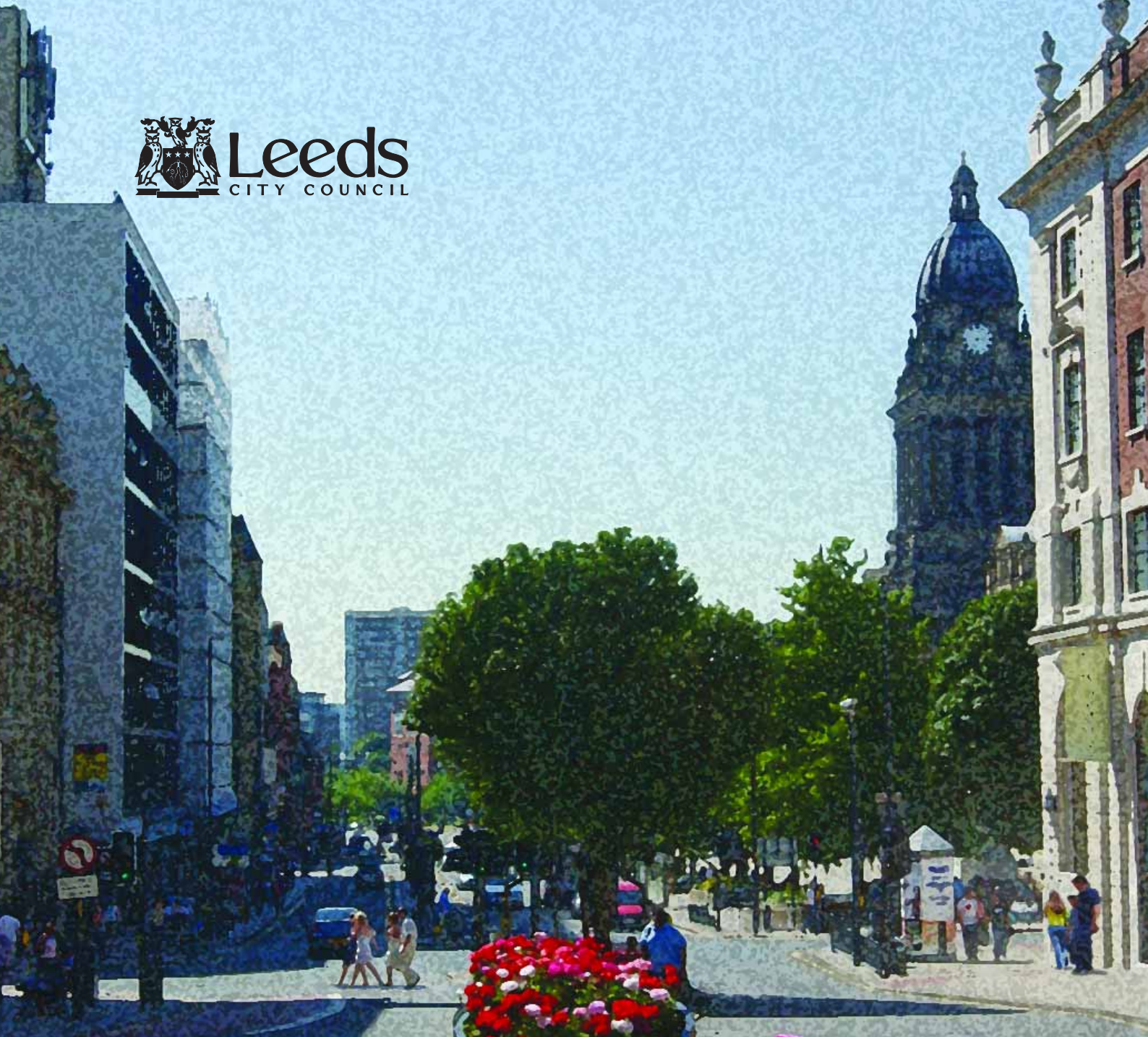




Development Department

Leeds Unitary Development Plan
(Review 2006)

Volume 2: Appendices

This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and/or database right 2006. All rights reserved. Licence number 100019567.

The Ordnance Survey mapping included within this publication is provided by Leeds City Council under licence from the Ordnance Survey in order to fulfil its public function to act as a planning authority. Persons viewing this mapping should contact Ordnance Survey copyright for advice where they wish to licence Ordnance Survey mapping for their own use.

LEEDS UNITARY DEVELOPMENT PLAN

(REVIEW - 2006)

VOLUME 2:

APPENDICES

**Adopted by Leeds City Council
19 July 2006**

**Steve Speak: Chief Strategy & Policy Officer
Development Department
The Leonardo Building
2 Rossington Street
Leeds LS2 8HD**

If you do not speak English and need help in understanding this document, please phone: 0113 247 8092 and state the name of your language. We will then put you on hold while we contact an interpreter. This is a free service and we can assist with 100+ languages. We can also provide this document in audio or braille on request.

(Bengali):-

যদি আপনি ইংরেজীতে কথা বলতে না পারেন এবং এই দলিলটি বুঝতে পারার জন্য সাহায্যের দরকার হয়, তাহলে দয়া করে 0113 247 8092 এই নম্বরে ফোন করে আপনার ভাষাটির নাম বলুন। আমরা তখন আপনাকে লাইনে থাকতে বলে কোন দোভাষীর (ইন্টারপ্রিটার) সাথে যোগাযোগ করব।

(Chinese):-

凡不懂英語又須協助解釋這份資料者，請致電 0113 247 8092 並說明本身所需語言的名稱。當我們聯絡傳譯員時，請勿掛斷電話。

(Hindi):-

यदि आप इंग्लिश नहीं बोलते हैं और इस दस्तावेज़ को समझने में आपको मदद की ज़रूरत है, तो कृपया 0113 247 8092 पर फ़ोन करें और अपनी भाषा का नाम बताएँ। तब हम आपको होल्ड पर रखेंगे (आपको फ़ोन पर कुछ देर के लिए इंतज़ार करना होगा) और उस दौरान हम किसी इंटरप्रिटर (दुभाषिए) से संपर्क करेंगे।

(Punjabi):-

ਅਗਰ ਤੁਸੀਂ ਅੰਗਰੇਜ਼ੀ ਨਹੀਂ ਬੋਲਦੇ ਅਤੇ ਇਹ ਲੇਖ ਪੱਤਰ ਸਮਝਣ ਲਈ ਤੁਹਾਨੂੰ ਸਹਾਇਤਾ ਦੀ ਲੋੜ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰ ਕੇ 0113 247 8092 'ਤੇ ਟੈਲੀਫ਼ੋਨ ਕਰੋ ਅਤੇ ਅਪਣੀ ਭਾਸ਼ਾ ਦਾ ਨਾਮ ਦੱਸੋ। ਅਸੀਂ ਤੁਹਾਨੂੰ ਟੈਲੀਫ਼ੋਨ 'ਤੇ ਹੀ ਰਹਿਣ ਲਈ ਕਹਾਂਗੇ, ਜਦ ਤਕ ਅਸੀਂ ਦੁਭਾਸ਼ੀਏ (Interpreter) ਨਾਲ ਸੰਪਰਕ ਬਣਾਵਾਂਗੇ।

(Urdu):-

اگر آپ انگریزی نہیں بولتے ہیں اور آپ کو یہ دستاویز سمجھنے کیلئے مدد کی ضرورت ہے تو براہ مہربانی اس نمبر 0113 247 8092 پر فون کریں اور ہمیں اپنی زبان کا نام بتائیں۔ اس کے بعد ہم آپ کو لائن پر ہی انتظار کرنے کیلئے کہیں گے اور خود ترجمان (انٹرپرائٹر) سے رابطہ کریں گے۔

VOLUME 2: APPENDICES

CONTENTS

A1 and A2	Delete	
A3	Building Design, Conservation and Landscape Design	5
A4	Archaeology Policies	17
A5	Control of Development in The Green Belt	25
A6	Minerals	47
A7	Waste Management	57
A8	Schedule of Leeds Nature Conservation Sites	67
A9a	Schedule of General Car Parking Guidelines	75
A9b	City Centre Commuter Parking	85
A9c	Cycle Parking Guidelines	91
A9d	Motorcycle Parking Guidelines	97
A10	Houses in Multiple Occupation	103
A11	Residential Institutions	105
A12	Shopping Frontage Policies	111
A13	Hotel Development Policies	125
A14	Aireborough, Horsforth & Bramhope	133
A15	East Leeds	143
A16	Garforth	147
A17	Morley	157
A18	North Leeds	175
A19	Otley & Mid-Wharfedale	181
A20	Pudsey	185
A21	Rothwell	197
A22	South Leeds	211
A23	West Leeds	217
A24	Wetherby	221
A25	Lower Aire Valley Subject Plan	231
A26	Special Landscape Areas	235
	Glossary	241

A3. BUILDING DESIGN, CONSERVATION AND LANDSCAPE DESIGN

A3.1 STATUS OF APPENDIX A3 POLICIES

- A3.1.1 The following policies form part of the UDP and elaborate policies N12 and N13 (building design), N14-N22 (conservation), N23-N28 and T1 (landscape design).

New Buildings

- A3.1.2 The choice of facing materials must take into account the quality of the material and its appearance in terms of colour, profile and texture. Materials must be suited to the proposed building, appropriate to their surroundings, durable and weather well.
- A3.1.3 The design and siting of all new buildings needs to take into account the effect they will have upon existing vistas, skylines and landmarks. These features play an important part in giving an area character and legibility. The aim is to complement and enhance wherever possible, especially in visually important areas such as Conservation Areas:

BD2: THE DESIGN AND SITING OF NEW BUILDINGS SHOULD COMPLEMENT AND, WHERE POSSIBLE, ENHANCE EXISTING VISTAS, SKYLINES AND LANDMARKS.

- A3.1.4 All new building open to the public e.g. shops, offices, restaurants are now required by law to make adequate provision for access by disabled people. The Council is keen to ensure that as far as possible the same provision applies to private buildings and has produced a Design Aid: "Access to buildings and means of escape for disabled people in the event of fire" (Leeds Building Consultancy), giving guidance on how this can be achieved:

BD3: ALL NEW BUILDINGS OPEN TO THE PUBLIC WILL BE REQUIRED TO PROVIDE SUITABLE ACCESS FOR DISABLED PEOPLE AND IN OTHER BUILDINGS THE COUNCIL WILL ENCOURAGE SUCH PROVISION BY NEGOTIATION.

- A3.1.5 Many buildings today require to be very highly serviced for ventilation and communications; others require extensive delivery areas. It is very

important that these are carefully considered from the outset of the design so that their appearance does not detract from the overall appearance of the building:

BD4: ALL MECHANICAL PLANT AND ASSOCIATED PIPEWORK, LIFTS AND OTHER MECHANICAL EQUIPMENT AND FIRE ESCAPE STAIRS SHOULD NORMALLY BE CONTAINED WITHIN THE ENVELOPE OF THE BUILDING. ALL SERVICE AND DELIVERY AREAS SHOULD BE SCREENED FROM VIEW AS FAR AS POSSIBLE.

- A3.1.6 The design orientation and location of buildings in relation to one another affects the amount of daylight and sunlight that penetrates into and between buildings, and affects the amenity of the adjoining area and how it can be used. Any new development should not prejudice the continuation of adjoining uses, and where necessary reasonable privacy should be maintained. The Council is keen to promote good standards of daylight and sunlight in the interests of both mental and physical wellbeing, and in order to avoid a wasteful use of energy in providing unnecessary artificial light. A balance is required to be drawn between the functional needs of the new development and the existing amenity of the surrounding users. Accordingly:

BD5: ALL NEW BUILDINGS SHOULD BE DESIGNED WITH CONSIDERATION GIVEN TO BOTH THEIR OWN AMENITY AND THAT OF THEIR SURROUNDINGS. THIS SHOULD INCLUDE USABLE SPACE, PRIVACY AND SATISFACTORY PENETRATION OF DAYLIGHT AND SUNLIGHT.

- A3.1.7 The Council's Green Strategy and Strategic Goal 4 of this UDP seek to secure development which is sustainable and this includes using materials and site layouts which conserve energy and water resources:

BD5A: THE DESIGN OF ALL DEVELOPMENT SHOULD MAXIMISE OPPORTUNITIES TO CONSERVE ENERGY AND WATER RESOURCES AND USE MATERIALS APPROPRIATE TO THESE AIMS.

Alterations and Extensions

- A3.1.8 It is often necessary to alter or extend buildings in order that they continue to meet the demands of a rapidly changing society. These changes need to be carried out in a way that is sympathetic to the existing building or else they will look out of keeping. Cumulatively, insensitive alterations or extensions would be detrimental to the townscape of the area. The degree of sensitivity required will vary according to the quality of the building and the visual importance of the area, such as the setting of a

BUILDING DESIGN, CONSERVATION AND LANDSCAPE DESIGN

listed building or within a Conservation Area:

BD6: ALL ALTERATIONS AND EXTENSIONS SHOULD RESPECT THE SCALE, FORM, DETAILING AND MATERIALS OF THE ORIGINAL BUILDING.

Shop Fronts

A3.1.9 The Council's Design Aid on shop front design sets out ways in which good design can be achieved whilst still meeting the requirements for modern retailing. Shop front security should be as unobtrusive as possible in order that shopping areas remain attractive after shops have closed. The Council's Design Aid sets out the different ways in which an acceptable level of security can be achieved without detriment to visual amenity:

BD7: ALL NEW SHOP FRONTS SHOULD RELATE ARCHITECTURALLY TO THE BUILDINGS IN WHICH THEY ARE INSERTED. WHERE SECURITY MEASURES ARE TO BE TAKEN, THE USE OF SECURITY GLASS OR OPEN MESH GRILLES WILL BE ENCOURAGED AND SOLID SHUTTERS PERMITTED ONLY IN EXCEPTIONAL CIRCUMSTANCES.

Signs, Advertisements and Blinds

A3.1.10 Signs, advertisements and blinds all have a function to perform, but must be used in moderation and with care, if clutter is not to result:

BD8: ALL SIGNS MUST BE WELL DESIGNED AND SENSITIVELY LOCATED WITHIN THE STREET SCENE. THEY SHOULD BE CAREFULLY RELATED TO THE CHARACTER, SCALE AND ARCHITECTURAL FEATURES OF THE BUILDING ON WHICH THEY ARE PLACED.

BD9: PROJECTING AND ILLUMINATED SIGNS WILL ONLY BE PERMITTED IN CONSERVATION AREAS AND PREDOMINANTLY RESIDENTIAL AREAS WHERE THEY DO NOT DETRACT FROM VISUAL AMENITY, THE BUILDING, OR THE CHARACTER OF THE STREET.

BD10: PROMOTIONAL BANNERS AND OTHER FORMS OF TEMPORARY ADVERTISING NEEDING EXPRESS CONSENT WILL NOT NORMALLY BE PERMITTED, ESPECIALLY WITHIN CONSERVATION AREAS OR THE SETTING OF LISTED BUILDINGS.

BD11: IN SITUATIONS WHERE BLINDS ARE ACCEPTABLE, THEY SHOULD BE LOCATED AT GROUND FLOOR LEVEL AND SHOULD GENERALLY BE OF A FORM AND DESIGN THAT IS CONTEMPORARY WITH THE BUILDING TO WHICH IT IS ATTACHED.

BD12: ADVERTISEMENT HOARDINGS MAY BE ACCEPTABLE AROUND BUILDING SITES OR WHERE THEY SCREEN UNSIGHTLY AREAS. ELSEWHERE THEY WILL GENERALLY BE DISCOURAGED, WITH ANY APPLICATION ASSESSED ON THE BASIS OF ITS VISUAL IMPACT ON THE SURROUNDING AREA.

Telecommunication equipment

- A3.1.11 Telecommunications have become a requirement of modern living. The general location of telecommunication equipment is determined by practical operational needs. Nevertheless it is necessary to ensure that this equipment is sited and arranged to ensure that its impact is not excessive, either to the general view or on view from neighbouring development. PPG8 ("Telecommunications", December 1992) gives guidance on these operational and planning considerations.
- A3.1.12 There may be certain areas where a particular type of telecommunication equipment is totally inappropriate, for example a major communication mast in the midst of a residential area. In other instances the equipment may be detrimental to the appearance of a listed building or affect a Conservation Area or may be too prominent for siting in a Special Landscape Area (Policy N37).
- A3.1.13 This policy applies to the whole range of telecommunications equipment (including terrestrial microwave, radio systems and satellite systems), regardless of operator or user. However, Telecommunications Code System Operators have a statutory duty to provide a specific level of service. Sometimes this can only be achieved by the provision of certain specific equipment at a specific location. Therefore, provided it can be shown that there are no practical alternative sites/location/equipment to meet their statutory duty and the applicant proposes suitable measures to mitigate the visual impact of the development, approval of the proposals will be justified. Accordingly:

BD13: TELECOMMUNICATIONS DEVELOPMENT WILL BE PERMITTED WHEN ALL PRACTICAL STEPS HAVE BEEN TAKEN TO LOCATE AND DESIGN SUCH EQUIPMENT SO THAT:

BUILDING DESIGN, CONSERVATION AND LANDSCAPE DESIGN

- i. SENSITIVE LOCATIONS ARE AVOIDED;
- ii. VISUAL INTRUSION IS MINIMISED;
- iii. MAST SHARING OR EXISTING TALL STRUCTURES ARE UTILISED WHEREVER POSSIBLE.

Floodlighting

- A3.1.14 The floodlighting of buildings can bring added visual interest to areas after dark. Buildings that are fine pieces of architecture, or act as landmarks, or are public buildings such as theatres, cinemas and restaurants are particularly appropriate to floodlight. Floodlighting of listed buildings is considered below (para A3.2.5 and Policy BC5). Floodlighting schemes need designing with care so that the light has the desired dramatic effect, with the fitting kept as unobtrusive as possible and with any light pollution of the night sky minimised.

BD14: CAREFULLY DESIGNED FLOODLIGHTING SCHEMES WILL BE ENCOURAGED, PARTICULARLY FOR DISTINCTIVE OR IMPORTANT BUILDINGS.

Public Art

- A3.1.15 The Council is keen to encourage developers to commission artists to design works of art to enhance their buildings or the spaces around them. Such works might include decorative ironwork, paving, sculpture, or many other forms. This is particularly appropriate to buildings in important areas such as conservation areas, for buildings used by the public and for large-scale developments. The City Council supports the Percent for Art policy of the Arts Council which is a voluntary code that exhorts developers to devote approximately one percent of their total development budget to works of art or craftsmanship to enhance the building or its surroundings.

BD15: WORKS OF PUBLIC ART WILL BE ENCOURAGED IN ALL NEW DEVELOPMENTS WHERE APPROPRIATE.

Design Guidance

- A3.1.16 The Council has produced supplementary guidance in order to inform developers about what it considers appropriate and in order to raise design standards. All are constantly under review, and new ones are in preparation. The advice contained within the following guides and policy statements should be taken into account by developers in formulating proposals:

Residential Design Aid No.4: Space About Dwellings
Leeds City Centre Urban Design Strategy
Shops and Shop Fronts
Site Development Guide
Farm Buildings Design Guide
Roundhay Conservation Area Policy Statement
Cardigan Road Conservation Area Policy Statement - Final Draft
Cottage Road Conservation Area Policy Report
Otley Conservation Area Policy Report
Harewood Conservation Area Policy Statement.
Magnesium Limestone as a Building Material
A Guide to the preparation and Usage of Stone
Sustainable Development Design Guide

A3.2 BUILDING CONSERVATION

Listed buildings

- A3.2.1 The City Council will take a positive approach to new uses for listed buildings and provide advice to owners on appropriate methods of maintenance and sources of grant aid. The City Council will also undertake a "Buildings at Risk Survey" as advocated by English Heritage to identify all listed buildings that are falling into serious dis-repair. A register will be maintained of these buildings that are found to be at risk and every effort will be made by the Council to get them back into a sound condition. Action will include advice on repairs, appropriate new uses and grant availability and the service of Repairs Notices and Urgent Works Notices where appropriate.

BC1: THE CITY COUNCIL WILL AIM TO SECURE THE RETENTION, CONTINUED USE AND PROPER MAINTENANCE AND WHERE NECESSARY RESTORATION OF:

- i. ALL LISTED BUILDINGS;**
- ii. ALL BUILDINGS IDENTIFIED FOR LISTING BY THE DEPARTMENT OF CULTURE, MEDIA AND SPORT ON A DRAFT LIST.**

- A3.2.2 The repair and maintenance of listed buildings should as far as possible be carried out using materials that match the original and are used in the traditional manner, in accordance with guidance provided by English Heritage. It is also very important that the work is carried out in a workmanlike manner by skilled craftsmen. Such work needs to be agreed with the City Council Department of Planning and Environment, but would not normally require listed building consent:

BC2: REPAIR WORKS TO LISTED BUILDINGS SHOULD NORMALLY BE CARRIED OUT USING MATCHING TRADITIONAL MATERIALS AND METHODS.

