON RETAIL USE IN SHOPPING CENTRE OUTSIDE DEFINED</p>

		<p>SHOPPING FRONTAGE</p> <p>SF10A OTHER NON RETAIL USES WITHIN DEFINED SHOPPING FRONTAGES</p>
RTC2	<p>PROTECTED SHOPPING FRONTAGES WITHIN THE CITY CENTRE IN ACCORDANCE WITH POLICY CC1 OF CORE STRATEGY PROPOSALS FOR NON-RETAIL USES WITHIN PROTECTED SHOPPING FRONTAGES</p>	<p>S4 RETENTION OF RETAIL CHARACTER</p> <p>SF1A NON RETAIL USES WITHIN SHOPPING FRONTAGES</p> <p>SF1B VACANT & UNDER USED FLOORSPACE IN CENTRES</p> <p>SF2 CITY CENTRE PRIMARY FRONTAGES</p> <p>SF3 CITY CENTRE SECONDARY FRONTAGES</p> <p>SF5 CITY CENTRE FRINGE FRONTAGES</p> <p>SF6 CITY CENTRE OTHER PROTECTED FRONTAGES</p> <p>SF9 NON RETAIL USE IN SHOPPING CENTRE OUTSIDE DEFINED SHOPPING FRONTAGE</p> <p>SF10B LARGE RETAIL STORES TO NON RETAIL USE</p>
RTC3	<p>PROTECTED SHOPPING FRONTAGES WITHIN TOWN AND LOCAL CENTRES</p>	<p>S4 RETENTION OF RETAIL CHARACTER</p> <p>SF1A NON RETAIL USES WITHIN SHOPPING FRONTAGES</p> <p>SF1B VACANT & UNDER USED FLOORSPACE IN CENTRES</p> <p>SF7 S2 CENTRES PRIMARY FRONTAGES</p> <p>SF8 S2 CENTRES SECONDARY FRONTAGES</p>

		<p>SF9 NON RETAIL USE IN SHOPPING CENTRE OUTSIDE DEFINED SHOPPING FRONTAGE</p> <p>SF10A OTHER NON RETAIL USES WITHIN DEFINED SHOPPING FRONTAGES</p> <p>SF10B LARGE RETAIL STORES TO NON RETAIL USE</p>
RTC4	SHOPFRONTS	<p>S4 RETENTION OF RETAIL CHARACTER</p> <p>SF1A NON RETAIL USES WITHIN SHOPPING FRONTAGES</p>
HG2	HOUSING ALLOCATIONS	<p>N11 OPEN LAND IN BUILT UP AREAS:</p> <p>1. Owlcotes Hill, Pudsey (site HG2-67).</p> <p>3. Haigh Wood part (part deleted by sites HG2-168 and HG2-169)</p> <p>N34 SITES FOR LONG TERM DEVELOPMENT :</p> <p>N34.10. Pit Lane, New Micklefield (site HG2-125)</p> <p>N34.13. Low Moor Farm, Morley (site HG2-154)</p> <p>N34.15. Spring Gardens, Drighlington (site HG2-143)</p> <p>N34.18. Lane Side Farm, Churwell (site HG2-149)</p> <p>N34.22. Church Lane, Adel (site HG2-18)</p> <p>N34.24. Hill Foot Farm, Pudsey (SAP site HG2-66)</p> <p>H3-1A.44 - HOLBECK URBAN VILLAGE STRATEGIC HOUSING AND MIXED USE SITE (part deleted by sites HG2-194, HG2-195, HG2-208, MX2-35 and MX2-36)</p> <p>H3-1A.24 MANOR HOUSE FARM, CHURWELL (site HG2-149)</p> <p>E4:21 TYERSAL LANE, TYERSAL (site HG2-73)</p> <p>N5:20.2.7 OWLCOTES HILL (site HG2-204)</p> <p>S6A STONEBRIDGE MILLS, RING ROAD, FARNLEY (site HG2-205)</p> <p>S6C MICKLETHWAITE FARM, WETHERBY (site HG2-20)</p> <p>N5:A17.1 HIGHFIELD GARDENS, GILDERSOME (site HG2-147)</p>
HG3	SAFEGUARDED LAND	N34 SITES FOR LONG TERM DEVELOPMENT:

		<p>2. Canada Road, Yeadon (deleted)</p> <p>3. Haw Lane, Yeadon (deleted)</p> <p>8. East of Scholes (site HG3-13)</p> <p>9. Selby Road, Garforth (site HG3-18)</p> <p>14. Tingley Station (site HG3-23)</p> <p>16. New Lane, East Ardsley (site HG3-25)</p> <p>20. Manor House Farm, Churwell (site HG3-22)</p> <p>23. West of Pool in Wharfedale (site HG3-5)</p> <p>26. Kirklees Knowl, Farsley (site HG3-15)</p> <p>29. Pitfield Road, Carlton (site HG3-26)</p> <p>35. West Park, Boston Spa (site HG3-9)</p> <p>36. Chapel Lane, Clifford (site HG3-11)</p> <p>37. The Ridge, Linton (site HG3-7)</p> <p>39. Wood Lane, Scholes (site HG3-12)</p> <p>40. Park Lane, Allerton Bywater (HG3-20)</p>
HG5	SITES FOR SCHOOL USE	<p>N34 SITES FOR LONG TERM DEVELOPMENT:</p> <p>17. Bradford Road, East Ardsley (part deleted by site HG5-8)</p>
HG8	ALLOCATED SITES FOR PERMANENT SITES FOR TRAVELLING SHOW PEOPLE	<p>E3B (6) PECKFIELD COLLIERY (EAST), MICKLEFIELD (Part deleted by site HG8-3).</p>
EG2	GENERAL EMPLOYMENT ALLOCATIONS INCLUDING MIXED USE ALLOCATIONS WHICH INCLUDE GENERAL EMPLOYMENT	<p>E4.14 NEPSHAW LANE, ASQUITH AVENUE, GILDERSOME (deleted by EG2-23 and GS1) (also see GS1)</p> <p>E3C (6) MANSTON LANE INDUSTRIAL ESTATE (site EG2-27)</p> <p>E3C (15) MIDDLETON GROVE, HUNSLET (part deleted by site EG2-16).</p> <p>E3C (17) PARKSIDE LANE, BEESTON (part deleted by site EG2-16).</p> <p>N32 GREEN BELT:</p> <p>Otley Mills, Ilkley Road, Otley (EG2-2)</p> <p>Land Off Topcliffe Lane Morley And North of Capitol Park (EG2-19)</p> <p>Lingwell Gate Lane, Thorpe (EG2-21)</p> <p>Land at Carlton Moor / Leeds Bradford Airport (EG2-24)</p>

<p>GS1</p>	<p>DESIGNATION/PROTECTION OF GREENSPACE</p>	<p>N1 PROTECTED GREENSPACE</p> <p>N1A ALLOTMENT GARDENS</p> <p>N3 GREENSPACE WITHING PRIORITY RESIDENTIAL AREAS</p> <p>N5 PROPOSED NEW GREENSPACE:</p> <p>N5:15.3.18 TEMPLE NEWSAM PARK EXTENSIONS (sites G97 and G1840)</p> <p>N5 AUSTHORPE PARK (site G1913)</p> <p>N5:17.2.11 LAND AT MOOR HEAD MILLS, GILDERSOME (site G1743)</p> <p>N5:17.2.12 LAND ADJACENT TO DEANFIELD MILL, MORLEY (deleted)</p> <p>N5:17.2.13 LAND AT BANTAM GROVE LANE, MORLEY (deleted)</p> <p>N5:18.3.10 TILE LANE, ADEL (part deleted by site G18)</p> <p>N5:20.2.8 RODLEY SEWAGE WORKS (site G556)</p> <p>N5:20.2.9 FORMER GASWORKS SITE, CALVERLEY BRIDGE (deleted)</p> <p>N5:21.2.10 ROTHWELL PASTURES (Deleted)</p> <p>N5:21.2.11 OUZLEWELL GREEN LANE, LOFTHOUSE (deleted)</p> <p>N5:23.3.14 CABBAGE HILL, WORTLEY (site G767)</p> <p>N5:23.3.15 FORMER POWER STATION SITE, REDCOTE LANE, ARMLEY (deleted)</p> <p>N5:23.3.16 MEANWOOD BECKSIDE, ADJACENT GROVE WORKS, MEANWOOROAD, MEANWOOD(deleted)</p> <p>N5:A14.1 OAKFORD, OAKFIELD TERRACE, HORSFORTH (site G1877)</p> <p>N5:A16.1 MINERS WELFARE LAND, ALLERTON BYWATER (Site G20)</p> <p>N5:A16.1 WELLAND DRIVE KENNET LANE, GARFORTH (site G1229)</p> <p>N5:A16.1 BRIGSHAW LANE, KIPPAX (site G1216)</p> <p>N5:A17.1 STREET LANE / WOODHEAD LANE, GILDERSOME (site G1746)</p> <p>N5:A17.1 THE FORMER PIT, REAR OF HEPWORTH AVENUE, CHURWELL (site G569)</p> <p>N5:A17.1 DAISY HILL AVENUE, MORLEY (site G491)</p> <p>N5:A17.1 HARROP AVENUE, MORLEY (site G407)</p>
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		<p>N5:A17.1 QUEEN STREET / GORDON STREET, EAST ARDSLEY (Site G660)</p> <p>N5:A17.1 NORTH OF COMMON LANE, EAST ARDSLEY (sites G628, G627 & G1883)</p> <p>N5:A18.1 HOLT LANE, ADEL (site G1651)</p> <p>N5:A20.1 UPPERMOOR QUARRIES, PUDSEY (site G1582)</p> <p>N5:A20.1 COAL HILL LANE, RODLEY (site G965)</p> <p>N5:A20.1 HOUGH END, SWINNOW (site G1289)</p> <p>N5:A20.1 PRIESTHORPE, WOODHALL (site G1418)</p> <p>N5:A18.1 WEST PARK, WEST LEEDS (Deleted)</p> <p>N5:A24.1 QUARRY HILL LANE, WETHERBY (sites G419 and G420)</p> <p>N7A NEW PLAYING PITCH PROVISION</p> <p>N7B PLAYING PITCH DEFICIENCY</p> <p>E4.14 NEPSHAW LANE, ASQUITH AVENUE GILDERSOME (deleted by sites EG2-23 and GS1 (G524) (also see EG2).</p> <p>E4:15 CHAPEL ALLERTON HOSPITAL (in part by site G410)</p> <p>H3-1A.27 SHADWELL BOYS' SCHOOL, SHADWELL LANE, MOORTOWN (part deleted by site G516)</p> <p>E3C (4) HAWTHORN FARM, WHINMOOR (part deleted by site G207).</p> <p>E3B (5) ABERFORD ROAD, GARFORTH (site G1013)</p> <p>GP6 (5) ADWALTON COMMON, DRIFHLINGTON (site G19)</p> <p>H3-1A.9 MEANWOOD PARK HOSPITAL (part deleted by site G1282)</p> <p>H3-3A.34 MATTY LANE, ROBIN HOOD (part deleted by site G868)</p>
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GLOSSARY