- A3.2.3 The cleaning of heavily soiled listed buildings is generally desirable in order to remove deposits that can be harmful to the fabric of the building and in order to restore the appearance. The act of cleaning can, however, cause considerable damage to the building if not carried out very carefully using the most appropriate method. It is for this reason that the Council will require any proposed cleaning to be subject to the need for listed building consent, except for cleaning with low pressure water and if necessary a very mild detergent wash. In determining applications, the City Council will follow the guidance from English Heritage. It may not be appropriate to clean lightly soiled buildings or to get heavily soiled buildings totally clean:

BC3: CLEANING OF LISTED BUILDINGS WILL NORMALLY REQUIRE LISTED BUILDING CONSENT.

- A3.2.4 Where birds roost in large numbers on listed buildings the accumulation of bird lime that results can mar the appearance of the building and lead to erosion of the fabric. It is believed that the most acceptable deterrent to roosting is the application of netting. Because netting can have a material effect upon the appearance of the listed building and because there is a possibility that the fixings can damage the building, the Council will require proposals for netting to be granted listed building consent. In assessing applications, the Council will seek to ensure that the netting is of a fine mesh and appropriate colour, that it is not more extensive than necessary and preferably does not cover important decorative features and that the fixings will not damage the building:

BC4: NETTING OF LISTED BUILDINGS WILL NORMALLY REQUIRE LISTED BUILDING CONSENT.

- A3.2.5 Floodlighting proposals are generally welcomed and this is particularly the case for listed buildings because of their architectural qualities. However, proposals need to be carefully designed by lighting specialists to ensure that not only is the desired lighting effect achieved but also that the fittings are as unobtrusive as possible and that their fixing does no damage to the listed building. It is for this reason that the Council will require proposals to floodlight listed buildings to be granted listed building consent:

BC5: FLOODLIGHTING OF LISTED BUILDINGS WILL NORMALLY REQUIRE LISTED BUILDING CONSENT.

A3.2.6 It is occasionally necessary to demolish a Listed Building where it has deteriorated to such an extent that little of the surviving material could be retained in a restoration scheme or there is an overriding public benefit that can only be gained by demolition of a Listed Building. This latter situation could arise where a large derelict structure that has little prospect of being restored has a major blighting effect on the surrounding area. Under such circumstances, a conditional consent may be granted that allows for the recording of the building, archaeological investigation of the building or the salvage and storage of certain features. The timing of demolition may also be restricted so that it does not take place before any redevelopment is due to start on site:

BC6: WHERE THE DEMOLITION OF A LISTED BUILDING IS TO BE PERMITTED, IT WILL BE REQUIRED AS A CONDITION OF THE PERMISSION THAT ENGLISH HERITAGE BE NOTIFIED AND GIVEN THE OPPORTUNITY TO RECORD THE BUILDING PRIOR TO ITS DEMOLITION. IT MAY ALSO BE REQUIRED BY CONDITION THAT:

- i. PROVISION IS MADE FOR ARCHAEOLOGICAL RECORDING BY QUALIFIED PERSONS AND EXCAVATION OF THE SITE WHERE APPROPRIATE;**
- ii. CERTAIN FEATURES OF THE BUILDING ARE SALVAGED AND STORED OR RE-USED IN AN AGREED MANNER;**
- iii. DEMOLITION SHALL NOT TAKE PLACE UNTIL SUCH TIME AS THE CONTRACTED REDEVELOPMENT TAKES PLACE.**

Conservation Areas

A3.2.7 Within Leeds District there are currently 63 designated Conservation Areas. These are listed in Table 1, and identified on the Proposals Map. Much of the character and quality of our conservation areas derives from the use of traditional materials. In most cases therefore the City Council will require new buildings, alterations and extensions in Conservation Areas to use traditional local facing materials. The City Council also recognises that traditional paving materials, where they still exist, contribute much to the character of the conservation area. In carrying out maintenance on the public highways it will therefore endeavour to ensure that there is no loss of these materials. Accordingly:

BC7: DEVELOPMENT WITHIN CONSERVATION AREAS WILL NORMALLY BE REQUIRED TO BE IN TRADITIONAL LOCAL MATERIALS.

BC8: WHERE THE DEMOLITION OF AN UNLISTED BUILDING IN A CONSERVATION AREA IS TO BE PERMITTED, IT MAY BE REQUIRED BY CONDITION THAT:

- i. CERTAIN FEATURES OF THE BUILDING ARE SALVAGED AND STORED OR RE-USED IN AN AGREED MANNER.**

Table 1: Designated Conservation Areas

CA1	BOSTON SPA/THORP ARCH
CA2	ABERFORD
CA3	THORNER
CA4	OTLEY
CA5	WETHERBY
CA6	PUDSEY - FULNECK
CA7	MEANWOOD - MEANWOODSIDE
CA8	WOODHOUSE - BLENHEIM SQUARE
CA9	HORSFORTH
CA10	SEACROFT - DAWSON'S COURT
CA11	ARMLEY - ARMLEY MILLS
CA12	WOODHOUSE - HANOVER SQUARE/WOODHOUSE SQUARE
CA13	YEADON
CA14	CHAPEL ALLERTON
CA15	WHITKIRK
CA16	CENTRAL AREA - QUEEN SQUARE
CA17	RAWDON - LITTLE LONDON
CA18	SHADWELL
CA19	KIRKSTALL - KIRKSTALL ABBEY
CA20	ROUNDHAY
CA21	BRAMLEY - HILL TOP
CA22	ADEL - ST JOHN'S
CA23	WOODHOUSE - CLARENDON ROAD
CA24	MORLEY - DARTMOUTH PARK
CA25	CHAPELTOWN - ST MARY'S ROAD
CA26	EAST KESWICK
CA27	CLIFFORD
CA28	SCARCROFT
CA29	BARDSEY
CA30	FARNLEY - UPPER MOOR SIDE
CA31	MORLEY - TOWN CENTRE
CA32	RODLEY
CA33	METHLEY
CA34	BARWICK-IN-ELMET
CA35	OULTON
CA36	BRAMHAM
CA37	HAREWOOD
CA38	ROTHWELL

- CA39 WOODHOUSE - WOODHOUSE LANE/UNIVERSITY
PRECINCT
- CA40 CENTRAL AREA - CANAL WHARF
- CA41 HORSFORTH - NEWLAY
- CA42 LINTON
- CA43 WALTON
- CA44 COLTON
- CA45 CENTRAL AREA - LEEDS CITY CENTRE
- CA46 LEDSHAM
- CA47 CALVERLEY
- CA48 CALVERLEY BRIDGE
- CA49 WOODHALL HILLS
- CA50 HEADINGLEY
- CA51 GUISELEY - PARK GATE
- CA52 GUISELEY - TOWN GATE
- CA53 PUDSEY
- CA54 BURLEY - THE VILLAGE
- CA55 BRAMLEY - TOWN STREET
- CA56 BEESTON - STANK HALL
- CA57 BRAMLEY - HOUGH LANE
- CA58 WOODHOUSE - MOORLANDS
- CA59 RAWDON - CRAGG WOOD
- CA60 RAWDON - LOW GREEN
- CA61 FARSLEY
- CA62 HOLBECK
- CA63 EASTERN RIVERSIDE

Conservation Areas are identified on the Proposals Map under the above reference numbers.

- A3.2.8 The City Council will continue to work with English Heritage to develop conservation programmes for grant-aided building repairs and environmental schemes. This may on occasions require the use of Article 4 Directions that take away owners' normal rights to make minor alterations to their buildings such as altering doors, windows and roofing materials. Such changes can lead to considerable erosion of character and where most of the buildings within a conservation area still survive in substantially their original condition, such an increase in control may be justifiable. Article 4 Directions have to be approved by the Department of the Environment. Accordingly:

BC9: THE CITY COUNCIL MAY MAKE APPLICATIONS FOR ARTICLE 4 DIRECTIONS IN RESIDENTIAL PARTS OF CONSERVATION AREAS WHERE APPROPRIATE, USUALLY IN CONJUNCTION WITH A GRANT AIDED SCHEME FROM ENGLISH HERITAGE.

A3.3 LANDSCAPE DESIGN

A3.3.1 Attention is also drawn to policies N28 (Historic Parks and Gardens) and N49 (Nature Conservation).

A3.3.2 All landscape schemes should complement and where possible enhance the quality of the existing physical environment. This may be achieved through hard and soft landscape elements, including boundary treatments:

LD1: ANY LANDSCAPE SCHEME SHOULD NORMALLY:

- i. REFLECT THE SCALE AND FORM OF ADJACENT DEVELOPMENT AND THE CHARACTER OF THE AREA;**
- ii. COMPLEMENT AND AVOID DETRACTION FROM VIEWS, SKYLINES AND LANDMARKS;**
- iii. PROVIDE SUITABLE ACCESS FOR PEOPLE WITH DISABILITIES;**
- iv. PROVIDE VISUAL INTEREST AT STREET LEVEL AND AS SEEN FROM SURROUNDING BUILDINGS;**
- v. PROTECT EXISTING VEGETATION, INCLUDING SHRUBS, HEDGES AND TREES. SUFFICIENT SPACE IS TO BE ALLOWED AROUND BUILDINGS TO ENABLE EXISTING TREES TO BE RETAINED IN A HEALTHY CONDITION AND BOTH EXISTING AND NEW TREES TO GROW TO MATURITY WITHOUT SIGNIFICANT ADVERSE EFFECT ON THE AMENITY OR STRUCTURAL STABILITY OF THE BUILDINGS;**
- vi. COMPLEMENT EXISTING BENEFICIAL LANDSCAPE, ECOLOGICAL OR ARCHITECTURAL FEATURES AND HELP INTEGRATE THEM AS PART OF THE DEVELOPMENT;**
- vii. BE PROTECTED, UNTIL SUFFICIENTLY ESTABLISHED, BY FENCING OF A TYPE APPROPRIATE TO THE PROMINENCE OF THE LOCATION, AROUND ALL THOSE PARTS OF THE LANDSCAPING SUSCEPTIBLE TO DAMAGE.**

A3.3.3 The City Council will seek to ensure that new and improved roads harmonise with and respect their surroundings, reflecting the latest Government guidance concerning environmental appraisal and design (e.g. "Design manual for roads and bridges", volume 11 (Environmental

Assessment) and volume 10 (Environmental Design). Road proposals should respect the needs of road users and non-users alike:

LD2: PROPOSALS FOR NEW AND ALTERED ROADS SHOULD NORMALLY:

- i. FOLLOW THE LATEST GOVERNMENT GUIDANCE CONCERNING ENVIRONMENTAL APPRAISAL AND DESIGN;**
- ii. MINIMISE DISTURBANCE TO EXISTING NATURAL FEATURES;**
- iii. MINIMISE INTRUSION INTO PROMINENT VIEWS;**
- iv. MINIMISE THE CREATION OF NEW LANDFORM;**
- v. MINIMISE THE DEMOLITION OF EXISTING PROPERTY;**
- vi. MINIMISE THE DESTRUCTION OR DISRUPTION OF SITES OF NATURE OR HISTORIC IMPORTANCE;**
- vii. PROVIDE APPROPRIATE TREATMENT TO PROTECT THE AMENITY OF NEARBY PROPERTY;**
- viii. PROVIDE SUBSTANTIAL LANDSCAPING INCLUDING APPROPRIATE EARTH GRADING, PLANTING AND HARD AND SOFT SURFACE TREATMENT.**

A4. ARCHAEOLOGY POLICIES

A4.1 ARCHAEOLOGY

A4.1.1 In line with Government advice expressed in Planning Policy Guidance Note 16 - Archaeology and Planning (PPG16), the City Council is concerned that every effort should be made to preserve important historical and archaeological sites. This is the case regardless of whether or not sites are formally scheduled. This commitment is expressed in UDP Written Statement (Volume 1) Policy N29, which states:

N29: SITES AND MONUMENTS OF ARCHAEOLOGICAL IMPORTANCE WILL BE PRESERVED AND APPROPRIATE INVESTIGATION WILL BE REQUIRED IN ACCORDANCE WITH THE POLICIES FOR ARCHAEOLOGY IN APPENDIX A4 OF VOLUME 2.

A4.1.2 The intent of this policy is to preserve sites and monuments of archaeological importance in recognition of their contribution to the local, regional and national heritage. There is a need for sensitivity and expediency in aiming to reconcile the preservation and, where appropriate, enhancement of finite resources with the requirements of landowners and developers. As a consequence, it is necessary to provide a practical framework to enable informed planning decisions to be made.

A4.1.3 When required, the archaeological evaluation of an area should be in accordance with current best practice. The type, form and level of the evaluation required will relate directly to the likelihood of archaeological evidence found. The evaluation may require that an on site assessment by trial work (i.e. archaeological field evaluation) is carried out before any decision on the planning application is taken. Recording of archaeological areas should be carried out by an investigating body to be nominated or approved by the City Council. Funding for evaluation and recording will be at developer's cost, including any record to be made available for the public. Recording of archaeological areas should be carried out by a professionally qualified archaeologist.

A4.1.4 Central to the policy framework for archaeology is a series of site classifications which reflects the status and importance of the archaeology which remains. It should be noted that the term "area" is used in the classification rather than "site", as "site" denotes a more limited location, whereas "area" more accurately describes the extent of remaining archaeology. In addition, regard should be given to the setting of archaeological areas.

ARCHAEOLOGY POLICIES

A4.1.5 The City Council recognises the following areas for special protection:

- i. Scheduled Ancient Monuments and their settings (Class I areas);**
- ii. Areas of Special Archaeological Value (Class II areas) which are registered in the County Sites and Monuments Record as evidencing the presence or strong probability of remains of particular archaeological importance;**

Class I and II areas are indicated on the Proposals Map and are listed at the end of this chapter.

- iii. Areas of Archaeological Value (Class III areas) which are registered in the County Sites and Monuments Record as evidencing the presence or probability of remains of archaeological importance.**

All sites of archaeological importance are subject to continuous review and updating. To that end the information presented in the Plan represents not only a snapshot in time, but is likely to omit some important, but as yet unknown, sites. This problem is particularly relevant to Class III sites of which there are probably a thousand in the District. Class III sites, which are often un-named, are identified on township maps held by the West Yorkshire Archaeology Service.

A4.1.6 The following policies will apply:

ARC1: THE CITY COUNCIL WILL SEEK TO ENSURE THAT SCHEDULED ANCIENT MONUMENTS AND THEIR SETTINGS (CLASS I AREAS) ARE PRESERVED INTACT.

ARC4: THERE WILL BE A PRESUMPTION IN FAVOUR OF THE PHYSICAL PRESERVATION OF CLASS I AND CLASS II AREAS AND THEIR SETTINGS. WHERE OTHER PLANNING CONSIDERATIONS OUTWEIGH THIS ESTABLISHED PRINCIPLE, POLICIES ARC5 AND ARC6 APPLY.

ARC5: THE CITY COUNCIL WILL SEEK TO ENSURE THAT INFORMED PLANNING DECISIONS ARE MADE WHERE DEVELOPMENT MAY ADVERSELY AFFECT A CLASS I, CLASS II OR CLASS III AREA OR THEIR SETTINGS, AND MAY REQUIRE THE APPLICANT TO PROVIDE AN ARCHAEOLOGICAL EVALUATION OF THE AREA.

ARC6: WHERE PRESERVATION BY RECORD IS REQUIRED, THE CITY COUNCIL WILL SEEK TO CONCLUDE A PLANNING OBLIGATION WITH THE DEVELOPER OR WILL IMPOSE CONDITIONS TO THE PLANNING PERMISSION TO SECURE

THE IMPLEMENTATION OF AN APPROPRIATE PROGRAMME OF ARCHAEOLOGICAL INVESTIGATION BEFORE THE DEVELOPMENT COMMENCES.

ARC7: THE CITY COUNCIL WILL ENDEAVOUR TO ENCOURAGE AND DEVELOP THE EDUCATIONAL OR VISITOR POTENTIAL OF HISTORIC LANDSCAPES, SETTLEMENTS AND ARCHAEOLOGICAL MONUMENTS BY PROMOTION AND INTERPRETATION AS APPROPRIATE.

ARC8: THE CITY COUNCIL WILL ENDEAVOUR TO RESOLVE CONFLICTS BETWEEN THE PRESERVATION OF ARCHAEOLOGICAL REMAINS AND OTHER LAND USES BY MEANS OF MANAGEMENT AGREEMENTS, AS APPROPRIATE.

A4.2. SCHEDULED ANCIENT MONUMENTS – CLASS I

	NAME OF SITE	LOCAL PLAN AREA
1	Barwick in Elmet large univallate hillfort and motte and bailey castle	Garforth
2	Barwick in Elmet large univallate hillfort and motte and bailey castle	Garforth
3	Becca Banks, the ridge and other entrenchments	Garforth
4	Becca Banks, the ridge and other entrenchments	Garforth
5	Becca Banks, the ridge and other entrenchments	Garforth
6	Cairn known as the great skirtful of stones	Aireborough, Horsforth & Bramhope
7	Cairn on Hawksworth Moor; largest one of a group of cairns	Aireborough, Horsforth & Bramhope
8	Cairn west of Craven Hall Hill	Aireborough, Horsforth & Bramhope
9	Carved rock in Hawksworth Spring	Aireborough, Horsforth & Bramhope
10	Carved rock known as the grey stone in grey stone pasture, Harewood Park, 370m south east of New bridge	Otley & Mid-Wharfedale
11	Carved rock on pelstone crag 530m west of Danefield House	Otley & Mid-Wharfedale

ARCHAEOLOGY POLICIES

	NAME OF SITE	LOCAL PLAN AREA
12	Castle hill motte and bailey castle	Wetherby
13	Cup and ring marked rock 40m south east of Hillcourt, Rawdon	Aireborough, Horsforth & Bramhope
14	Cup and ring marked rock in Wharfemeadows Park, west of Newall Hall	Otley & Mid-Wharfedale
15	Cup and ring marked rock known as the knotties stone on Otley Chevin, 270m north east of the royalty public house	Otley & Mid-Wharfedale
16	Cup marked rock in Calverley Wood, 200m north east of junction of Calverley cutting and Thornhill Drive	Pudsey
17	Cup, ring and groove marked rock 15m from south wall of Gab Wood 300m east of Moseley Farm, Cookridge	North
18	Cup, ring and groove marked rock 2m south of north wall of Gab Wood 330m east of Moseley Farm, Cookridge	North
19	Dalton Parlours roman villa and iron age settlement	Wetherby
20	Deserted medieval village of Potterton	Garforth
21	Enclosure 50m north east of Horncliff Slade on Hawksworth Moor	Aireborough, Horsforth & Bramhope
22	Fairburn Ings (Newton Abbey) moat	Garforth
23	Gritstone pillar with three cup marks in the north pavement of the A65 at Horsforth, 440m south east of the roundabout at low fold	Aireborough, Horsforth & Bramhope
24	Harewood Castle	Otley & Mid-Wharfedale
25	Howley Hall; a 16th century country house and gardens	Morley
26	Kirkstall Abbey and precinct including a prehistoric cup and ring marked rock	West
27	Late prehistoric enclosed settlements in Gipton Wood, at the southern end of Oakwood Drive	North
28	Length of Grim's ditch 260m west of Brown Moor farm	East
29	Length of Grim's ditch extending 1.4km from a point 70m south of Colton Road east to the south east corner of Avenue Wood	East

	NAME OF SITE	LOCAL PLAN AREA
30	Length of Grim's ditch from Colton Road east to the A63, Colton Common	East
31	Length of Grim's ditch immediately east of Barrowby Road	East
32	Length of Grim's ditch immediately north of Gamblethorpe	Garforth
33	Length of Grim's ditch partly under Bullerthorpe Lane 620m north of Gamblethorpe	Garforth
34	Manor Harth Hill ringwork	Garforth
35	Medieval farmstead in Ireland Wood, 150m north east of Cookridge hospital	Garforth
36	Middleton Park shaft mounds	South
37	Middleton Park shaft mounds	South
38	Otley Bridge	Otley & Mid-Wharfedale
39	Owlcotes deserted medieval village	Pudsey
40	Prehistoric settlement, field system and medieval wood banks 600m east of Newtown Farm	Garforth
41	Ring cairn 475m south east of the great skirtful of stones	Aireborough, Horsforth & Bramhope
42	Rock with parallel grooves 95m west of flag post on Craven Hall Hill	Aireborough, Horsforth & Bramhope
43	Roman period native settlement in Danefield Wood, 490m south west of Stubbings Farm	Otley & Mid-Wharfedale
44	Roman period native settlement in Poolscar Wood, 350m south of Stubbings Farm	Otley & Mid-Wharfedale
45	Rothwell Castle	Rothwell
46	Settlement site revealed by aerial photography near Moat House	Wetherby
47	Shrunken medieval village of Colton	East
48	Small cairn north east of large cairn on Hawksworth Moor	Aireborough, Horsforth & Bramhope
49	Stank Hall quasi-manorial site	Morley
50	Stone hut circle settlement in Clayton Wood on the south west side of Iveson Drive	North
51	Stone hut circle settlement in Iveson Wood	North
52	Two cairns on Hawksworth Moor, one with an internal cist	Aireborough, Horsforth & Bramhope
53	Wetherby Bridge	Wetherby

ARCHAEOLOGY POLICIES

A4.3. CLASS II ARCHAEOLOGICAL SITES

	NAME OF SITE	TOWNSHIP
101	Cropmarks	Aberford
102	Market Cross	Aberford
103	Adel Roman Settlement	Adel cum Eccup
104	Cropmarks	Adel cum Eccup
105	Carved Rock	Alwoodley
106	Arthington Nunnery	Arthington
107	All Hallows Church	Bardsey cum Rigton
108	Cropmarks	Bardsey cum Rigton
109	Barnbow Munitions factory	Barwick in Elmet
110	Cropmarks	Barwick in Elmet
111	Manorial Site	Barwick in Elmet
112	Potterton Grange Farm	Barwick in Elmet
113	Potterton Grange Farm	Barwick in Elmet
114	All Saints Church	Bramham cum Oglethorpe
115	Cropmarks	Bramham cum Oglethorpe
116	Cropmarks	Bramham cum Oglethorpe
117	Cropmarks	Bramham cum Oglethorpe
118	Cropmarks	Bramham cum Oglethorpe
119	Cropmarks	Bramham cum Oglethorpe
120	Camp House Earthwork	Bramhope
121	St. Wilfrid's Church	Calverley with Farsley
122	Anti-aircraft Battery	Carlton
123	Cropmarks	Clifford cum Boston
124	St. Oswald's Church	Collingham
125	St. Michael's Church	East Ardsley
126	St. Mary's Church	Garforth
127	St Oswald's Church	Guiseley
128	All Saints Church	Harewood
129	Grey Stone Boulder	Harewood
130	Harewood Boundary	Harewood
131	Harewood Park	Harewood
132	Land adjacent to Grey Stone Pasture	Harewood
133	Lofthouse	Harewood
134	Site at Gawthorpe Manor	Harewood
135	Towehouse Deserted Medieval Settlement	Harewood
136	Township Boundary	Harewood
137	Kirkstall Forge	Headingley cum Burley
138	St. Michael's Chapel	Headingley cum Burley
139	Tannery at Kirkstall Hill	Headingley cum Burley
140	Round Foundry Holbeck	Holbeck
141	Chapel	Horsforth
142	Hunslet Engine Company	Hunslet
143	St Mary's Church	Kippax

	NAME OF SITE	TOWNSHIP
144	All Saints Church	Ledsham
145	Cropmarks	Ledston
146	Site north of Ledston Mill Lane	Ledston
147	Anglo-Saxon Cross Fragments	Leeds
148	Beckett Street Cemetery	Leeds
149	Buslingthorpe Tannery	Leeds
150	Cropmarks	Linton
151	Cropmarks	Linton
152	St. Michael's Church	Linton
153	Cropmarks	Methley
154	Park Lane	Methley
155	St. Oswald's Church	Methley
156	St. Mary's Church	Micklefield
157	St. Mary's Church	Middleton
158	Howley Hall	Morley
159	St. Nicholas's Church	Morley
160	Danefield Wood	Otley
161	Becca Mill (Hillam Mill)	Parlington
162	Cropmarks	Parlington
163	Cropmarks	Parlington
164	Hill Burchard Medieval Settlement	Parlington
165	Holy Trinity Church	Rothwell
166	Crop Marks	Scarcroft
167	Moat Hall	Scarcroft
168	Seacroft Mill	Seacroft
169	St. Mary's Church	Swillington
170	Church	Temple Newsam
171	Colton	Temple Newsam
172	Cropmarks	Temple Newsam
173	Temple Newsam House	Temple Newsam
174	St. Peter's Church, Thorner	Thorner
175	All Saints Church	Thorp Arch
176	St Peter's Church, Walton	Walton in Ainsty
177	Non-conformist Burial Ground	West Ardsley
178	St Mary's Monastic Cell	West Ardsley
179	St. James Church, Wetherby	Wetherby
180	Cropmarks	Wighill

A5. CONTROL OF DEVELOPMENT IN THE GREEN BELT

CONTENTS

- A5.1 INTRODUCTION
- A5.2 NATIONAL GUIDANCE ON GREEN BELT CONTROL
- A5.3 STRATEGIC PLANNING GUIDANCE FOR WEST YORKSHIRE
- A5.4 LEEDS UDP: CONTROL OF DEVELOPMENT IN THE GREEN BELT
 - Infilling
- A5.5 CHANGES OF USE
 - Listed Buildings
 - Other Buildings
 - Major Developed Sites
- A5.6 REBUILDING, ALTERATION AND EXTENSIONS
- A5.7 UNTIDY LAND
- A5.8 AGRICULTURAL BUILDINGS
 - Retail Development, including Farm Shops
- A5.9 HORSE REARING AND OTHER EQUESTRIAN ACTIVITIES
- A5.10 BUILDING OF NEW DWELLINGS
 - New dwellings and agricultural occupancy conditions
 - Affordable Housing
- A5.11 OUTDOOR SPORT AND OUTDOOR RECREATION
- A5.12 HOLIDAY ACCOMMODATION INCLUDING CARAVAN AND CAMPING SITES
- A5.13 ALLOTMENT GARDENS
- A5.14 GARDEN EXTENSIONS

CONTROL OF DEVELOPMENT IN THE GREEN BELT

A5.15 MINERALS AND WASTE DISPOSAL

A5.16 IMPLEMENTATION

Annexes

A1. EXTRACT FROM DEPARTMENT OF THE ENVIRONMENT" THE GREEN BELTS" (HMSO 1988)

A2. THE DEFINITION OF "AGRICULTURE" AS GIVEN IN SECTION 336(1) OF THE TOWN AND COUNTRY PLANNING ACT 1990

A5.1 INTRODUCTION

- A5.1.1 The protection of the Green Belt is seen by the public as a whole as one of the most important functions of a local planning authority. Because of this public interest, this Appendix provides detailed Policies and guidance on the control of development in the Green Belt, to supplement Policy N33 (Volume 1, and reproduced below in para. A5.4.1).
- A5.1.2 The control of development in the Green Belt is essentially a negative control on the use of land. It is not the function of control to ensure that land is productive and well-tended. Rather, that is the function of a positive framework of rural planning and management which is the subject of the "Leeds Countryside Strategy" (Volume 1, Chapter 5.5).

A5.2 NATIONAL GUIDANCE ON GREEN BELT CONTROL

- A5.2.1 The general policies controlling development in the countryside apply with equal force in the Green Belt but there is, in addition, a presumption against inappropriate development. National guidance on Green Belts and the control of development within them is contained in PPG 2.

A5.3 STRATEGIC PLANNING GUIDANCE FOR WEST YORKSHIRE

- A5.3.1 The Guidance issued by the Secretary of State for the Environment in July 1989 for the preparation of Unitary Development Plans in West Yorkshire is as follows:

"The Green Belt in West Yorkshire protects open land between the urban areas, within the core of the conurbation, and around its outer edges. It regulates the growth of urban areas, prevents the coalescence of settlements, preserves the open land that extends into the urban areas for recreational or amenity use and provides for easy access to open country. It has contributed to the maintenance of the unusually open and often attractive character of the conurbation. It will also assist in the process of urban regeneration. Green Belts are permanent features and their protection must be maintained. The policies governing the control of development in Green Belts are set out in Planning Policy Guidance No 2 and Unitary Development Plans should have regard to that guidance.

The general area of the Green Belt within West Yorkshire was reviewed and approved in the County Structure Plan in 1980. In some areas detailed boundaries have been determined but there are many areas where boundaries have yet to be finalised. A full-scale review of the Green Belt is not warranted for West Yorkshire

CONTROL OF DEVELOPMENT IN THE GREEN BELT

but the preparation of Unitary Development Plans provides the opportunity to give precision to the Green Belt where boundaries have not yet been clearly defined and, exceptionally, to review the existing boundaries where economic regeneration may be constrained by a lack of suitable industrial sites. The exercise must establish boundaries which are secure having taken account of the likely scale and pattern of development needs well into the next century. If an alteration to the Green Belt boundary is proposed, the Secretary of State will wish to be satisfied that the local planning authority has fully considered opportunities for development elsewhere, preferably within the urban areas, or that the area affected by the boundary change is no longer capable of making a significant contribution to the objectives of the Green Belt. Where land is not needed for immediate development but is omitted from the Green Belt to meet potential long-term needs, it should be protected in the meantime by strong development control policies."

- A5.3.2 Regional Planning Guidance for Yorkshire and Humberside (RGP12) was issued in March 1995. It does not add to Strategic Planning Guidance on the issue of Green Belts. However in launching RPG12 the Minister reported that the Government has asked the local planning authorities in the region to advise on the early review of green belt boundaries, by March 1997.

A5.4 LEEDS UNITARY DEVELOPMENT PLAN - CONTROL OF DEVELOPMENT IN THE GREEN BELT

- A5.4.1 Volume 1 of the Leeds UDP states the strategic policies for Leeds Green Belt and sets out their rationale and justification. Those policy statements are repeated here for convenience and completeness:

N32: THE AREA SHOWN ON THE PROPOSALS MAP IS DESIGNATED AS GREEN BELT.

N33: EXCEPT IN VERY SPECIAL CIRCUMSTANCES APPROVAL WILL ONLY BE GIVEN IN THE LEEDS GREEN BELT FOR:

- **CONSTRUCTION OF NEW BUILDINGS FOR PURPOSES OF AGRICULTURE AND FORESTRY; ESSENTIAL FACILITIES FOR OUTDOOR SPORTS AND OUTDOOR RECREATION; ESSENTIAL FACILITIES FOR THE PARK AND RIDE SITES SHOWN ON THE PROPOSALS MAP; AND OTHER USES COMPATIBLE WITH GREEN BELT PURPOSES;**
- **LIMITED EXTENSION, ALTERATION OR REPLACEMENT OF EXISTING DWELLINGS;**

CONTROL OF DEVELOPMENT IN THE GREEN BELT

- **LIMITED INFILLING AND REDEVELOPMENT OF MAJOR EXISTING DEVELOPED SITES;**
- **LIMITED INFILLING IN IDENTIFIED VILLAGES AND LIMITED AFFORDABLE HOUSING FOR LOCAL COMMUNITY NEEDS.**
- **RE-USE OF BUILDINGS, WHERE ALL THE DETAILED CRITERIA OF POLICY GB4 ARE SATISFIED;**
- **CHANGE OF USE OF LAND FOR PURPOSES WHICH DO NOT COMPROMISE GREEN BELT OBJECTIVES.**
- **CEMETERIES**

DEVELOPMENT WITHIN THE GREEN BELT WILL ONLY BE PERMITTED IF IT CONFORMS TO THE DETAILED GREEN BELT POLICIES CONTAINED IN APPENDIX 5 IN VOLUME 2.

A5.4.2 The following policies are provided to describe the acceptability of various forms and types of development in the Green Belt. The intent is expressed in the first Green Belt Policy:

GB1: WITH THE EXCEPTION OF INFILL DEVELOPMENT, COVERED BY POLICY GB2, DEVELOPMENT CONTROL IN THE GREEN BELT WILL BE EXERCISED TO:

- KEEP LAND PERMANENTLY OPEN;**
- CHECK THE UNRESTRICTED SPRAWL OF LARGE BUILT-UP AREAS;**
- PREVENT NEIGHBOURING TOWNS FROM MERGING INTO ONE ANOTHER;**
- ASSIST IN SAFEGUARDING THE COUNTRYSIDE FROM ENCROACHMENT;**
- PRESERVE THE SETTING AND SPECIAL CHARACTER OF HISTORIC TOWNS; AND**
- ASSIST IN URBAN REGENERATION, BY ENCOURAGING THE RECYCLING OF DERELICT AND OTHER URBAN LAND;**
- PROVIDE OPPORTUNITIES FOR ACCESS TO THE OPEN COUNTRYSIDE FOR THE URBAN POPULATION;**

CONTROL OF DEVELOPMENT IN THE GREEN BELT

- viii. **PROMOTE THE USE OF LAND NEAR URBAN AREAS FOR OUTDOOR SPORT, RECREATION AND LEISURE;**
- ix. **RETAIN ATTRACTIVE LANDSCAPES, AND ENHANCE LANDSCAPES, NEAR TO WHERE PEOPLE LIVE;**
- x. **IMPROVE DAMAGED AND DERELICT LAND AROUND TOWNS;**
- xi. **SECURE NATURE CONSERVATION INTEREST;**
- xii. **RETAIN LAND FOR AGRICULTURAL, FORESTRY AND RELATED PURPOSES;**
- xiii. **ENSURE PRIMARILY THAT THE USE OF ANY LAND IS APPROPRIATE TO GREEN BELT;**
- xiv. **PROTECT THE BEST AND MOST VERSATILE AGRICULTURAL LAND;**
- xv. **PROTECT THE VIABILITY OF AGRICULTURAL HOLDINGS, AS FAR AS IS PRACTICAL;**
- xvi. **PROTECT AND WHERE OPPORTUNITY ARISES IMPROVE THE VISUAL AMENITIES OFFERED BY THE GREEN BELT.**

A5.4.3 The following policies reflect and amplify national guidance and address the particular problems faced in the day - to - day control of development in the Leeds Green Belt.

A5.4.4 This Appendix is concerned solely with control for green belt purposes. Special regulations apply to agricultural and forestry developments. Otherwise consideration of applications in the Green Belt will include all the matters considered in a planning application elsewhere, especially siting, design, materials, access and drainage. Indeed, because of the rural nature of the Green Belt, a higher standard of siting, design, materials and landscaping may be required than in many urban areas.

Infilling

A5.4.5 Within villages which are washed over by the Green Belt (i.e. they are not 'islands' of development which have been excluded from the Green Belt on the Proposals Map), there may be opportunities for minor infill development which would not harm the overall openness of the Green Belt. Such development is defined as the filling of a small gap within an existing small group of buildings.

CONTROL OF DEVELOPMENT IN THE GREEN BELT

GB2: INFILLING WILL ONLY BE PERMITTED WHERE ALL THE FOLLOWING APPLY:

- i. THE SITE HAS A FRONTAGE TO THE ROAD;**
- ii. THE SITE IS A SMALL GAP BOUNDED BY EXISTING DEVELOPMENT;**
- iv. THE PROPOSAL IS IN SCALE AND CHARACTER WITH THE SURROUNDING AREA AND DOES NOT CONSOLIDATE RIBBON DEVELOPMENT.**

A5.5 CHANGES OF USE

A5.5.1 A change of use is as much development as is new building. The same considerations shall be applied to an application for a change of use in the Green Belt as to an application for new building. Policy GB3 deals with Buildings of Historic or Architectural Interest, and Policy GB4 with other buildings.

GB3: WHERE AN APPROPRIATE GREEN BELT USE CANNOT BE FOUND FOR A BUILDING OF HISTORIC OR ARCHITECTURAL INTEREST, ANOTHER USE MAY BE PERMITTED PROVIDED THIS RESULTS IN THE RETENTION, SUBSTANTIALLY UNALTERED, OF THE BUILDING AND ITS CHARACTER, CURTILAGE AND SETTING.

A5.5.2 The buildings covered by Policy GB3 are defined as:

- i.** a building appearing on the Statutory List, compiled under Section 54 of the Planning, Listed Buildings and Conservation Areas Act 1990, or on the Draft Lists and including buildings designated Grade III, and
- ii.** a building on which the Local Planning Authority has served a Building Preservation Notice.

GB4: PLANNING PERMISSION FOR CHANGE OF USE OF A BUILDING IN THE GREEN BELT WILL NOT BE GRANTED UNLESS THE FOLLOWING CRITERIA ARE MET:

- i. ANY PHYSICAL CHANGES TO THE BUILDING AND ITS CURTILAGE WOULD MAINTAIN OR ENHANCE THE OPENNESS, CHARACTER AND APPEARANCE OF THE GREEN BELT; AND**

CONTROL OF DEVELOPMENT IN THE GREEN BELT

- ii. THE BUILDING CAN BE SHOWN TO BE IN A GENERALLY SOUND PHYSICAL CONDITION AND IS OF A SIZE, STRUCTURAL FORM AND MATERIALS SUITABLE FOR THE INTENDED AFTER USE WITHOUT NEED OF SUBSTANTIAL REBUILDING OR EXTENSION; AND**
- iii. A SAFE ACCESS FOR THE BUILDING CAN BE ACHIEVED WITHOUT HARMING THE CHARACTER AND APPEARANCE OF THE COUNTRYSIDE; AND**
- iv. NO SIGNIFICANT ADDITIONAL EXPENSE WILL FALL ON THE PUBLIC UTILITIES OR SERVICES; AND**
- v. IN THE CASE OF A BUILDING USED OR LAST USED IN CONNECTION WITH AGRICULTURE, PERMITTED DEVELOPMENT RIGHTS FOR FURTHER NEW FARM BUILDINGS ON THE HOLDING MAY BE WITHDRAWN BY A CONDITION TO THE PLANNING PERMISSION; AND**
- vi. IN THE CASE OF CONVERSION OF A BUILDING TO RESIDENTIAL USE, THE BUILDING IS NOT OF A SCALE WHICH WOULD PRODUCE A NEW HAMLET IN THE GREEN BELT; AND**
- vii. APPLICANTS SHOULD DEMONSTRATE THAT A PROPOSAL TO CHANGE THE USE OF A BUILDING TO RESIDENTIAL USE WOULD NOT SERIOUSLY HARM THE LOCAL ECONOMY.**

GB5: IN CONSIDERING PROPOSALS FOR THE REUSE OF GREEN BELT BUILDINGS, COMMERCIAL USES WILL BE PREFERRED TO RESIDENTIAL USE. WHERE THE LATTER IS PROPOSED THE APPLICANT SHOULD SUPPLY EVIDENCE OF HAVING MADE EVERY REASONABLE ATTEMPT TO SECURE A BUSINESS RE-USE.

A5.5.4 “Commercial use” in the context of Policy GB5 refers to those uses which have the capacity to generate employment or income and thus includes industrial, business, storage and recreation uses. The aim is to encourage diversification of the rural economy and to promote tourism and recreation, whilst ensuring proposals are compatible with the aim and purposes of the Green Belt.

A5.5.5 In the interests of diversification of the rural economy, proposals to convert buildings outside settlements for alternative commercial uses (see para A5.5.4) will in principle be supported, but proposals for residential

CONTROL OF DEVELOPMENT IN THE GREEN BELT

use will have to be accompanied by evidence that the rural economy will not suffer as a result.

GB6: WHERE AN EXISTING BUILDING DIRECTLY ADJOINS OR IS WITHIN A SETTLEMENT IN THE GREEN BELT, CONVERSION FOR RESIDENTIAL USE WILL BE ACCEPTABLE IN PRINCIPLE PROVIDED THAT THE FOLLOWING CRITERIA ARE MET:

- i. THE BUILDING IS IN GENERALLY SOUND CONDITION (I.E. IS NOT DERELICT);
- ii. THE BUILDING IS OF A CHARACTER (IN TERMS OF DESIGN AND MATERIALS) WHICH IS APPROPRIATE TO THAT SETTLEMENT;
- v. NO SIGNIFICANT ADDITIONAL EXPENSE WILL FALL ON PUBLIC SERVICES.

A5.5.6. At the major developed sites within the Green Belt which are identified in Policy GB7, alternative uses and some infill development may be acceptable. Strict criteria, as set out in national guidance will be applied, to ensure that such development would have no greater impact on the purposes of the green belt than existing development and that it would contribute to the objectives of the green belt. Amongst other considerations, the height of new development should not exceed that of the existing buildings and there should be no major increase in the developed proportion of the site.

GB7: AT THE FOLLOWING MAJOR DEVELOPED SITES WITHIN THE GREEN BELT, ALTERNATIVE USES AND LIMITED INFILL DEVELOPMENT MAY BE ACCEPTABLE:

- AIREDALE AND WHARFEDALE COLLEGE, CALVERLEY LANE, HORSFORTH
- HIGH ROYDS HOSPITAL, GUISELEY

A5.6 REBUILDING, ALTERATION AND EXTENSIONS

A5.6.1 Alterations and extensions will only be accepted for dwellings and for no other building types save those at sites identified in Policy GB7, and subject to the following policy requirements:

GB8: EXTENSIONS TO DWELLINGS IN THE GREEN BELT WILL BE PERMITTED WHERE THE EXTENSION:

CONTROL OF DEVELOPMENT IN THE GREEN BELT

- i. **WOULD NOT MATERIALLY INCREASE THE IMPACT OF THE BUILDING ON THE OPENNESS OF THE GREEN BELT; AND**
- ii. **WOULD NOT EXCEED THE ORIGINAL DWELLING IN SIZE; AND**
- iii. **THE EXTENDED DWELLING WOULD NOT BE LARGER THAN IS NEEDED FOR ONE HOUSEHOLD.**

A5.6.2 Redevelopment of a dwelling in the Green Belt requires special care to ensure that the replacement dwelling would have no greater impact on openness or on the purposes of the Green Belt than the dwelling replaced. In the case of other buildings, replacement will only be acceptable in principle at the locations identified under Policy GB7.