Term	Explanation
Affordable Housing	Housing provided to specific eligible households whose needs are not met by the market. It is generally provided by either the Council, or by a Registered Provider.
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.
Area Action Plan (AAP)	Development plans within the Local Development Framework which focus on a specific area subject to significant change, such as a major regeneration project. They set out policies and proposals for the development of land to help decide planning applications and guide the future growth of the area.
Authority Monitoring Report (AMR)	Annual report submitted to the government by local planning authorities assessing progress with and the effectiveness of a Local Development Framework.
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.
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 curtilage should be developed). It does not include land in built-up areas such as private residential gardens, parks, recreation grounds and allotments, and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
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.
Centres Hierarchy	The different levels of centres across Leeds (City Centre, town centres, and local centres) which accommodate different types and scale of development.
Community Infrastructure Levy (CIL)	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.
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.
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.
Development Plan Documents (DPDs)	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.
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).
Employment Land Review (ELR)	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.
Enterprise Zone (EZ) or Leeds City Region Enterprise Zone	Designated areas offering incentives to new development and investment for the purposes of stimulating economic growth. Incentives can range from simplified procedures for planning applications, business rate discounts to tax relief on new capital investment. A significant part of Aire Valley Leeds alongside the East Leeds Link Road has been approved by Government as the Leeds City Region Enterprise Zone.
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 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.
Green Infrastructure (GI)	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.
Hectare (Ha)	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 or HS2	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.
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.
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.
Leeds City Region (LCR)	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.
Leeds Flood Alleviation Scheme (FAS)	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.
Local Development Framework (LDF)	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.
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).
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."
Major settlement	Those free standing towns which are separated from the main urban area. These settlements are identified as having a town centre.
Mineral Safeguarding Area (MSA)	An area identified to protect potentially economic resources from being sterilised by other development.
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).
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 showing the most up to date policies, allocations, and designations of the development plan or Local Plan.
Primary Shopping Area (PSA)	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).
Protected Area of Search (PAS)	The designation of green belt boundaries was accompanied by the designation of Protected Areas of Search to provide land for longer-term development needs in the Unitary Development Plan (UDP). No development is permitted on PAS that would prejudice the possibility of longer-term development
Public Right of Way (PROW)	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.
Regeneration	A focus of intervention centred on an improvement to the conditions of disadvantaged people or places. It includes interventions to reverse economic failure or to tackle deprivation in 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.
Regeneration Priority Programme Areas	The council's key areas for programmes of targeted regeneration, through cross-sector working. These areas are identified in the Core Strategy.
Safeguarded Land	The National Planning Policy Framework, paragraph 85, defines safeguarded land as land between the urban area and the Green Belt, identified to meet longer term development needs. This could include both housing and employment.
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.
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.
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.
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.
Strategic Flood Risk Assessment (SFRA)	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.
Strategic Housing Land Availability Assessment (SHLAA)	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.
Supplementary Planning Document (SPD)	SPDs deal with specific issues (thematic or site specific) and elaborate upon the policy and proposals in Development Plan Documents (DPDs).
Sustainability Appraisal (SA)	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 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.
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.
Unitary Development Plan (UDP)	The 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 is being replaced by the emerging LDF.
Use class order	Planning legislation which groups together similar types of land and buildings into various categories. The current categorisation is from the Use Classes Order 1987 (Use Classes Order 1987 as amended at 2005, 2006, 2010 and 2015).
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.
West Leeds Gateway (WLG)	The WLG area includes the communities of Armley, Lower Wortley, New Wortley, Upper Wortley, and The Heights. A Supplementary Planning Document has been adopted for the area.
West Yorkshire Local Transport Plan 3 (WYLTP3)	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.

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Site Allocations Plan

Appendices

Leeds Local Plan
Development Plan Document

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