GB9: REDEVELOPMENT OF ANY BUILDING USED FOR A PURPOSE WHICH IS INAPPROPRIATE IN THE GREEN BELT WILL NOT BE PERMITTED, EXCEPT IN THE CASE OF DWELLINGS. REDEVELOPMENT OF DWELLINGS WILL BE PERMITTED PROVIDED ALL THE FOLLOWING CRITERIA ARE MET:

- i. **USE OF THE EXISTING BUILDING AS A DWELLING HOUSE HAS PLANNING PERMISSION, HAS BEEN GRANTED A CERTIFICATE OF LAWFUL USE, OR IT CAN BE DEMONSTRATED THAT A CERTIFICATE WOULD BE GRANTED IF APPLIED FOR AND THE USE HAS NOT BEEN ABANDONED.**
- ii. **THE PROPOSED REPLACEMENT DWELLING AND ASSOCIATED WORKS WOULD MAINTAIN OR ENHANCE THE OPEN CHARACTER AND APPEARANCE OF THE LOCALITY.**
- iii. **THE REPLACEMENT DWELLING AND ANY CURTILAGE DEVELOPMENT WOULD HAVE NO GREATER IMPACT IN TERMS OF HEIGHT OR SITE COVERAGE THAN THE EXISTING DWELLING AND ITS ASSOCIATED CURTILAGE DEVELOPMENT**
- iv. **THE BUILDING IS NOT INCAPABLE OF USE IN ITS PRESENT STATE AND HAS NOT BECOME SO DERELICT THAT IT COULD BE BROUGHT BACK INTO USE ONLY WITH COMPLETE OR SUBSTANTIAL RECONSTRUCTION.**

A5.7 UNTIDY LAND

- A5.7.1 The fact that a site is untidy, degraded or derelict shall not be considered a sufficient reason to grant permission for development in the Green Belt which would otherwise have been withheld:

GB11: REINSTATEMENT OR IMPROVEMENT OF UNTIDY, DEGRADED OR DERELICT LAND WILL ONLY BE ALLOWED FOR USES APPROPRIATE IN THE GREEN BELT.

- A5.7.2 Where appropriate, notice may be served under the Town and Country Planning Act 1990 requiring the owner and occupier of such land to abate a serious injury to the amenity of the area.

A5.8 AGRICULTURAL BUILDINGS

- A5.8.1 The use of any land, and buildings occupied with that land, for the purposes of agriculture does not involve development and does not, therefore, require planning permission. Within the terms of the General Development Order agricultural buildings (except dwellings) on agricultural holdings of 5 hectares or more are permitted development except:
- i. where the building exceeds 465 sq m either by itself or in aggregation with another building which has been erected within the previous 2 years, any part of which is within 90 m;
 - ii. where the building exceeds 12 m in height (3 m within 3 Km of the perimeter of an aerodrome);
 - iii. where any part of the building is within 25 m of the metalled part of a trunk or classified road.
- A5.8.2 The definition of "agriculture" is given in Section 336(1) of the Town and Country Planning Act 1990 and is quoted in full in Annex II. It does not include farm shops. A range of agricultural buildings and other operations enjoy permitted development rights and these are set out in Part 6 of Schedule 2 to the Town and Country Planning General Development Order (and the subsequent 1991 Amendment).
- A5.8.3 Applications for buildings related to the intensive breeding, rearing or fattening of livestock in the Green Belt shall be considered in the context of para. A5.4.4 above. Planning permission should normally be granted for bona fide purposes if the criteria are satisfied.

CONTROL OF DEVELOPMENT IN THE GREEN BELT

Retail Development in the Green Belt, including Farm Shops.

- A5.8.4 Within the Green Belt, Government guidance as expressed by PPG2 (Green Belts) and Revised PPG6 (June 1996: Town Centres and Retail Developments) is that there is no place for major retail development. However, the Council recognises that, in order to facilitate and foster the development of the rural economy, there is a role for farm shops within the rural areas. Farm shops can bring the farmer closer to the rural consumer and they can also help to diversify individual farm businesses making them more stable financially.
- A5.8.5 The Council wishes to ensure that farm shops do not develop to the extent that they become inappropriate to a rural area or generate unnecessary travel. Where a small scale craft enterprise has planning approval in the GB, modest on-site retail sales of the goods produced on the premises may also be acceptable, subject to the impact on the factors outlined in GB12 below. To enable a farm shop to offer a reliable service all year, some produce from off the farm may be sold, but a majority of the goods offered should be produced on the farm. Policy S9 (Chapter 9 Volume 1) will apply to factory shops within the GB.

GB12: RETAIL DEVELOPMENT WITHIN THE GREEN BELT WILL ONLY BE PERMITTED WHERE:

- i. THE DEVELOPMENT WOULD NOT PREJUDICE THE OBJECTIVES SET OUT IN GB1;**
- ii. IT WOULD NOT SERIOUSLY HARM:**
 - a. THE LIVING CONDITIONS OF NEARBY RESIDENTS;**
 - b. THE APPEARANCE OF THE AREA;**
 - c. HIGHWAY SAFETY; OR**
 - d. THE VIABILITY OF CONVENIENCE SHOPPING WITHIN A VILLAGE.**
- iii. THE RETAIL PROPOSAL WOULD COMPLEMENT AN EXISTING FARM OR OTHER AUTHORISED SMALL SCALE RURAL BUSINESS BY SELLING TO THE PUBLIC PRODUCE FROM THE FARM OR GOODS MADE OR SERVICES OFFERED BY THE SMALL BUSINESS. WHERE A YEAR ROUND SERVICE TO CUSTOMERS CANNOT OTHERWISE BE MAINTAINED A MINORITY OF IMPORTED GOODS MAY BE SOLD.**

A5.9 HORSE REARING AND OTHER EQUESTRIAN ACTIVITIES

A5.9.1 The grazing of horses is an agricultural use and is appropriate to the Green Belt. The development of stables via building or change of use and other equestrian activities such as riding schools, horse training schools and livery stables normally require planning permission. Accordingly:

GB13: STABLES AND OTHER EQUESTRIAN DEVELOPMENT WILL ONLY BE PERMITTED WHERE:

- i. THE DEVELOPMENT IS ESSENTIAL TO OUTDOOR EQUESTRIAN ACTIVITY AND IS SUBSERVIENT TO THAT ACTIVITY; AND**
- ii. SERIOUS HARM DOES NOT ARISE TO THE HIGHWAY AND BRIDLEWAY NETWORK, VISUAL AMENITY, THE OPERATION OF NEIGHBOURING LAND USES OR THE LIVING CONDITIONS OF ADJACENT OCCUPIERS.**

A5.9.3 Applications for dwelling houses, bungalows, or flats related to equestrian activities in the Green Belt will be treated as analogous to the case for farm workers dwellings outlined in A5.10 below and will be subject to the same requirements for planning conditions or a legal agreement to restrict the occupancy to a person employed in equestrian activities. Only viable centres will be permitted to develop permanent residential accommodation. Temporary accommodation may be permitted where a full justification has been presented and accepted for a dwelling but the business has not yet proved to be viable, and where it is deemed that such accommodation is necessary to the continued existence of the operation.

A5.10 BUILDING OF NEW DWELLINGS

A. New dwellings and agricultural occupancy conditions

A5.10.1 The context for granting planning permission for residential development in the Green Belt is provided by the following Policy:

GB15: THERE IS A PRESUMPTION AGAINST THE DEVELOPMENT OF NEW DWELLINGS IN THE GREEN BELT EXCEPT WHERE THE ESSENTIAL NEEDS OF A FARMING OR FORESTRY ENTERPRISE REQUIRE ONE OR MORE WORKERS TO LIVE AT THEIR PLACE OF WORK. BEFORE PERMISSION IS GRANTED IN SUCH CASES, THE FUNCTIONAL NEED FOR THE DWELLING AND THE ECONOMIC VIABILITY OF THE ENTERPRISE MUST BE DEMONSTRATED. WHERE THE NEED WILL ARISE FROM A NEW ENTERPRISE, TEMPORARY

CONTROL OF DEVELOPMENT IN THE GREEN BELT

PLANNING PERMISSION WILL BE GIVEN FOR A CARAVAN OR SIMILAR HOME.

- A5.10.2 This exception shall not normally apply where a dwelling house has been severed from the farm unit by the owner at the time of the application or by the previous owner. A farm unit refers to a holding for the purpose of agriculture as defined in the Town and Country Planning Act 1990 Section 336(1).
- A5.10.3 Where planning permission is granted for a dwelling in the Green Belt for a farm or forestry worker, a condition will be imposed to restrict occupancy to persons presently or last working in agriculture or forestry or to a widow, widower or resident dependents of such a worker.
- A5.10.4 Changes in the scale and character of agriculture in response to market changes may well affect the requirement for dwellings for occupation by agricultural or forestry workers. Dwellings should not be left vacant unnecessarily but, where it is proposed to remove an occupancy condition, it must be shown that there is no longer a realistic need in the general locality from persons who would satisfy the condition. Advertisement of the dwelling for sale or rent at a sum reflecting the planning condition, over a substantial period, together with some assessment of short to medium term future needs in the locality would usually be an acceptable way to demonstrate this. Accordingly:

GB16: AN AGRICULTURAL OCCUPANCY CONDITION WILL ONLY BE REMOVED WHERE THERE IS NO PRESENT OR FORESEEABLE NEED FOR THE DWELLING ON THE HOLDING OR IN THE LOCALITY FROM AGRICULTURAL OR FORESTRY WORKERS, OR FROM RETIRED SUCH WORKERS OR FROM A WIDOW OR WIDOWER OF SUCH A WORKER

B. Affordable housing

- A5.10.5 The City Council regards the provision of affordable housing as a significant need throughout the District (paras 7.6.10 -7.6.27). Those needs which arise from villages inset from the Green Belt and others which are close to an inset village or the urban area will be met through negotiations with developers of allocated housing sites and of larger "windfall" sites (see Policies H11, H12 and H13).
- A5.10.6 There may however be needs for affordable housing arising from the smaller villages within the Green Belt, where there is a presumption against housing development. Where that need cannot be met in the urban area or in a village inset from the Green Belt, a small development exclusively of affordable dwellings may exceptionally be approved in the GB, subject to strict criteria being met. A proposal addressing such need

CONTROL OF DEVELOPMENT IN THE GREEN BELT

should be supported by evidence of real value and importance of local need and an explanation of why that need cannot be satisfied by open market housing or by affordable housing outside the Green Belt. This evidence should be in a form to be agreed with the Council. Policies H13 and H14 (paras 7.6.24 -26) together with the Policy below will apply to such proposals.

GB17: PROPOSALS FOR AFFORDABLE HOUSING IN VILLAGES WITHIN THE GREEN BELT, WILL NOT BE PERMITTED UNLESS THE FOLLOWING CRITERIA ARE ALL SATISFIED:

- i. THE APPLICATION IS ACCOMPANIED BY SUBSTANTIAL EVIDENCE OF A LOCAL HOUSING NEED WHICH CANNOT BE MET ON A SITE OUTSIDE THE GREEN BELT;**
- ii. THE SITE IS WITHIN OR ABUTS A VILLAGE;**
- iii. HARM TO THE OPENNESS, PURPOSES, CHARACTER AND APPEARANCE OF THE GREEN BELT IS MINIMISED;**
- iv. THE DEVELOPMENT WILL BE IN SCALE AND CHARACTER WITH THE ESTABLISHED VILLAGE.**

A5.10.7 Schemes comprising both market and affordable housing to provide on-site cross- subsidy are expressly excluded from this policy.

A5.10.8 Only applications for full planning consent will be considered, in view of the specific detail required.

A5.11 OUTDOOR SPORT AND OUTDOOR RECREATION

A5.11.1 Use of land for outdoor sport and recreation fulfils the fundamental aim of the Green Belt in preventing urban sprawl by keeping land open and gives opportunities for the urban population to enjoy the countryside. The best and most versatile agricultural land should remain available for farming but change of use of other land for recreation and the development of new buildings ancillary to such uses will be permitted subject to the policies below.

GB19: CHANGE OF USE OF LAND FOR OUTDOOR SPORT AND OUTDOOR RECREATION WILL BE PERMITTED IN THE GREEN BELT WHERE:

- i. THE LAND IS NOT THE BEST AND MOST VERSATILE FOR AGRICULTURE (MAFF GRADES 1-3A); AND**

CONTROL OF DEVELOPMENT IN THE GREEN BELT

- ii. **NO SERIOUS HARM WOULD ARISE AS A RESULT OF TRAFFIC HAZARD, NOISE, VISUAL IMPACT, EROSION OF AN IMPORTANT WILDLIFE RESOURCE OR INCONVENIENCE TO USERS OF PUBLIC RIGHTS OF WAY.**

GB20: NEW BUILDINGS AND OTHER STRUCTURES ESSENTIAL FOR OUTDOOR SPORT AND OUTDOOR RECREATION WILL BE PERMITTED IN THE GREEN BELT PROVIDED

- i. **THE DEVELOPMENT IS REQUIRED FOR A USE WHICH PRESERVES THE OPENNESS OF THE GREEN BELT, AND**
- ii. **DOES NOT EXCEED IN SIZE THE NEEDS OF THOSE TAKING PART OR VIEWING THE SPORT OR RECREATION, AND**
- iii. **THE VISUAL IMPACT ON THE COUNTRYSIDE IS MINIMISED.**

A5.12 HOLIDAY ACCOMMODATION INCLUDING CARAVAN AND CAMPING SITES

A5.12.1 Guidance on holiday accommodation developments within the Green Belt is provided by the following Policies:

GB21: NEW STATIC CARAVAN SITES (FOR RESIDENTIAL OR HOLIDAY USE), HOTELS, AND OTHER PERMANENT HOLIDAY ACCOMMODATION WILL NOT BE PERMITTED WITHIN THE GREEN BELT.

A5.12.2 Proposals for the change of use of rural buildings to provide for hotels and other holiday accommodation, and for caravan storage will be considered against Policy GB4.

GB22: PROPOSALS FOR MINOR ANCILLARY DEVELOPMENT TO ACHIEVE COMPLIANCE WITH CITY COUNCIL STANDARDS AT CAMPING, TOURING AND STATIC CARAVAN SITES, AT HOTELS AND OTHER PERMANENT HOLIDAY ACCOMMODATION, WILL NOT BE PERMITTED UNLESS ALL THE FOLLOWING CRITERIA ARE MET:

- i. **THE PROPOSED DEVELOPMENT DOES NOT CREATE A VISUAL INTRUSION IN A RURAL LANDSCAPE OR LEAD TOWARDS THE PHYSICAL OR VISUAL**

CONTROL OF DEVELOPMENT IN THE GREEN BELT

COALESCENCE OF SETTLEMENTS;

- ii. **AGRICULTURAL LAND WHICH IS THE BEST AND MOST VERSATILE AGRICULTURAL LAND IS NOT IRRETRIEVABLY LOST TO FOOD PRODUCTION UNLESS THERE ARE GOOD REASONS FOR ITS AGRICULTURAL PRODUCTIVITY NOT BEING REALISED (E.G. THE LAND DOES NOT AND CANNOT FORM PART OF A VIABLE AGRICULTURAL HOLDING);**
- iii. **DETAILED PLANNING, ENVIRONMENTAL HEALTH, AND HIGHWAY CONSIDERATIONS CAN BE SATISFACTORILY RESOLVED;**
- iv. **NO SIGNIFICANT ADDITIONAL EXPENSE WILL FALL ON PUBLIC UTILITIES OR SERVICES.**

A5.12.3 Sites should be based in areas with local opportunities for informal countryside recreation or other tourist attractions, but should not themselves become detrimental to those attractions. Particular care and attention should be paid to proposals located in Special Landscape Areas, or close to sites of nature conservation interest.

A5.12.4 Proposals for the permanent accommodation of a bona fide Site Warden employed in a full-time capacity, on holiday caravan sites will be treated on their merits. Any approval will be subject to planning conditions or a legal agreement to control such accommodation.

GB23: THERE WILL BE A PRESUMPTION AGAINST THE USE OF LAND FOR THE STORAGE OF CARAVANS IN THE GREEN BELT.

A5.13 ALLOTMENT GARDENS

A5.13.1 Allotment gardens may be an appropriate use for land on the urban fringe for which no other viable use can be found. Accordingly:

GB24: ALLOTMENT GARDENS WILL USUALLY BE PERMITTED WITHIN THE GREEN BELT PROVIDED THEY ARE NOT DETRIMENTAL TO VISUAL AMENITY.

CONTROL OF DEVELOPMENT IN THE GREEN BELT

A5.14 GARDEN EXTENSIONS

- A5.14.1 Proposals to extend gardens within the Green Belt will be considered under the following Policy:

GB25: THERE WILL BE A PRESUMPTION AGAINST GARDEN EXTENSIONS INTO GREEN BELT EXCEPT WHERE SUCH EXTENSIONS FORM A LOGICAL INFILLING OR ROUNDING OFF TO THE INDIVIDUAL SETTLEMENT, WOULD NOT AFFECT THE RURAL CHARACTER OF THE AREA AND WOULD NOT INVOLVE A SIGNIFICANT LOSS OF AGRICULTURAL LAND.

- A5.14.2 In those cases where express permission is granted, a condition restricting permitted development rights will be applied.

A5.15 MINERALS AND WASTE DISPOSAL

- A5.15.1 Because of their scale and style some Green Belt buildings (Chapter 5.5) may lend themselves to conversion to waste transfer stations. However, concerns remain about the possible environmental implications of such changes. Accordingly:

GB26: CHANGES TO USE OF GREEN BELT BUILDINGS TO WASTE TRANSFER STATIONS AND USES IN CLASS B OF THE USE CLASSES ORDER WILL ONLY BE PERMITTED IF ALL THE FOLLOWING CRITERIA ARE MET:

- i. THE BUILDING CONFORMS WITH POLICY GB4;
- ii. THE OPERATION, ASSOCIATED ACTIVITIES, AND THE GARAGING OF ALL VEHICLES CAN BE WHOLLY CONTAINED WITHIN EXISTING COVERED BUILDINGS;
- iii. THE SCALE OF DELIVERY AND COLLECTION VEHICLES AND THE FREQUENCY OF THEIR MOVEMENTS WILL NOT LEAD TO ENVIRONMENTAL, TRAFFIC OR ROAD SAFETY PROBLEMS;
- iv. NO OPERATIONS PREJUDICIAL TO THE CONTINUATION OF AGRICULTURE OR OTHER OPEN USES IN THE IMMEDIATELY SURROUNDING AREA ARE INVOLVED;

CONTROL OF DEVELOPMENT IN THE GREEN BELT

- v. THE PROPOSED DEVELOPMENT MEETS WASTE DISPOSAL POLICY REQUIREMENTS;**
- vi. THE PROPOSED DEVELOPMENT MEETS OTHER PLANNING, HIGHWAY AND ENVIRONMENTAL HEALTH REQUIREMENTS.**

A5.16 IMPLEMENTATION

- A5.16.1 Exceptions to the Green Belt policies contained in a development plan constitute a Departure from the Development Plan for which a procedure is defined in the Town and Country Planning Development Plans (England) Direction 1992. Where it is proposed to grant planning permission contrary to the Policies contained in this Appendix, this will normally involve a Departure.
- A5.16.2 Planning permission in accordance with these Policies may also constitute a Departure, for example, the use of a Listed Building for, say, offices. In such cases, if the City Council is minded to grant permission, any necessary advertisement will be carried out prior to the decision being reached.

CONTROL OF DEVELOPMENT IN THE GREEN BELT

ANNEX 1

EXTRACT FROM DEPARTMENT OF THE ENVIRONMENT "THE GREEN BELTS" (HMSO 1988)

"Restrictions on building in a Green Belt"

This Section is reproduced from the 1962 booklet, with the addition of the final paragraph.

"The object of including land in a Green Belt is to keep it permanently open. Consequently there is a clear presumption against any new building and against new employment which might create a demand for more building.

It is very difficult to get permission to build in a Green Belt. Anyone who wants to do so must be prepared to show either that the building is required for purposes appropriate to a Green Belt (e.g., for agriculture) or that there is some special reason why it should be allowed, despite the general presumption to the contrary. A cottage which simply fills a gap in an established village may well be permissible but it is not to be assumed that further houses will be allowed on land adjoining any that already exist. Nor is it enough to show that the building will be inconspicuous or will do no harm on the particular site, though these arguments can reinforce a case which has other merits. The Green Belt concept implies no further building except where there is a positive argument for allowing it."

"Development which does not interfere with the open character of the land may be permissible. Buildings for sport or recreation, hospitals and similar institutions standing in extensive grounds, cemeteries and mineral working may be allowed. In such cases the decision is likely to turn on the need for the proposals as against any damage it will do to the rural appearance of the land."

"As it is the intention that a Green Belt shall have a rural character, restrictions on building are somewhat similar to those applying to the ordinary countryside which lies beyond*. The main difference is that in the rural areas beyond the Green Belt it may be necessary at some time to allocate areas for building which may be quite extensive. Within the Green Belt the presumption is against any new building at any time, subject only to such limited exceptions as are stated in the development plan, or as may be specially approved in accordance with the preceding paragraphs."

This statement of Green Belt policy, as set out in the 1962 booklet, remains valid today. It was reinforced and supplemented in DoE Circulars

CONTROL OF DEVELOPMENT IN THE GREEN BELT

14/84 and 12/87, which have been incorporated in Planning Policy Guidance Note No 2; an extract from that Note is reproduced in the Annex to this new edition of the booklet.

* Guidance on planning control in rural areas is given in the DoE booklet "Rural Enterprise and Development" (HMSO, 1987) and in Planning Policy Guidance Note No 7 (HMSO, 1997).

ANNEX 2

THE DEFINITION OF "AGRICULTURE" AS GIVEN IN SECTION 336(1) OF THE TOWN AND COUNTRY PLANNING ACT 1990

"Agriculture" includes horticulture, fruit growing, seed growing, dairy farming, the breeding and keeping of livestock (including any creature kept for the production of food, wool, skins or fur, or for the purpose of its use in the farming of land), the use of land as grazing land, meadow land, osier land, market gardens and nursery grounds, and the use of land for woodlands where that use is ancillary to the farming of land for other agricultural purposes, and "agricultural" shall be construed accordingly.

A6. MINERALS

A6.1 INTRODUCTION: OPERATION OF POLICIES

- A6.1.1 Operators intending to promote significant development by way of mineral extraction, waste disposal or recycling are urged to carry out pre-application consultations with the City Council. This will help identify any problem areas and whether an Environmental Assessment has to be submitted.
- A6.1.2 The City Council will impose planning conditions appropriate to the potential impact of operations on the environment and local communities and to ensure a high standard of restoration commensurate with the intended after-use of the site. The City Council will consider any evidence available from applicants and operators as to how well the proposed methods of management, restoration and aftercare of a site are likely to work in practice, for example, by reference to the way a similar site is currently being managed or how restoration and aftercare have been achieved. This information will be taken into account in determining the planning application.
- A6.1.3 In the event of permission being granted operators of the larger sites will normally be required to establish a Local Liaison Committee in the neighbourhood. This will enable information to be exchanged and allow residents to express a view on matters which affect them.
- A6.1.4 The City Council will liaise with site operators at all stages of operations and will make a formal inspection of all sites on an annual basis and otherwise as necessary, to ensure compliance with conditions attached to grants of planning permission. This will ensure that earlier attention can be given to potential problems than would otherwise be the case if inspections were not carried out. This will be of benefit to all parties concerned.
- A6.1.5 In the event of a failure to comply with the requirements of a condition attached to a grant of planning permission, the City Council will utilise all available legislation to secure compliance with the conditions and will recover its costs of doing so wherever appropriate. This will help ensure that planning conditions are complied with; that the City's environment is thereby maintained and improved and nuisance minimised to members of the public.
- A6.1.6 Advisory and publicity leaflets are available from the Department of Planning and Environment to help operators comply with planning conditions and ensure that restoration takes place to a high standard. The following are available:

MINERALS

- "The construction and repair of drystone walls and fences"
- "All Muck and Bullets" - a guide to how the Council deals with quarries and tips
- "Choosing the right tree" - a series of six leaflets on the selection, planting and management of trees
- "On the right road" - a guide to the correct specification for access points to landfill and quarry sites
- "Save our soils" - a leaflet giving advice to all developers on the conservation of soils
- "Good restoration practice" and "Aftercare" - leaflets advising on steps necessary to satisfy restoration conditions attached to permissions for mineral extraction and landfill sites.

A6.1.7 In addition to proposals to extract energy minerals, which are considered in the Policies following, proposals for the development of renewable energy resources may be advanced. These will in general be supported by the City Council, in accordance with the principles of the Green Strategy and the securing of sustainable development. However, since the likely incidence within the Plan period of proposals in Leeds to develop renewable energy resources such as wind or water power will be small, proposals will be assessed against normal development control considerations, reflected in Policy GP5, Government guidance, in particular that contained in PPG22 - Renewable Energy and Policy N54 in Chapter 5.

A6.2 GENERAL MINERALS POLICIES FOR EXPLORATION, EXPLOITATION AND PROCESSING

GM1: RE-WORKING OR DISTURBANCE OF LAND PREVIOUSLY RESTORED OR RECLAIMED TO A SATISFACTORY ENVIRONMENTAL STANDARD WILL NOT NORMALLY BE ACCEPTABLE.

Reason: a community disturbed or landscape disfigured by a derelict site -subsequently restored - should not be subject to repeated visual degradation of the locality or the heightened risk of longer term secondary dereliction, unless special circumstances apply.

GM2: EXTENSIONS TO EXISTING MINERAL WORKINGS WILL NORMALLY BE PREFERRED TO THE OPENING OF NEW WORKINGS, BUT THE SAME SOCIAL AND ENVIRONMENTAL CONSIDERATIONS WHICH ARE APPLIED TO NEW SITES SHALL ALSO APPLY TO EXTENSION AREAS.

Reason: existing quarries are commonly assimilated into the local community's social, economic and traffic pattern and property values reflect this. The extension of a quarry also provides fresh opportunities for improvements to the site, usually in terms of landscaping and causing the least disruption beyond the boundary of the site.

GM3: WHERE, IN ANY EXISTING MINERAL PERMISSION, THERE IS AN ABSENCE OF OR INADEQUATE CONDITIONS FOR THE PROTECTION OF THE ENVIRONMENT OR FOR THE RESTORATION OF THE SITE, OPPORTUNITY WILL BE TAKEN TO REVIEW AND UPDATE CONDITIONS COMMENSURATE WITH CURRENT STANDARDS OF CONTROL.

Reason: many old planning permissions were subject to few or unenforceable conditions and a review will often enable an improved standard of site operation and/or restoration. Conditions can be imposed upon other land in the control of the applicant requiring, for example, restoration which could avoid the use of the Minerals Site Review procedure and possibly payment of compensation by the Authority.

GM4: THE COUNCIL WILL, WHERE PRACTICAL, SAFEGUARD MINERAL RESOURCES FROM UNNECESSARY STERILISATION BY SURFACE DEVELOPMENT OR WILL PERMIT THE MINERALS TO BE EXTRACTED BEFORE SURFACE DEVELOPMENT BEGINS WHERE THIS CAN BE UNDERTAKEN WITHIN A REASONABLE TIMESCALE IN A FORM COMPATIBLE WITH THE INTENDED AFTERUSE AND IN AN ENVIRONMENTALLY ACCEPTABLE WAY.

Reason: Society in general creates a demand for minerals, which can only be worked where they exist. Mineral resources must not be sterilised unnecessarily and extraction prevented by surface development. Permission will normally be given for the mineral to be extracted before surface development begins. However recognition of the existence of mineral resources does not in itself mean that extraction will be acceptable. Clay reserves, sand and gravel resources and resources adjoining certain existing quarries are shown on the Proposals Map and will be

MINERALS

safeguarded under Policy GM4. Coal resources are extensive and are not shown on the Proposals Map. They will be safeguarded where appropriate as proposals for surface developments are made.

GM4A: DEVELOPMENT WHICH WOULD STERILISE CLAY RESERVES AT EXISTING BRICKWORKS SHOWN ON THE PROPOSALS MAP WILL BE RESISTED.

GM5: EXTRACTION OF MINERALS WILL NOT NORMALLY BE ACCEPTABLE FROM WOODLANDS OR AREAS COVERED BY TREE PRESERVATION ORDERS, OR WHERE IT WOULD CONFLICT WITH OTHER UDP POLICIES, IN PARTICULAR CONCERNING PROTECTION OF SPECIAL LANDSCAPE AREAS (POLICY N37), AND SITES OF ARCHAEOLOGICAL OR NATURE CONSERVATION INTEREST (UDP POLICIES N29, N49 AND N50).

Reason: to protect areas of special wildlife, geological or heritage interest and landscape quality.

GM6: APPLICATIONS FOR SURFACE MINERAL EXTRACTION WILL ONLY BE ACCEPTABLE PROVIDED THEY MEET THE CITY COUNCIL'S REQUIREMENTS IN RESPECT OF THE FOLLOWING:

- i. EVIDENCE OF A VIABLE DEPOSIT OF THE MINERAL;**
- ii. AVOIDANCE OF THE PERMANENT LOSS OF THE BEST AND MOST VERSATILE LAND;**
- iii. EFFECT OF THE PROPOSALS ON THE ENVIRONMENT AND LOCAL COMMUNITIES;**
- iv. MEANS OF ACCESS AND OF TRANSPORTING MINERALS FROM THE SITE AND THE EFFECTS OF RESULTANT TRAFFIC;**
- v. THE PROPOSED METHODS OF WORKING AND REHABILITATION AND/OR RESTORATION OF THE SITE;**
- vi. DETAILED TIMESCALE OF ALL OPERATIONS;**
- vii. VEHICLE CLEANSING;**

- viii. LAYOUT OF OPERATIONAL AREAS OF THE SITE;
- ix. PROTECTION/DIVERSION AND REINSTATEMENT AS APPROPRIATE OF ALL PUBLIC RIGHTS OF WAY;
- x. RETENTION, MAINTENANCE OF/REPLACEMENT OF, ALL BOUNDARY FEATURES;
- xi. SAFEGUARDING OF CONSERVATION INTERESTS;
- xii. PROTECTION OF WATERCOURSES AND UNDERGROUND WATER RESOURCES, AND PROVISION OF AFTER DRAINAGE;
- xiii. HOURS OF OPERATION;
- xiv. METHOD AND HOURS OF BLASTING;
- xv. CONTROL OF NOISE AND DUST;
- xvi. MEASURES FOR SOIL STRIPPING, CONSERVATION AND REPLACEMENT;
- xvii. LANDSCAPING WHICH SHALL NORMALLY INCLUDE THE PLANTING OF TREES, SHRUBS AND HEDGEROWS AND TAKE INTO ACCOUNT OPPORTUNITY FOR NATURE CONSERVATION ENHANCEMENT;
- xviii. MEANS OF SCREENING THE SITE;
- xix. A SCHEME FOR AFTERCARE

EXCEPT IN VERY SPECIAL CIRCUMSTANCES APPLICATIONS FOR MINERAL EXTRACTION MUST PROVIDE FOR THE IMPORT OF WASTE MATERIALS TO ENABLE ORIGINAL OR SIMILAR LEVELS TO BE REINSTATED.

Reason: in the interest of the amenity of nearby residents, road safety, visual amenity and landscape and nature conservation interests, and to provide landfill capacity for waste materials arising in the District. Proposals to work the best and most versatile agricultural land will only be approved where an applicant has proposed an agricultural afteruse and can demonstrate that the working, restoration and aftercare will be of a sufficiently high standard to ensure there will be no significant diminution of land quality if the development is allowed.

MINERALS

GM7: WHERE A LONG-TERM PROPOSAL TO EXTRACT SURFACE MINERALS IS ACCEPTED DETAILED APPROVAL OF A SCHEME OF MINERAL WORKING WILL BE REQUIRED RELATED TO A PHASED PROGRAMME OF OPERATION. DETAILED APPROVAL OF WORKING WILL NOT NORMALLY EXTEND TO MORE THAN THE PHASES TO BE WORKED IN A 10 YEAR PERIOD.

Reason: in order to secure a shortening of the timescale over which site restoration is carried out and an improvement in the quality of such restoration.

GM8: PROPOSALS TO WORK MINERALS AND SUBSEQUENTLY RESTORE THE MINERAL WORKINGS WITH WASTES WHICH ARE LIKELY TO GENERATE METHANE AND LEACHATE FOR A PERIOD IN EXCESS OF 4 YEARS AFTER WASTE DISPOSAL HAS CEASED WILL ONLY BE ACCEPTABLE SUBJECT TO A S106 AGREEMENT TO PROVIDE FOR THE CONTINUING MANAGEMENT OF METHANE AND LEACHATE ARISING AT THE SITE.

Reason: in order to ensure effective control by the City Council over the long term problems which may arise from leachate and methane generation.

A6.3 ENERGY MINERALS - POLICIES FOR EXPLORATION, EXPLOITATION AND PROCESSING

Oil, Gas and Coal

EM1: IN CONSIDERING ANY APPLICATION TO UNDERTAKE DRILLING OPERATIONS OF LONGER THAN 4 MONTHS THE CITY COUNCIL WILL ADDITIONALLY HAVE REGARD TO:

- i. DURATION OF THE OPERATION;**
- ii. MEASURES FOR SCREENING THE DEVELOPMENT AND OTHERWISE MAKING THE OPERATION UNOBTRUSIVE;**
- iii. MEANS OF DISPOSING OF ALL WASTE PRODUCED.**

Reason: to minimise the visual impact and pollution risks of operations.

EM2: FACILITIES REQUIRED FOR THE REFINING AND PROCESSING OF OIL AND GAS WILL NOT NORMALLY BE ACCEPTABLE OTHER THAN ON LAND IDENTIFIED FOR MANUFACTURING AND DISTRIBUTION PURPOSES.

Reason: processing and refining is an unsightly industrial activity involving potential pollution risks and should be carried out on land specifically identified for industrial use.

EM3: PROPOSALS FOR THE ECONOMIC EXPLOITATION OF METHANE PRODUCED AT LANDFILL SITES WILL NORMALLY BE SUPPORTED PROVIDING:

- i. RESTORATION OF THE SITE WILL NOT BE DELAYED;**
- ii. BUILDINGS AND EQUIPMENT NECESSARY TO ACHIEVE EXTRACTION AND TREATMENT OF THE GAS CAN BE DESIGNED AND LOCATED SO AS TO MINIMISE VISUAL INTRUSION;**
- iii. THE ACTIVITY CAN BE UNDERTAKEN WITHOUT RISK OR NUISANCE TO NEARBY RESIDENTS AND PROPERTY;**
- iv. THE APPLICANT'S SCHEME PROVIDES FOR THE REMOVAL OF ALL BUILDINGS AND EQUIPMENT IN THE EVENT OF ANY SCHEME CEASING TO BE ECONOMICALLY VIABLE.**

Reason: to encourage the utilisation of an energy resource, but under circumstances which are not prejudicial to visual amenity or local residents and property. (Note: Sites producing methane will normally be subject to a S106 Agreement as per Waste Disposal Policy WD4).

EM4: PROPOSALS TO ESTABLISH PERMANENT FACILITIES FOR THE PROCESSING, TREATMENT AND BLENDING OF COAL WILL, SUBJECT TO OTHER POLICIES, NORMALLY BE ACCEPTABLE ONLY ON LAND IDENTIFIED FOR MANUFACTURING AND DISTRIBUTION PURPOSES. SUCH A TEMPORARY FACILITY WILL ONLY BE ACCEPTABLE AT OPENCAST SITES, SUBJECT TO OTHER POLICIES, IF RESTORATION WILL NOT BE DELAYED AS A CONSEQUENCE.

MINERALS

Reason: coal processing and blending facilities are frequently unsightly and give rise to nuisance and should be properly restricted to appropriate industrial land. Temporary facilities at an opencast site (which are a change of use requiring planning permission) must not be allowed to interfere with mineral working operations thereby delaying restoration.

EM5: PROPOSALS TO RECOVER MINERALS ANCILLARY TO COAL FROM AN OPENCAST SITE MUST BE INCLUDED AS PART OF THE PRINCIPAL APPLICATION FOR PLANNING PERMISSION. ANY PROPOSAL MADE AFTER AN APPLICATION TO WORK COAL ONLY HAS BEEN APPROVED WILL NEED TO BE SUBJECT TO A FURTHER APPLICATION.

Reason: the removal of additional minerals, especially in bulk, can create additional difficulties which may not be acceptable. Consequently the City Council requires such a proposal to be formally considered.

EM8: THE CITY COUNCIL WILL SEEK THE LINKING OF ALL COAL PRODUCTION AND DISPOSAL POINTS TO THE RAIL AND WATERWAYS NETWORKS TO SECURE THE TRANSIT OF BULK MATERIALS BY THOSE MODES AS A PREFERABLE ALTERNATIVE TO ROAD TRANSPORT.

Reason: to help keep heavy traffic off the roads in the interest of public safety and amenity.

Open cast coal extraction

Mineral Planning Guidance note MPG3 (Coal Mining and Colliery Spoil Disposal - published in March 1999) introduces a presumption against opencast coal development and applies a 5 point test of acceptability. This test includes an assessment of the environmental acceptability of individual proposals and whether or not there are local or community benefits which outweigh the effects on the environment. Reflecting the advice of MPG3, the UDP also contains minerals policies in Appendices A5 and A6 which set out the clear criteria against which individual proposals will be assessed.

EM9: THERE WILL BE A PRESUMPTION AGAINST PROPOSALS FOR THE WORKING OF COAL BY OPENCAST METHODS UNLESS APPLICANTS ARE ABLE TO CLEARLY DEMONSTRATE THE ENVIRONMENTAL ACCEPTABILITY OF THEIR PROPOSAL, THAT THE HIGHEST OPERATIONAL STANDARDS WILL BE APPLIED AND

THAT RESTORATION WILL ENHANCE LANDSCAPE QUALITY AND BIODIVERSITY.

IN CONSIDERING INDIVIDUAL APPLICATIONS WEIGHT WILL BE ATTACHED TO SCHEMES WHICH PROVIDE LOCAL OR COMMUNITY BENEFITS, WILL CLEAR DERELICT LAND, AVOID THE STERILISATION OF MINERAL RESOURCES OR FACILITATE OTHER DEVELOPMENT IN ACCORDANCE WITH THE DEVELOPMENT PLAN.

A7. WASTE MANAGEMENT

A7 waste management

A7.1 introduction

- A7.1.1 Leeds is a growing city and is producing ever greater quantities of waste from commerce, industry and households, most of which is landfilled. Consequently, too little waste is put to a good use, such as recycling, composting or energy production. Landfilling the majority of our waste is not a long term solution. It squanders valuable waste resources, produces greenhouse gases and leachates, can be noisy and smelly and hence unpopular with people living nearby.
- A7.1.2 The European Union and the Government are committed to more sustainable waste management practice and discourage landfill through economic tools such as the Landfill Tax. The Government also promotes sustainable waste management through land use planning in Waste Strategy 2000, which is reflected in both Planning Policy Guidance 10 and Regional Planning Guidance for Yorkshire and the Humber. In short these drivers state that waste should be treated in appropriate ways. That means only landfilling where it is appropriate and environmentally sustainable to do so i.e. where it cannot best be re-used, recycled, or recovered in some way.
- A7.1.3 The Council recognises that during the current Plan period (to 2016) it will need to identify and safeguard sites for waste management facilities of different capacities; acknowledging the different land use approaches for different waste streams required. Site allocation will most likely be addressed in the new style of Development Plan, but Policies contained in this section will enable the development of appropriate waste management facilities in the meantime.

A7.2 PLANNING FOR SUSTAINABLE WASTE MANAGEMENT

- A7.2.1 European, Regional and National drivers will result in a quantum shift in waste treatment methods over the Plan period and beyond, which will require a fundamental change in land use planning for waste management. A framework is necessary to guide the provision of waste management facilities to meet the needs of society. The Plan concurs with that framework set out in Waste Strategy 2000. Accordingly:

WM1 ALL PROPOSALS FOR WASTE MANAGEMENT FACILITIES WILL BE ASSESSED WITH REGARD TO THE FOLLOWING:

- i. THE WASTE HIERARCHY IN POLICY WM2,
- ii THE NEED FOR THE FACILITY, WHICH

WASTE RECYCLING AND DISPOSAL

- OUTWEIGHS ANY HARM THAT MIGHT RESULT AND IS CONSISTENT WITH THE PRINCIPLES OF SUSTAINABLE DEVELOPMENT,
- iii THE PROXIMITY PRINCIPLE RELATING TO THE SOURCE, TREATMENT AND DISPOSAL OF WASTE WHICH RESULTS IN AS LOCAL A NETWORK AS POSSIBLE,
- iv SELF SUFFICIENCY AT DISTRICT LEVEL BEFORE REGIONAL LEVEL, ENVIRONMENTAL FACTORS AND USE OF CONDITIONS TO MITIGATE WHERE APPROPRIATE, AND
- iv. BEST PRACTICABLE ENVIRONMENTAL OPTION.

A7.2.2 In addition the Council recognises that in order to meet its objectives and EU/UK targets it needs to move away from landfilling the majority of its waste towards reduction, re-use, recycling, composting and recovery of energy from waste. The waste hierarchy will assist in deciding what the most appropriate method of waste management is. Accordingly:

WM2 ALL PROPOSALS FOR WASTE MANAGEMENT FACILITIES AND WASTE MANAGEMENT IN ASSOCIATION WITH ALL DEVELOPMENT MUST COMPLY WITH THE WASTE HIERARCHY, I.E. IN ORDER OF PREFERENCE:

- i. REDUCTION, THEN
- ii. REUSE, THEN
- iii. RECOVERY (I.E. RECYCLING INCLUDING COMPOSTING, THEN ENERGY RECOVERY), THEN
- iv. DISPOSAL.

A7.2.3 In accordance with PPG10 the Plan enables the provision of adequate waste management facilities and associated processing industries to meet the needs for re-use, recovery and disposal of waste, taking into account the potential for waste minimisation. It also promotes the reduction of waste through good design and waste practice.

A7.2.4 The Council recognises that this approach will have a significant effect on the need for land. Waste collection, transfer, dismantling (i.e. end of life vehicles, waste electronic equipment), reuse, recycling, composting, bio-mechanical and thermal treatment, **will require the establishment of new and more waste specific waste management facilities, that in turn require a significantly greater amount of land District-wide than the present landfilling operations.** These will in most cases be in the urban area, where the Council will endeavour to facilitate such localised sites where appropriate and suitable in accordance with Policies WM1 and WM2 above. Regard will be had in all cases to the Leeds Integrated Waste Management Strategy.

Developer Actions

- A7.2.5 The introductory comments to Chapter A6 (mineral policies) apply equally in the case of waste management. All developers are encouraged to demonstrate how the waste from their activity both during and after construction is dealt with in a sustainable manner i.e. a 'waste plan'. Applicants for major developments can demonstrate this as part of a Sustainability Assessment (see Policy GP10).

A7.3 REDUCTION AND RE-USE

The first priorities in waste management are reducing the amount of waste produced and re-using materials. Waste is produced in association with all new development. Developers should demonstrate that they have a plan for minimising waste. Issues that can be explored here include the re-use of buildings and materials e.g. bricks and the type of materials used. Sustainable waste management practice and sustainable design to minimise waste production are set out in the Council's supplementary guidance on Sustainability Assessments and the Sustainable Development Design Guide. To that end:

WM3 MEASURES TO REDUCE AND RE-USE WASTE BOTH DURING CONSTRUCTION AND THROUGHOUT THE LIFE OF DEVELOPMENT, IN ACCORDANCE WITH SUSTAINABLE WASTE MANAGEMENT PRACTICE AND SUSTAINABLE DESIGN PRINCIPLES, MUST BE CONSIDERED AND ADOPTED WHERE POSSIBLE. CONDITIONS WILL BE APPLIED TO SECURE THIS.

A7.4 RECOVERY

- A7.4.1 Minimisation and re-use will help reduce the amount of waste that could end up in landfill but much will remain. Further reduction can be achieved through recovery. The waste hierarchy points to recycling, composting and energy recovery as, respectively, the next most sustainable ways of dealing with waste in these terms. Energy recovery should only be used to recover value from those materials that cannot be re-used or recycled and are not best dealt with in landfill.

WM4: MEASURES TO RECOVER WASTE FOR RECYCLING AND USE RECYCLED MATERIALS BOTH DURING CONSTRUCTION AND THROUGHOUT THE LIFE OF DEVELOPMENT, IN ACCORDANCE WITH SUSTAINABLE WASTE MANAGEMENT PRACTICE AND SUSTAINABLE DESIGN PRINCIPLES, MUST BE CONSIDERED AND ADOPTED WHERE POSSIBLE. CONDITIONS WILL BE APPLIED TO SECURE THIS.

WASTE RECYCLING AND DISPOSAL

Waste Management Facilities

- A7.4.2 This section deals with permanent and temporary stand alone operations in addition to those in association with another use e.g. construction. It covers the following types of facilities: household waste sites, large scale composting operations, permanent aggregate recycling sites, waste transfer stations, scrap yards, energy from waste plants, and other waste processing activities requiring hard surfaced sites and/or the construction of buildings and/or bunkers.
- A7.4.3 Waste management facilities are encouraged in the urban area, ideally on employment land, subject to Policy E7. However, there may be circumstances where household waste and other 'bring' facilities are best located close to the residential population they serve, in accordance with the principles set out in WM1 and development control policies below. Accordingly:

WM5 ALL PROPOSALS FOR PERMANENT WASTE MANAGEMENT FACILITIES WILL BE TREATED AS AN INDUSTRIAL USE OF LAND. POLICIES WHICH APPLY TO THE ACCEPTABILITY OF MANUFACTURING AND DISTRIBUTION DEVELOPMENT SHALL APPLY EQUALLY IN ALL SUCH CASES.

- A7.4.4 In some cases facilities will be encouraged in the countryside, where the objectives of the green belt and rural land, including the Council's preference for a commercial re-use of green belt buildings, are met.
- A7.4.5 To minimise the cumulative effects of waste management operations, including the scale of road haulage involved, the council will encourage a spread of facilities to be developed in all parts of Leeds. Where possible alternatives to road haulage – rail and waterway – should be used.
- A7.4.6 The following policies WM6 to WM12 relate to development control considerations and apply to both permanent and temporary facilities and locations that are urban, green belt or rural. They will be used to consider the planning merits of a waste management facility. Applicants are encouraged to consult with the local community at the earliest opportunity.

WM6 IN DETERMINING PROPOSALS FOR WASTE MANAGEMENT FACILITIES THE COUNCIL WILL HAVE REGARD TO THE PROXIMITY, TYPE AND DURATION OF OTHER WASTE AND MINERAL EXTRACTION OPERATIONS, INCLUDING THOSE OUTSIDE OF THE LEEDS DISTRICT, AND THE CUMULATIVE EFFECT UPON RESIDENTS AND THE ENVIRONMENT.

THE COUNCIL WILL LIAISE WITH ITS NEIGHBOURING

AUTHORITIES TO PROVIDE HOUSEHOLD WASTE FACILITIES WHICH BEST SERVE BOTH THE RESIDENTS OF LEEDS AND NEIGHBOURING AUTHORITIES AND SECURE THE MOST SUSTAINABLE SOLUTION.

WM7 THE COMPOSTING OF GREEN WASTE MAY BE PERMITTED WITHIN THE GREEN BELT AND IN RURAL LAND LOCATIONS PROVIDED IT IS OF AN APPROPRIATE SCALE AND MEETS THE OBJECTIVES OF THE GREEN BELT, THE DETAILED POLICIES IN APPENDIX 5 AND ALSO THE ENVIRONMENT AGENCY'S TECHNICAL GUIDANCE NOTE ON COMPOSTING. COMPOSTING OF A TEMPORARY NATURE ON LANDFILL OR LANDRAISING SITES WILL BE ENCOURAGED.

WM8 DEVELOPERS MUST ENSURE THAT IN ASSOCIATION WITH PROPOSALS FOR NEW AND EXTENSIONS TO EXISTING WASTE MANAGEMENT FACILITIES THE FOLLOWING POTENTIAL ISSUES AND IMPACTS HAVE BEEN ADDRESSED IN A MANNER ACCEPTABLE TO THE COUNCIL:

- i. TIMESCALE OF THE OPERATION,**
- ii. LAYOUT OF THE SITE BUILDINGS AND STRUCTURES AND ITS OPERATIONAL AREAS,**
- iii. THE USE OF COMBINED HEAT AND POWER WHERE A WASTE PLANT PRODUCES ENERGY,**
- iv. MAINTENANCE OF BOUNDARY FEATURES OR CONSTRUCTION OF NEW FEATURES AND SCREENING AS APPROPRIATE,**
- v. HARM TO VISUAL AMENITY,**
- vi. ENVIRONMENTAL AND AMENITY PROBLEMS INCLUDING NOISE, DUST, LITTER, VERMIN, ODOUR, AND GAS EMISSIONS,**
- vii. PROTECTION OF UNDERGROUND AND SURFACE WATERS AND THE PROVISION OF TEMPORARY AND PERMANENT SUSTAINABLE DRAINAGE SYSTEMS,**
- viii. HARM TO THE INTERESTS OF NATURE CONSERVATION IN LINE WITH POLICIES N49 AND N50 AND THE LEEDS BIODIVERSITY ACTION PLAN,**

WASTE RECYCLING AND DISPOSAL

- ix. ADEQUATE PROPOSALS FOR DESIGN, LANDSCAPING AND SITE RESTORATION WHERE RELEVANT,**
- x. MEASURES TO PREVENT DIRT BEING CARRIED ONTO A HIGHWAY,**
- xi. THE USE OF ALTERNATIVES TO ROAD HAULAGE,**
- xii. THE ADEQUACY OF THE LOCAL TRAFFIC CIRCULATION SYSTEM,**
- xiii. OTHER ROAD USERS, LOCAL RESIDENTS AND PEDESTRIANS,**
- xiv. ACCESS TO THE SITE AND THE ABILITY FOR ALL VEHICLES TO ENTER AND EXIT IN FORWARD GEAR AT ALL TIMES,**
- xv. THE HOURS OF OPERATION, E.G. FREQUENCY AND TIMING OF USE, AND**
- xvi. PROTECTION OF PUBLIC RIGHTS OF WAY.**

WM9 THE SITE ENTRANCE APRON AND SITE ROAD SHOULD BE HARD SURFACED IN CONCRETE OR TARMAC FOR A MINIMUM DISTANCE OF 30 METRES WHERE AVAILABLE. WHERE SITES ARE NOT FULLY SURFACED AND WHERE WHEEL CLEANING EQUIPMENT MAY BE INSTALLED THE SITE ROAD SHOULD APPROACH THE PUBLIC HIGHWAY ON AN UPHILL GRADIENT.

WM10 RECYCLING AND THE TRANSFER OF WASTE MATERIALS FROM COMMERCIAL, DOMESTIC AND INDUSTRIAL SOURCES SHOULD NORMALLY TAKE PLACE INSIDE A BUILDING UNLESS THE PROPOSED FACILITY IS A HOUSEHOLD WASTE SITE WHERE THE DISCHARGE OF WASTE IS BY HAND, DIRECTLY INTO APPROPRIATE CONTAINERS AND IN ACCORDANCE WITH THE REQUIRED WASTE LICENCE.

WM11 WHERE WASTE MATERIALS INCLUDING VEHICLES ARE STORED IN THE OPEN THE HEIGHT TO WHICH THEY ARE STORED SHOULD NOT EXCEED THE HEIGHT OF PERIMETER FENCING, WALLS OR SCREENING.

New waste processing industries

- A7.4.7 Reduction in the dependence on landfill requires the development of a chain of new waste processing industries. This chain can recapture value from those wastes now being recovered. These industries, for re-use, recycling, dismantling and reprocessing, are undergoing significant change and investment throughout the UK.
- A7.4.8 Despite some elements requiring waste management licenses and having environmental legislative responsibilities, such industries are similar to other industrial and manufacturing uses e.g. they are producing products for industrial and domestic use and are largely conducted indoors.
- A7.4.9 Some recovered materials may in turn require further processing into useful products. This vertical integration or 'chain' will encourage the clustering of such industries to take advantage of more sustainable transport links and economies of scale. The increase in the diversion of conventional waste streams to these forms of processing and EU drivers placing the burden of disposal on the producer, will mean that larger and purpose built facilities to produce a product from these new waste resources will be required. These will have land use planning implications.
- A7.4.10 Land allocation in the urban area for this new range of waste processing facilities requires immediate consideration. This is especially important in a city that is experiencing rapid growth, with the resultant pressure on land and high land values, perhaps prejudicial to the development of these new waste processing industries i.e. with a high land take requirement set against a low product value.
- A7.4.11 In the context of the Regional Waste Strategy, the Council will review the land availability within the Leeds District.

A7.5 DISPOSAL

- A7.5.1 The final part of the waste hierarchy is disposal. It will be the most sustainable option to dispose of that waste, which cannot be re-used, recycled or recovered. Landfill uses waste to fill up holes in the ground and bring land back to use. It can also capture the methane produced for energy.
- A7.5.2 Numerous quarries have been filled and are now used for housing, agriculture, industry, leisure parks and nature conservation. This process is very much continuing today. Many active quarries in Leeds have been approved on the assumption that one day they would be reclaimed by being filled in. In the context of the Policies set out above it now seems unlikely that there will be sufficient waste material to infill many of these quarries when they are worked out. Some of these may be suitable for recreational uses e.g. rock climbing.

WASTE RECYCLING AND DISPOSAL

- A7.5.3 In accordance with Policy WM3 and WM4 land raising schemes will not be acceptable where waste could be used more productively. The use of waste to create landforms where there are quarry alternatives is contrary to the Council's waste management approach set out above.

WM13 DERELICT AND DEGRADED SITES AND MINERAL WORKINGS WHICH CAN BE RESTORED USING WASTE MATERIALS SHALL BE SELECTED AS WASTE DISPOSAL SITES IN THE FIRST INSTANCE. WHERE THIS IS NOT PRACTICABLE OR NO SUCH SITES ARE AVAILABLE THEN LANDRAISING MAY BE CONSIDERED AS PER POLICY WM14 BELOW.

WM14 PROPOSALS THAT INVOLVE LANDRAISING BY THE DEPOSIT OF WASTE MATERIALS WILL FIRST BE REQUIRED TO DEMONSTRATE THAT THERE IS NO UNSATISFIED NEED WITHIN 10 KM FOR WASTE MATERIALS TO INFILL ANY QUARRY OR VOID AREAS IN ORDER TO SECURE THE RESTORATION OF THOSE AREAS.

WM15 THE DEPOSIT OF WASTE MATERIALS WILL NOT BE ACCEPTABLE IN WOODLANDS OR AREAS COVERED BY TPO'S, OR WHERE IT WOULD CONFLICT WITH OTHER UDP POLICIES IN PARTICULAR SPECIAL LANDSCAPE AREAS OR SITES OF NATURE CONSERVATION INTEREST.

WM16 FINAL GRADIENTS AT LANDFILL SITES WHICH INCORPORATE SLOPES STEEPER THAN THOSE CHARACTERISTIC OF THE LOCALITY OR ARE STEEPER THAN 1 VERTICAL TO 3 HORIZONTAL WILL NOT BE ACCEPTABLE.

WM17 IN ADDITION TO THE REQUIREMENTS OF OTHER POLICIES LANDFILL AND LANDRAISING SITES WILL ONLY BE PERMITTED WHERE THE FOLLOWING ASPECTS OF CONSERVATION, RESTORATION AND LANDSCAPING HAVE BEEN ADDRESSED IN AN ACCEPTABLE MANNER:

- i. MEASURES TO STRIP, CONSERVE AND REPLACE ALL AVAILABLE SUBSOIL AND TOPSOIL,**
- ii. MEASURES TO UTILISE SOIL FORMING MATERIALS WHERE NONE ARE NATURALLY PRESENT ON SITE,**
- iii. PHASED RESTORATION WHERE PRACTICABLE, INCLUDING INTERIM RESTORATION,**
- iv. FINAL RESTORATION PROVIDING FOR THE CREATION OF APPROPRIATE SOIL PROFILES,**

WASTE RECYCLING AND DISPOSAL

- v. MAXIMISING OPPORTUNITIES FOR HABITAT DIVERSIFICATION AS A PART OF A RESTORATION SCHEME,**
- vi. APPROPRIATE 5 YEARS AFTERCARE SCHEME,**
- vii. MEASURES TO PROTECT AGAINST BIRDSTRIKE HAZARD WHERE NECESSARY TO ENSURE THE SAFE OPERATION OF LEEDS/BRADFORD INTERNATIONAL AIRPORT**
- viii. PROTECTION OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND**

WM18 WHERE A LANDFILL OR LANDRAISE SCHEME MAY GENERATE GAS THEN MEASURES WILL BE REQUIRED TO CONTROL, COLLECT AND UTILISE THE GAS. GAS COLLECTION SYSTEMS WILL BE REQUIRED TO BE INSTALLED IN A MANNER THAT IS VISUALLY ACCEPTABLE AND WHICH DOES NOT UNDULY INTERFERE WITH THE MANAGEMENT AND USE OF THE LAND UPON RESTORATION OR DURING AFTERCARE.

A8. SCHEDULE OF LEEDS NATURE CONSERVATION SITES

A8.1 INTRODUCTION

A8.1.1 The schedules in this Appendix list the various categories of sites identified and protected for their nature conservation interest, and their locations as shown on the UDP Proposals Map.

A8.1.2 The four categories of protected sites are:

SSSI - Sites of Special Scientific Interest

site designated by Natural England as being of national or international importance for its flora, fauna, geology or landforms. This is a statutory designation operated throughout Great Britain;

SEGI - Sites of Ecological or Geological Importance

site designated as being of county-wide importance for its flora, fauna, geology or landforms, as recommended by West Yorkshire Ecology or the West Yorkshire RIGS (Regionally Important Geological Sites) Group. Within the District, SEGIs are designated by Leeds City Council. This is a non-statutory designation;

LNR's - Local Nature Reserves

site of special interest within the District for the conservation, study or enjoyment of its flora, fauna, geology or landforms, and in which the City Council has a legal interest. Local Nature Reserves are a statutory designation operated by local authorities in consultation with the appropriate national conservation agency;

LNA's - Leeds Nature Areas

are sites of local or district – wide importance for the enjoyment, study or conservation of wildlife, geological features and landforms. They are of particular value in parts of the city where residents would otherwise have little opportunity to enjoy and learn about wildlife close to their homes. This is a non-statutory designation.

SCHEDULE OF LEEDS NATURE CONSERVATION SITES

A8.2 SITES OF SPECIAL SCIENTIFIC INTEREST – SSSI

	NAME OF SITE	LOCAL PLAN AREA
1.	Micklefield Quarry	Garforth
2.	Hetchell Wood	Wetherby
3.	Yeadon Brickworks and Railway Cutting	Aireborough, Horsforth & Bramhope
4.	Breary Marsh	North Leeds
5.	Mickletown Ings	Rothwell
6.	Roach Lime Hills	Garforth
7.	Madbanks and Ledsham Banks	Garforth
8.	Townclose Hills	Garforth
9.	Leeds-Liverpool Canal	Pudsey, West Leeds
10.	Fairburn & Newton Ings	Garforth
11.	Great Dib Wood	Otley and Mid Wharfedale
12.	Linton Common	Wetherby
13.	Norwood Bottoms	Wetherby
14.	Eccup Reservoir	North Leeds
15.	East Keswick Fitts	Wetherby (part Harrogate DC)
16.	Hook Moor	Garforth
17.	South Pennines Moors (part)	Aireborough, Horsforth & Bramhope

A8.3 LOCAL NATURE RESERVES – LNR

	NAME OF SITE	LOCAL PLAN AREA
1.	Fairburn Ings	Garforth
2.	Chevin Forest Park	Otley and Mid-Wharfedale
3.	Middleton Woods	South Leeds
4.	Meanwood Valley	North Leeds
5.	Breary Marsh	North Leeds
6.	Townclose Hills	Garforth

SCHEDULE OF LEEDS NATURE CONSERVATION SITES

A8.4 SITES OF ECOLOGICAL OR GEOLOGICAL IMPORTANCE – SEGI

	NAME OF SITE	LOCAL PLAN AREA
1.	Adel Dam/Golden Acre Park	North/Aireborough, Horsforth & Bramhope
2.	Allerton Bywater	Garforth
3.	Avenue Wood wetland (Avenue Wood Ponds)	East Leeds
4.	Barnbow Common	East Leeds
5.	Barwick Bank	Garforth
6.	Becca Banks	Garforth
7.	Bramham Park	Garforth/Wetherby
8.	Bramhope Tunnel Pond	Aireborough, Horsforth & Bramhope
9.	Deepdale/Jackdaw Crag	Wetherby
10.	Hartly Wood/ Castle Hills	Garforth
11.	Hawksworth Spring Wood	Aireborough, Horsforth & Bramhope
12.	Hollinhurst Wood	Garforth
14.	Junction & Island Oxbows (Calder)	Rothwell
15.	Kidhurst Pond	Wetherby
16.	Knotford Nook	Otley & Mid-Wharfedale
17.	Leeds-Liverpool Canal (part Bradford)	Pudsey
18.	Lowther North	Garforth
19.	Meanwood Valley	North
20.	Newfield Plantation	Garforth
21.	Newton Ings	Garforth
22.	Oulton Hall Ponds	Rothwell
23.	Parlington Hollins	Garforth
24.	Rawdon Ponds (Rawdon Common Pond)	Aireborough, Horsforth & Bramhope
25.	Saw Wood	Garforth/Wetherby
26.	Sims Pond & Marshland (Ling Bob Pond)	Aireborough, Horsforth & Bramhope
27.	Swillington Park Lakes/Cockpit Round	Garforth/Rothwell
28.	Thorp Arch Disused Railway	Wetherby
29.	Thorp Arch Trading Estate	Wetherby
30.	Wendel Hill Bank	Garforth
31.	Wothersome Woods	Wetherby
32.	Allerton Ings/Ledston Ings	Garforth
33.	Ox Close Wood	Wetherby
34.	Black Carr Wood	Pudsey
35.	Kippax Meadows	Garforth
36.	Preston Hills	Garforth
37.	River Wharfe	Otley & Mid- Wharfedale/Wetherby

SCHEDULE OF LEEDS NATURE CONSERVATION SITES

38.	Otley Chevin*	Aireborough, Horsforth & Bramhope/Otley and Mid-Wharfedale
39.	Hetchell Craggs*	Wetherby
40.	Scarcroft Hill*	Wetherby
41.	Roundhay Park Gorge*	North
42.	Gledhow Valley*	North
43.	Thorner Quarry*	Wetherby
44.	Hetchell Wood Quarries*	Wetherby

* Denotes Regionally Important Geological Site (RIGS)

SCHEDULE OF LEEDS NATURE CONSERVATION SITES

A8.5 LEEDS NATURE AREAS – LNA

	NAME OF SITE	LOCAL PLAN AREA
1.	Aberford Osiers	Garforth
2.	Addyman Wood	North Leeds
3.	Aireside Embankment	Central Business Area
4.	Airport Reservoirs	Aireborough, Horsforth & Bramhope
5.	Albert Road/Valley Road	Morley
7.	Alwoodley Moss	North Leeds
8.	Ardsley Reservoir	Morley
9.	Austhorpe Colliery Wood	East Leeds
10.	Avenue Wood	East Leeds
11.	Bardsey Scrub	Wetherby
12.	Beckett Street Cemetery	Inner North Leeds
13.	Beeston Wood and Springhead Park	Rothwell
14.	Bell Wood, Walton	Wetherby
15.	Bill, Round and Ravenscliffe Woods	Pudsey
16.	Billing Hill	Aireborough, Horsforth & Bramhope
17.	Birkby Brow Wood	Morley
18.	deleted	
19.	Bramhope Tunnel Top	Aireborough, Horsforth & Bramhope
20.	Bramley Fall and Newlay Quarry	West Leeds
21.	Bullerthorpe Lane Pond	Garforth
22.	Bushey Cliffe Wood	Rothwell
23.	Calverley Wood Complex	Pudsey
24.	Canalside Ponds, Woodlesford	Rothwell
25.	Clark Spring	Morley
26.	Clayton and Daffy Woods	North Leeds
27.	Clubbed Oaks and Dean Wood	Morley
28.	Coburnhill Wood	Garforth
29.	Colton Mill Pond	East Leeds
30.	Cragg Wood, Rawdon	Aireborough, Horsforth & Bramhope
31.	Cragg Wood, Horsforth	Aireborough, Horsforth & Bramhope
32.	Creskeld Wood	Aireborough, Horsforth & Bramhope
33.	Dagmar, Grosvenor Mount	Inner North Leeds
34.	Deipkier	Aireborough, Horsforth & Bramhope
35.	Dolphin Beck Marsh	Morley
36.	Eccup Whin	North Leeds
37.	Engine Fields	Aireborough, Horsforth & Bramhope

SCHEDULE OF LEEDS NATURE CONSERVATION SITES

38.	Farnley Reservoir and Silver Royd Hill	West Leeds
39.	Gallows Hill	Otley and Mid-Wharfedale
40.	Garforth Disused Railway Line	Garforth
41.	Gipton Wood and Barker's Plantation	North Leeds
42.	Gledhow Valley Woods	North Leeds
43.	Great Swarcliffe Plantation	East Leeds
44.	Haigh Hall Spring Wood	Morley
45.	Haigh Wood	Morley
46.	Half Mile, Farsley	Pudsey
47.	Harehills Cemetery	East Leeds
48.	Harewood Estate Woodlands	North Leeds
49.	Hawk's Nest Wood	Garforth
50.	Hawksworth Woods	Aireborough, Horsforth & Bramhope/West Leeds
51.	Hawthorne Farm Ponds	East Leeds
52.	Hell Wood and Kidhirst Wood	Wetherby
53.	Hollybush Farm Wildflower Garden	West Leeds
54.	Hough End	Pudsey
55.	Hunger Hills	Aireborough, Horsforth & Bramhope
56.	Hunslet Moor	South Leeds
57.	Hunslet Old Cemetery	South Leeds
58.	Ireland Wood	North Leeds
59.	Judes Pond	Morley
60.	Kennet Lane Meadow	Garforth
61.	Keswick Meadow	Wetherby
62.	Kiddow Spring	South Leeds
63.	Killingbeck	East Leeds
64.	King Lane Verges/Saxon Grove	North Leeds
65.	Kippax Lodge Pond	Garforth
66.	deleted	
67.	Kirkstall Wildflower Garden	West Leeds
68.	Kirkstall Valley 'Nature Reserve'	West Leeds
69.	Langwith Wood	Wetherby
70.	Larkfield Dam	Aireborough, Horsforth & Bramhope
71.	Leventhorpe Lagoon and Ings	Rothwell/East Leeds
72.	Lime Pits and Ramshead Woods	East Leeds
73.	Methley Junction and Disused Railway	Rothwell
74.	Moor Head	Morley
75.	Morley Spring Wood	Morley
76.	Morris Wood	West Leeds
77.	Moseley Beck	Aireborough, Horsforth & Bramhope
78.	Moss Carr Wood	Rothwell
79.	Nan Whin's Wood	West Leeds
80.	New Dam, Jum Bridge	Aireborough, Horsforth & Bramhope

SCHEDULE OF LEEDS NATURE CONSERVATION SITES

81.	Noster Hill	South Leeds
82.	Nunroyd Park	Aireborough, Horsforth & Bramhope
83.	Oil Mill Beck	Aireborough, Horsforth & Bramhope
84.	Otley Sand and Gravel Pits	Otley and Mid-Wharfedale
85.	Oulton Park	Rothwell
86.	The Outwood	Aireborough, Horsforth & Bramhope
88.	Post Hill, Troy Dale	Pudsey/West Leeds
89.	deleted	
90.	deleted	
91.	Roundhay Woods	North Leeds
92.	Rothwell Pastures and Disused Railway	Rothwell
93.	St Aidan's North-West Lake	Garforth
94.	St Mark's Churchyard	Inner North Leeds
95.	St Matthew's	South Leeds
96.	Scholes Brickwork Pond	Garforth
97.	Shadwell Lane Plantation	North Leeds
98.	Smithy Lane Pond, Bardsey	Wetherby
100.	Sugar Hill	Rothwell
101.	Sugarwell Hill	Inner Leeds
102.	Swaine Wood	Aireborough, Horsforth & Bramhope
103.	Temple Newsam Estate Woods	East Leeds
104.	Thorp Arch Disused Railway	Wetherby
105.	Thorpe Wood	Morley
106.	Waddington's Wildlife Run	South Leeds
107.	Waterloo Sidings	East Leeds
108.	West Wood, Sisson's Wood	South Leeds
109.	Wetherby Railway Triangle	Wetherby
110.	Wharfeside Woods	Wetherby
111.	Wetstone Plantation	Aireborough, Horsforth & Bramhope
112.	Woodhall Lake	Pudsey
113.	Woodhouse Moor	Inner North Leeds
114.	Woodhouse Ridge	Inner North Leeds
115.	Wormstall Wood	Garforth
116.	Yeadon Tarn	Aireborough, Horsforth & Bramhope
117.	Lineham Farm Wood, Eccup	Otley and Mid Wharfedale
118.	Newton Lane	Garforth
119.	Station Road, Allerton Bywater	Garforth
120.	Rothwell Colliery	Rothwell

SCHEDULE OF GENERAL CAR PARKING GUIDELINES

A9A. SCHEDULE OF GENERAL CAR PARKING GUIDELINES

1. All guidelines are maximum levels of provision. Within these guidelines developers will not be required to provide more spaces than they wish unless there are road safety, traffic management or environmental implications. Reduced provision may be required for parking in locations which have good access to other means of transport. Residential parking spaces may be entirely waived where this is necessary to provide quality and affordable high density development in areas with good access to other transport modes and where no adverse effects on surrounding areas can be shown.
2. All guidelines are expressed in terms of spaces, or spaces per sq. metres of gross floor space. The guidelines are cumulative, i.e. where developments exceed a stated threshold size, the total guideline number of spaces is obtained by applying the guidelines above and below the respective floorspaces.
3. All developments should provide car parking spaces for people with disabilities. Where a requirement of 10 spaces or more is indicated, 10% should be designed and reserved for disabled users, up to a total of 20 spaces. These spaces need to be wider in order to cater for wheelchair manoeuvring.
4. Numbers in brackets refer to notes at the end of the Appendix.
5. "Staff" means the maximum total of employees at the premises at any time.
6. The Council's approach to parking provision is to ensure the need for restraint, but to apply these guidelines with sensitivity to local circumstances. For example bearing in mind the level of public transport accessibility to the site, the level of on street parking control and other relevant planning and highway considerations. For residential development it is important to recognise, and to take into consideration, that car ownership varies with income, age, household type, and the type of housing and its location. The guidelines will be implemented with a degree of flexibility with the intention that the starting point will be to provide car parking spaces within the maximum guidelines up to the maximum in order to influence people's travelling habits and to develop a reliable non-car mode infrastructure. In the case of residential development it may be more appropriate to have higher levels of car parking for family housing and dwellings in rural locations where there is a heavier reliance on the private car or where in view of PPG3 car ownership is likely to be higher.

SCHEDULE OF GENERAL CAR PARKING GUIDELINES

LAND USE GUIDELINES

CLASS A1 AND A2 RETAIL

i. Small Shops

(A1 up to 149 sq m. gross, and A2)

In S2 Centres	1:50	for customers
(1)(2)	1:75	for staff (A1 only)
	3:50	for staff (A2 only)
Outside S2 Centres	1:40	for customers
(1)	1:75	for staff (A1 only)
	2:25	for staff (A2 only)
Fringe City Centre	1:40	for customers
Commuter Parking	2	for staff
Control Area		
(3)		
Core Car Parking	1	for customers
Policy Area	1	for staff
(3)(4)		

ii. Small Convenience Stores

(150 - 999 sq m gross)

In S2 Centres	1:40	for customers
(1)(2)	1:50 for first 150	) for staff
	1:75 for 150+	)
Outside S2 Centres	1:20	for customers
(1)	1:50 for first 150	) for staff
	1:75 for 150+	)
Fringe City Centre	1:40	for customers
Commuter Parking	3	for staff
Control Area		
(3)		
Core Car Parking	1:100	for customers
Policy Area	2	for staff
(3)(4)		

SCHEDULE OF GENERAL CAR PARKING GUIDELINES

iii. Comparison Stores (5) (150 - 999 sq m gross)

In S2 Centres (1)(2)	1:60 1:50 for first 150 1:100 for 150+	for customers) for staff)
Outside S2 Centres (1)	1:30 1:50 for first 150 1:100 for 150+	for customers) for staff)
Fringe City Centre Commuter Parking Control Area (3)	1:60 3	for customers for staff
Core Car Parking Policy Area (2)(4)	1:100 2	for customers for staff

iv. Supermarkets & Food Superstores (1000 + sq m gross)

In S2 Centres (1)(2)	1:14 in all locations except Core Car Parking Policy Area
Outside S2 Centres (1)	As above
Fringe City Centre Commuter Parking Control Area (3)	As above
Core Car Parking Policy Area (2)(4)	1:100

vi. Major Comparison Retail Developments including ~~Retail Warehouses~~ (6) (1,000 sq m. gross)

In S2 Centres (1)	1:25 in all locations except Core Car Parking Policy Area
Outside S2 Centres	As above

SCHEDULE OF GENERAL CAR PARKING GUIDELINES

Fringe City Centre
Commuter Parking
Control Area
(3)

As above

Core Car Parking
Policy Area
(3)

1:100

CLASS A3: FOOD AND DRINK

In S2 Centres
(1)(2)

1:4
1.25
0.33

public area, for customers;
per resident staff, for staff;
per non-resident staff, for
staff.

Outside S2 Centres
(1)

1:2

1:4
1.25
0.33

drinking area, for
customers;
dining area, for customers;
per resident staff, for staff;
per non-resident staff, for
staff

Fringe City Centre
Commuter Parking
Control Area
(3)

1:4
1
0.2

public area, for customers;
per resident staff, for staff;
per non-resident staff, for
staff

Core Car Parking
Policy Area
(3)(4)

1:10
1
0.2

for customers;
per resident staff, for staff;
per non-resident staff, for
staff

CLASS B1: OFFICES/LIGHT INDUSTRY

B1 (a/b)

In S2 Centres (1)(2)

1:33 for first 330
1:50 for 330+

B1(c)

1:66(8) for first 330
1:75 for 330+

SCHEDULE OF GENERAL CAR PARKING GUIDELINES

Outside S2 Centres (1)(7)	1:30 1:33	for first 300 for 300+	1:50(8) 1:66	for first 500 for 500+
Business Parks (7)	1:30		1:30	
Fringe City Centre Commuter Parking Control Area (3)	1:100 1:70 - (Prestige Development Areas)		1:200 for first 2000 1:388 for 2000+	
Core Car Parking Policy Area (3)	1:175		1:280 for first 2000 1:680 for 2000+	

CLASS B2-B8: INDUSTRY AND DISTRIBUTION (except vehicle service garage)

In S2 Centres (1)(2)	1:66 1:75	for first 330 for 330+
Outside S2 Centres (1)(7)	1:50 1:66	for first 500 for 500+
Business Parks (7)	1:50	
Fringe City Centre Commuter Parking Control Area (3)	1:200 for first 2000 1:388 for 2000+	
Core Car Parking Policy Area (3)	1:280 for first 2000 1:680 for 2000+	

CLASS B2: VEHICLE SERVICE GARAGE

Each case on its merits

CLASS C1: HOTELS

Core Car Parking Policy Area (3)	1 per 3 bedrooms 0.1 1	for customers per non-resident staff per resident staff
-------------------------------------	------------------------------	---

SCHEDULE OF GENERAL CAR PARKING GUIDELINES

Fringe City Centre	1 per 2 bedrooms	for customers
Commuter Parking	0.2	per non-resident staff
Control Area (3)	1	per resident staff
Elsewhere	1	per bedroom
	1	per resident staff
	0.3	per non-resident staff

CLASS C2: RESIDENTIAL INSTITUTIONS

Residential Care Homes (including long-stay nursing homes for the elderly)	1 garage or parking space per resident staff 1 parking space per 3 non-resident staff 1 space per 4 residents for visitors + adequate delivery/ambulance space
Nursing Homes	1 garage or parking space per resident staff 1 parking space per 3 non-resident staff 3 spaces per 8 residents for visitors and visiting professionals + adequate delivery/ambulance space
Private clinics and hospitals	3 spaces per 2 beds (broad general guideline to cover maximum requirements of staff, in-patients and visitors) + out-patient spaces, if clinics coincide with in-patient visits + adequate delivery/ambulance space
Residential Schools, Colleges, and Other Residential Institutions	Each case on its merits

CLASS C3: RESIDENTIAL (13) (14)

A. All areas except Core Car Parking Policy Area and S2 Centres (1)(3)

1. In Core Car Parking Policy Area & S2 centres (1)(3)	1 per dwelling
2. Fringe City Centre Commuter Parking Control Area (3)	1 per dwelling

SCHEDULE OF GENERAL CAR PARKING GUIDELINES

3. Elsewhere	1.5 spaces per dwelling
4. Student accommodation:	1 per 4 student bedspaces
5. Retirement and Sheltered Housing	1 per 2 dwellings

CLASS D1 NON-RESIDENTIAL INSTITUTIONS

Educational Institutions (12)	1 space per 2 staff + visitor parking
Higher & Further Education	1 space per 2 staff + 1 space per 15 students
Clinics & Health Centres	1 space per resident staff 1 space per 3 non-resident staff + adequate spaces to cater for higher levels of patrons at times of peak usage. Each on its merits: 1 per 2 to 1 per 4 patrons is approximate guideline.
Places of Worship	On individual merits
Doctors' Surgeries	3 spaces for patients per doctor in surgery. 1 space per doctor and staff attending surgery.

Museums, Public & Exhibition Halls

In S2 Centres (1)(2)	1 per 4 patrons + 1 per 4 staff
Outside S2 Centres (1)(7)	1 per 2 patrons + 1 per 4 staff
Fringe City Centre Commuter Parking Control Area (2)	1 per 4 patrons + 1 per 6 staff
Core Car Parking Policy Area (2)(4)	1 per 10 staff

CLASS D2: LEISURE

Concert Halls and Sports Arenas (plus theatres, which are “sui generis”)

In S2 Centres (1)(2)	1 per 15 seats
----------------------	----------------

SCHEDULE OF GENERAL CAR PARKING GUIDELINES

Outside S2 Centres (1)(7)	1 per 15 seats
------------------------------	----------------

Fringe City Centre Commuter Parking Control Area (2)	1 per 15 seats
--	----------------

Core Car Parking Policy Area (2)(4)	1 per 15 seats
---	----------------

Leisure Centres, Bowling Alleys, Ice Rinks, etc

In S2 Centres (1)	1:22
Outside S2 Centres (1)(7)	1:22

Fringe City Centre Commuter Parking Control Area (2)	1:50
--	------

Core Car Parking Policy Area (2)(4)	1:50
---	------

Cinemas and Conference Centres

In S2 Centres (1)	1 per 10 seats
Outside S2 Centres (1)(7)	1 per 5 seats

Fringe City Centre Commuter Parking Control Area (2)	1 per 10 seats
--	----------------

Core Car Parking Policy Area (2)(4)	1:10 seats
--	------------

SCHEDULE OF GENERAL CAR PARKING GUIDELINES

FOOTNOTES

- (1) S2 Centres are defined by UDP Policy S2.
- (2) These Guidelines will be interpreted flexibly, taking account of alternative public parking availability in centres.
- (3) Core Car Parking Policy Area and Fringe City Centre Commuter Parking Control Area are defined by UDP Policy T28; their boundaries are delineated on the City Centre Inset Plan II and main Proposals Map respectively. Core Car Parking Policy Area Guidelines apply outside the Public Transport Box, within which normally only replacement parking will be allowed (see Appendix 9B).
- (4) These Guidelines indicate the scale of commuted parking provision which the City Council will pursue through planning controls.
- (5) The application of these lower Guidelines (compared with small convenience goods stores) will be subject to a section 106 agreement precluding conversion to convenience use without the consent of the Local Planning Authority.
- (6) In addition to the use of a planning control to restrict the use to the broad spectrum of comparison goods retailing, a more flexible interpretation of these Guidelines may be sustained by further restriction to a narrower spectrum within this sector.
- (7) These Guidelines may be varied by reference to local factors, particularly the availability of public transport.
- (8) The application of these lower Guidelines is subject to planning controls precluding conversion without planning consent to B1(a/b) use.
- (10) deleted
- (11) deleted
- (12) Additional space for school buses will be sought.
- (13) Development proposals should take account of the need to cater for visitor parking and resident staff where applicable.
- (14) Within and immediately adjoining the Public Transport Box only replacement parking will be permitted, up to the respective maximum guideline, whichever is the lowest.

A9B. CITY CENTRE COMMUTER PARKING

A9B.1 INTRODUCTION

- A9B.1.1 The detailed policies and guidelines contained within this Appendix are developed from Policy T28 of the UDP. Policy T28 is itself supported by the findings of the strategic level study of City Centre Commuter Car Parking undertaken for the City Council by Steer Davies Gleave.
- A9B.1.2 The overall objective of the parking policy developed is to control the growth of City Centre Commuter Parking as one element in a balanced transport strategy to reduce the problems of peak hour congestion, whilst acknowledging that car travel remains the preference for many commuters. Offices being the main City Centre employment land-use, the primary concern of planning controls over commuter parking relates to parking associated with office developments. Guidelines for commuter parking associated with other uses (e.g. leisure, retail and industry) are considered in Appendix 9A (concerning car parking guidelines for all other land-uses, District-wide). All guidelines in both Appendixes 9A and A9B incorporate an allowance for operational needs.

A9B.2 OFFICE COMMUTER PARKING GUIDELINES

- A9B.2.1 Policy T28 proposes three broad concentric rings of parking control, where different parking guidelines are distinguished, as follows:
- i. the area within the Public Transport Box, where additional commuter parking will be discouraged;
 - ii. the Core Car Parking Policy Area, where the provision of additional commuter parking will be restrained;
 - iii. Fringe City Centre Commuter Parking Control Area, where the objective is to control the growth of commuter parking;
 - iv. Prestige Development Areas.

The public transport box and Core Car Parking Policy Area are defined on the City Centre Inset Map II (Greenspace and Circulation Policy); the Fringe City Centre Commuter Parking Control Area boundary is defined on the main UDP Proposals Map.

- A9B.2.2 The parking guidelines generally become more relaxed in rings away from the heart of the City Centre, reflecting poorer accessibility by public transport, the need to recognise on-street parking problems, and the types

CITY CENTRE COMMUTER PARKING

of use to be found. Within the Public Transport Box, and to a lesser extent the Core Car Parking Policy Area, the key objectives are to reduce extraneous through traffic, increase pedestrianisation, improve the environment and minimise vehicular/pedestrian conflict.

A9B.2.3 Within the Fringe City Centre Commuter Parking Control Area, a distinction is made between the Prestige Development Areas (PDAs), and the rest of the Fringe City Centre Commuter Parking Control Area. PDAs are defined on City Centre Inset Map I (Development Policy). A more generous parking guideline is specifically applied to each PDA, subject to local highway considerations, to help attract and service the prestigious type of development the City is seeking to encourage in those areas.

A9B.2.4 The general approach is shown in Plan 1, opposite.

Car Parking Guidelines for City Centre office development

CCP1: COMMUTER CAR PARKING WILL BE ALLOWED AS PART OF NEW B1 OFFICE DEVELOPMENT AS FOLLOWS:

- i. WITHIN AND IMMEDIATELY ADJOINING THE PUBLIC TRANSPORT BOX:**

NORMALLY REPLACEMENT PARKING ONLY. HOWEVER, IN EXCEPTIONAL CIRCUMSTANCES, ESPECIALLY ON THE EDGE OF THE PUBLIC TRANSPORT BOX, MORE SPACES MAY BE PERMITTED FOR PARTICULARLY DESIRABLE PRESTIGIOUS DEVELOPMENTS.

- ii. CORE CAR PARKING POLICY AREA:**

1:175 SQ M GROSS MAXIMUM

- iii. FRINGE CITY CENTRE COMMUTER PARKING CONTROL AREA:**

1:100 SQ M GROSS

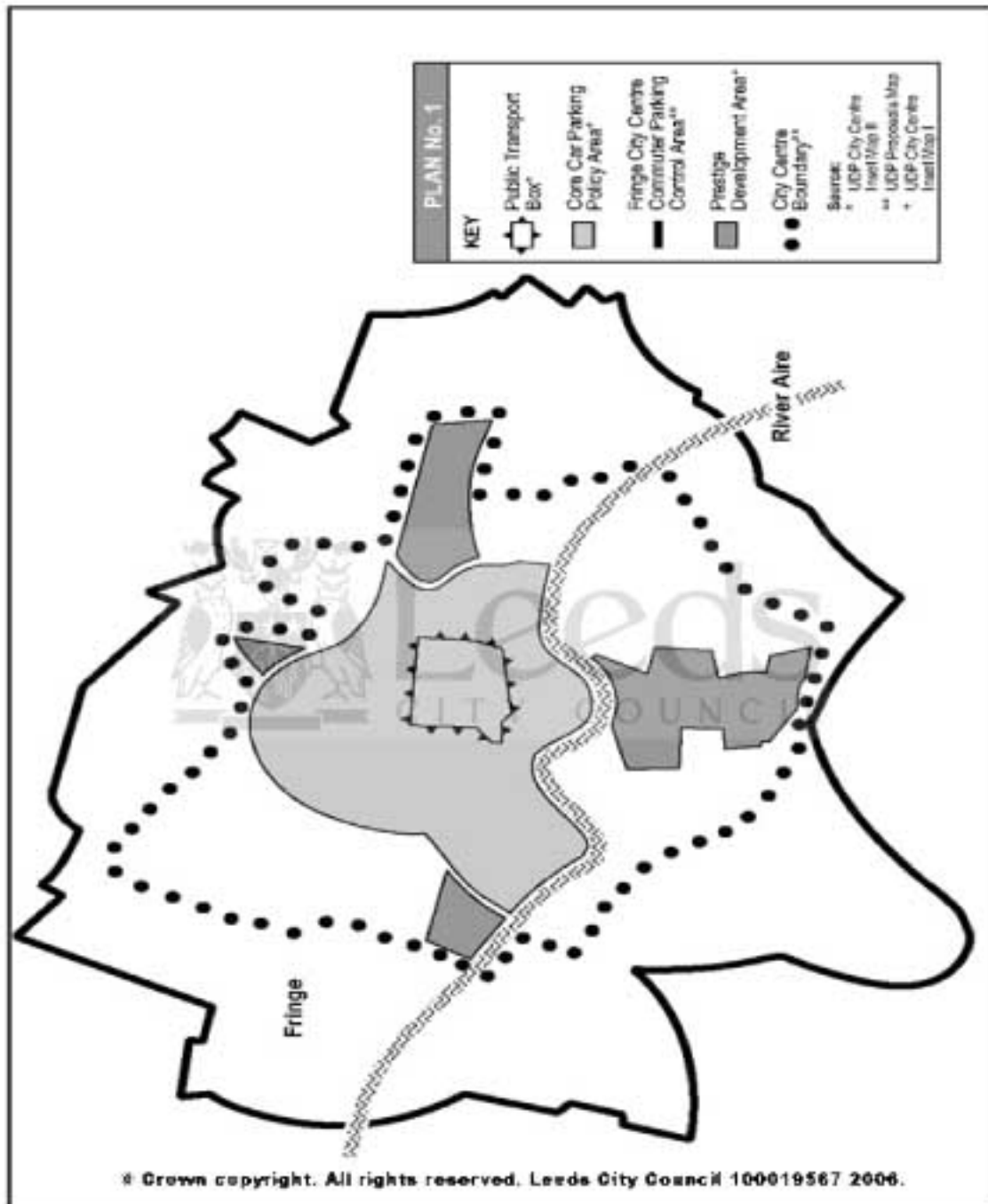
- iv. PRESTIGE DEVELOPMENT AREAS:**

[except where it falls within Core Car Parking Policy Area, in which case Core Car Parking Policy Area guideline applies.]

1:70 SQ M GROSS

CITY CENTRE COMMUTER PARKING

CITY CENTRE COMMUTER PARKING



A9B.3 COMMUTER CAR PARKS ON VACANT OR CLEARED SITES

- A9B.3.1 Following the introduction of the principles of the car parking guidelines for new development, a consistent policy approach is taken towards commuter car parks unrelated to other development (i.e. public or contract parking), on cleared/vacant sites, distinguishing between the Core Car Parking Policy Area (including the Public Transport Box) and the Fringe City Centre Commuter Parking Control Area. Within the Core Car Parking Policy Area, the approach is to restrain additional commuter parking, whilst encouraging and giving preference to short stay visitor/shopping parking. In the Fringe City Centre Commuter Parking Control Area there may be scope to permit some off street commuter parking on a temporary basis only and subject to review at the end of that temporary period. A number of criteria will be used to consider the initial, and any subsequent renewal proposals.

Commuter car parks on vacant or cleared sites

CCP2: PROPOSALS FOR CAR PARKING ON VACANT OR CLEARED SITES WILL BE CONSIDERED AS FOLLOWS:

i. CORE CAR PARKING POLICY AREA (INCLUDING THE PUBLIC TRANSPORT BOX):

THERE WILL BE A PRESUMPTION AGAINST THE USE OF VACANT OR CLEARED SITES FOR COMMUTER PARKING. NON COMMUTER PARKING WILL GENERALLY BE ACCEPTABLE; A PLANNING CONDITION WILL BE APPLIED PRECLUDING ADMITTANCE INTO THE CAR PARK BEFORE 0930 HOURS EACH MORNING.

ii. FRINGE CITY CENTRE COMMUTER PARKING CONTROL AREA AND PDA'S (OUTSIDE THE CORE CAR PARKING POLICY AREA):

USE FOR COMMUTER PARKING WILL ONLY BE SUPPORTED ON A TEMPORARY BASIS. PROPOSALS (INCLUDING RENEWAL OF TEMPORARY PERMISSIONS) WILL BE JUDGED ON THEIR MERITS TAKING ACCOUNT OF:

- a. ACCESSIBILITY OF THE AREA BY PUBLIC TRANSPORT;**
- b. PROBLEMS OF ON-STREET PARKING IN THE LOCALITY, AND THE RELATIONSHIP WITH ANY PARKING PERMIT SCHEMES;**

c. TRANSPORT STRATEGY OBJECTIVES.

A9B.4 PARKING PERMIT SCHEMES

- A9B.4.1 Policy T28 refers to the introduction of on-street parking restrictions accompanied by schemes giving priority to residents' parking and to the needs of local firms in the defined fringe areas. The SDG Study showed that restraint of commuter parking growth is likely to lead to displacement of commuter parking to the Fringe City Centre Commuter Parking Control Area. This parking, occurring on-street, could have detrimental effects on residential amenity and road safety, and could also affect the operation of local businesses in the Fringe City Centre Commuter Parking Control Area. The areas likely to be affected cannot be accurately predicted. The best approach is considered to be to monitor carefully the Fringe areas for problems, and implement parking permit schemes as and when they become necessary. Monitoring of overall spaces should also be undertaken to ascertain if any reduction of on-street spaces might be required to help control the growth of commuter parking in the City Centre in strategic terms.

Parking permit schemes

CCP3: ON-STREET COMMUTER PARKING IN THE FRINGE CITY CENTRE COMMUTER PARKING CONTROL AREA WILL BE REGULARLY MONITORED TO ASCERTAIN WHERE AND WHEN PARKING PERMIT SCHEMES SHOULD BE INTRODUCED.

A9C:CYCLE PARKING GUIDELINES

A9C.1 INTRODUCTION

- A9C.1.1 The inclusion of cycle parking guidelines within the UDP reflects the importance which is given to encouraging cycling by the UDP, and the Council's Green and Transport Strategies. The purpose of the guidelines is to seek a minimum level of provision that would cater for approximately 10% of trips generated by developments in the City. It must be recognised that these guidelines will only influence development which requires planning permission (including changes of use), and thus the extent of additional provision for cycling will be determined by the amount and timing of development. However, it is hoped that the guidelines may lead to a change in attitude by those responsible for managing existing development, perhaps leading to an improvement in provision there also.
- A9C.1.2 A major factor in determining the use of cycles to work, shopping trips or to carry out short range trips is the lack of certainty in being able to find a safe and secure place to leave the bicycle at the end of the trip. Thus it will be necessary to ensure that the design and location of cycle parking is safe, secure and convenient for cyclists.
- A9C.1.3 The guidelines attempt to meet short stay and long stay needs by addressing visitor provision as short stay, and employee/commuter provision as long stay. In order to ensure convenient provision the cycle parking for short stay needs should be located close to the entrance of the facility and be provided within the curtilage of the development. For employee/long stay needs the cycle parking should also be provided within the curtilage of the development and maybe provided within a building probably in close association with car parking provision and easily accessible to cyclists.
- A9C.1.4 Within the City Centre, in particular, and other centres where the building form or site coverage precludes the provision on site for visitor parking, the Local Planning Authority would expect the applicant to enter into a planning agreement to ensure the communal provision of cycle parking facilities at previously identified locations.
- A9C.1.5 The provision of cycle parking facilities need not be expensive, but it is very important that the correct type of facility is introduced, and that it is situated in the right place. For security reasons it is recommended that a "Sheffield Stand" type is used for short stay provision, which accommodates two bicycles, one at either side of the stand, and consists of hooped lengths of 50 mm pipe which can be plastic coated or painted. This form enables both the cycle wheels and frame to be secured to the stand, but does not provide security for accessories or luggage, and consequently is not suitable for long-term parking. There are a number of alternative proprietary facilities such as slotted paving slabs and "butterfly

CYCLE PARKING GUIDELINES

holders" which provide little or no security, and can damage the parked cycle. These will not be regarded as acceptable alternatives.

- A9C.1.6 For long stay provision the "Sheffield Stand" does not provide the level of security needed by cyclists. It is recommended that lockers or caged lockable enclosures are provided in this case, although it may also be possible to make secure provision in part of a building or within the curtilage of a building. Careful thought will need to be given to the design, location and landscaping of lockers and caged enclosures.
- A9C.1.7 It is intended that the guidelines should apply at the same level within the City Centre, suburban locations and in the settlements around Leeds, to ensure that visitors and employees have the same level of choice and accessibility to cycle parking throughout the District. Design guidance will be produced concerning the type and layout of facilities, but in the interim the Cyclists' Touring Club produce guidance documents which should prove useful.

LAND USE	GUIDELINE	FLOORSPACE
RETAIL CLASS A1		
Small Shops A1 and A2 and comparison / convenience goods stores	2 short stay spaces 1 long stay space	Up to 500 sq.m.
Retail warehouses and supermarkets	1 short stay space/250 sq.m. 1 long stay space/500 sq.m.	500 sq.m. up to 2,500 sq.m.
Superstores, hypermarket and large comparison goods stores	1 short stay space/250 sq.m. 1 long stay space/500 sq.m.	Greater than 2,500 sq.m.

Depending on the scale and location of retail development the guideline level of cycle parking may vary. Shopping closely related to housing will be more attractive to cyclists than larger out-of-centre stores and it is unlikely that cyclists will attempt to carry out shopping trips for the "weekly shop" by bicycle. However the level of cycle parking provision is not considered to be an onerous or unrealistic level.

FOOD AND DRINK CLASS A3

Public Houses and restaurants	1 short stay space/40 sq.m. of bar or restaurant area. 1 long stay space/5 members of staff.
-------------------------------	---

CYCLE PARKING GUIDELINES

Employee cycle parking provision is required to be at a high level for catering establishments as staff may have to travel to work at unsocial hours when public transport may not be available, and it reflects the traditional low pay environment associated with catering where staff are less likely to have access to a car.

BUSINESS CLASS B1 (a&b)

Offices, research and development	1 short stay space/1,000 sq.m. 1 long stay space/150 sq.m.
-----------------------------------	---

The cycle parking provision is geared heavily towards employee provision to offer staff the opportunity of transferring from the use of the car or public transport for commuting into the City Centre and reflects the fact that not all office staff are professional or technical staff who might be traditionally expected to have access to a car. It reflects that the need for visitor provision may be not as great as for other use categories.

LIGHT INDUSTRY B1(c)

Business use restricted by planning condition/agreement to B1(c) use.

Workshops and small premises	1 short stay space/500 sq.m 1 long stay space/300 sq.m	Up to 1,000 sq.m
Larger premises	1 short stay space/600 sq.m 1 long stay space/300 sq.m	greater than 1,000 sq.m

Whilst there may be a greater intensity of use for smaller workshops the larger premises tend to be located in industrial areas where public transport is not so readily accessible to employees' needs.

GENERAL AND SPECIAL INDUSTRY

CLASS B2-7

Workshop and smaller premises	1 short stay space /500 sqm 1 long stay space /300 sqm	Up to 1000 sqm
Larger premises	1 short stay space /600 sqm 1 long stay space /300 sqm	Greater than 1000 sqm

CYCLE PARKING GUIDELINES

STORAGE AND DISTRIBUTION

CLASS B8

Warehouses and Distribution Centres (not retail or trade warehouses)	1 short stay space/2,000 sq.m. 1 long stay space/1,000 sq.m.
---	---

Staff levels within warehouses have fallen in recent times as the premises use automated storage methods and the above guidelines reflect the level of employment.

VEHICLE SERVICE GARAGE

each case on its merits.

HOTELS AND HOSTELS

CLASS C1

Hotels/Motels	1 long stay space / 8 bedrooms
Hostels	1 long stay space / 6 bedrooms

Cycle parking provision is aimed at providing for employees' needs only, although additional provision may need to be considered for touring cycling in appropriate locations.

RESIDENTIAL INSTITUTIONS

CLASS C2

Residential carehomes and nursing homes	1 long stay space/3 resident staff 1 long stay space/8 non-resident staff
Private clinics and hospitals	1 short stay space/20 bed spaces 1 long stay space/30 bed spaces
Residential schools, Colleges and other residential institutions	Each case to be taken on its merits

For Residential Institutions each case will have to be carefully considered dependent on the type of residence and the expected clients. For most cases the guidelines address the needs of employees but for hospitals and Residential Schools and Colleges there is clearly a need to make adequate provision of short stay spaces for visitors.

SELF CONTAINED DWELLINGS

CLASS C3

Houses	The property is accessible by cycle
Flats (new build)	1 long stay space per flat
Flats (conversions)	1 long stay space per flat

It is important that lockable secure spaces are provided and designed not to detract from the appearance of the development in the area in general. The provision of group facilities should be easily accessible by the occupants they intend to serve. In the case of flat conversions where the property does not have any curtilage the question of cycle parking will have to be judged on its merits.

NON-RESIDENTIAL INSTITUTIONS

CLASS D1

Primary school	1 short stay space/100 pupils 1 long stay space/10 pupils
Secondary schools	1 short stay space/100 pupils 1 long stay space/5 pupils
Universities and colleges of further education	1 short stay space/100 students 1 long stay space/5 students
Clinics, Health Centre, day centres, crèches and day nurseries	1 short stay space/10 staff 1 long stay space/3 staff
Places of worship	On individual merit
Museums, Galleries, public and exhibition halls	1 short stay space/20 patrons 1 long stay space/20 staff

It is considered appropriate to apply a relatively high standard to schools and educational establishments where there is a high demand for cycle facilities and where schools serve a very local catchment area. The long stay parking provision can be of use to both staff and students.

CYCLE PARKING GUIDELINES

ASSEMBLY AND LEISURE

CLASS D2

Cinema, Concert Hall, Bingo Hall, Theatre and Sports Arenas	I short stay space/10 seats (for audience) I long stay space/100 seats (for staff)
Leisure Centres, Bowling Alleys, Ice Rinks, etc	I short stay space/20 patrons I long stay space/40 staff

RAILWAY STATIONS/ HALTS	I long stay space per stopped railway carriage between the hours of 0730-0930 hrs (Mon-Fri) (for commuters)
------------------------------------	---

However, the precise demand at any station will be dependent on the characteristics of its catchment area, and it will be necessary to assess demand at each station in order to establish the appropriate level of cycle parking provision.

BUS AND COACH STATIONS	I long stay space per 4 bus stands (for users)
-----------------------------------	---

PARK AND RIDE FACILITIES	I long stay space per 10 car parking spaces (for transport users)
-------------------------------------	--

CAR PARKS	I long stay space per 10 long stay car parking spaces (for commuters).
------------------	---

Any development not covered by the above guidelines will be judged on its merits.

A9D:MOTORCYCLE PARKING GUIDELINES

A9D.1 INTRODUCTION

- A9D.1.1 The inclusion of motorcycle parking guidelines within the UDP reflects the WYLTP strategy which seeks to encourage greater use of environmentally friendly motorcycles. Recently motorcycling has become more popular and there are signs that use of motorcycles for commuting is also increasing. Secure facilities for the parking of motorcycles is known to be a key issue for motorcyclists and it is therefore appropriate that new developments should cater for such use. The purpose of the guidelines is to ensure a minimum level of provision to cater for present and probable future levels of motorcycle use generated by developments in the City. It must be recognised that these guidelines will only influence development which requires planning permission (including changes of use), and thus the extent of additional provision for motorcycling will be determined by the amount and timing of development. However, it is hoped that the guidelines may lead to a change in attitude by those responsible for managing existing development, perhaps leading to an improvement in provision there also.
- A9D.1.2 A major factor in determining the use of motorcycles for commuting purposes, shopping trips or to carry out short range trips is the lack of certainty in being able to find a safe and secure place to leave the motorcycle at the end of the trip. Thus it will be necessary to ensure that the design and location of motorcycle parking is safe, secure and convenient for motorcyclists.
- A9D.1.3 In terms of both long stay and short stay motorcycle parking it is vital that the parking facilities provided are in a secure location within the curtilage of the development. Where a high security location is not available the provision of a lockable compound should be considered. In addition it is desirable that motorcycle parking facilities are covered, well lit and situated as close to the entrance of the building as possible.
- A9D.1.4 Within the City Centre, in particular, and other centres where the building form or site coverage precludes the provision of on site motorcycle parking, the Local Planning Authority would expect the applicant to ensure the communal provision of motorcycle parking facilities by agreement at previously identified locations.
- A9D.1.5 In terms of the type of motorcycle parking to be provided this will vary according to the individual site. However anchor points or specialist rails can be provided relatively inexpensively. Advice on various types of motorcycle parking facilities is available from the Motorcycle Industry Association

MOTORCYCLE PARKING GUIDELINES

A9D.1.6 It is intended that the guidelines should apply at the same level within the City Centre, suburban locations and in the settlements around Leeds, to ensure that visitors and employees have the same level of choice and accessibility to motorcycle parking throughout the District.

RETAIL - CLASS A1

LAND USE	GUIDELINE	FLOORSPACE
Small Shops A1 and A2 and comparison/ convenience goods stores	1 space or commuted payment for public provision	Up to 500 sq.m.
Retail warehouses and supermarkets	1 space/1000 sq.m. (Minimum 1 space)	500 sq.m. and above.
Superstores, hypermarket and large comparison goods stores	1 space/1000 sq.m.	Greater than 2,500 sq.m.

FOOD AND DRINK - CLASS A3

Public Houses and restaurants	1 space/ 200sq.m. of bar or restaurant area. (Minimum 1 space or commuted payment for public provision)
-------------------------------	---

Employee motorcycle parking provision is required to be at a high level for catering establishments as staff may have to travel to work at unsocial hours when public transport may not be available,

BUSINESS - CLASS B1(a&b)

Offices, research and development	1 space/1000 sq.m. (Minimum 1 space or commuted payment for public provision)
-----------------------------------	---

The motorcycle parking provision is geared heavily towards employee provision to offer staff the opportunity of transferring from the use of the car or public transport for commuting into the City Centre and reflects the fact that not all office staff are professional or technical staff who might be traditionally expected to have access to a car. It reflects that the need for visitor provision may be not as great as for other use categories.

BUSINESS - CLASS B1(c)

Business use restricted by planning condition/agreement to B1(c) use.

Workshops and small premises	1 space or commuted payment for public provision	Up to 1,000 sq.m.
Larger premises	1 space/1000 sq.m.	Greater than 1,000 sq.m.

MOTORCYCLE PARKING GUIDELINES

Whilst there may be a greater intensity of use for smaller workshops the larger premises tend to be located in industrial areas where public transport is not so readily accessible to employees' needs.

GENERAL INDUSTRY - CLASS B2

Workshop and smaller premises	1 space or commuted payment for public provision /500 sq.m.	Up to 1000 sq.m.
Larger premises	1 space /1000sqm	Greater than 1000 sq.m.

STORAGE AND DISTRIBUTION - CLASS B8

Warehouses and Distribution Centres (not retail or trade warehouses)	1 space/5,000 sq.m.
--	---------------------

Staff levels within warehouses have fallen in recent times as the premises use automated storage methods and the above guidelines reflect the level of employment.

VEHICLE SERVICE GARAGE

Each case on its merits.

HOTELS AND HOSTELS – CLASS C1

Hotels/Motels	1 space / 40 bedrooms (Minimum 1 space)
Hostels	1 space / 20 bedrooms (Minimum 1 space)

Motorcycle parking provision is aimed at providing for both employees' and guests' needs.

RESIDENTIAL INSTITUTIONS - CLASS C2

Residential care homes and nursing homes	1 space/20 members of staff (Minimum 1 space)
Private clinics and hospitals	1 space/50 bed spaces
Residential schools, Colleges and other residential institutions	Each case to be taken on its merits

For Residential Institutions each case will have to be carefully considered dependent on the type of residence and the expected clients. For most cases the guidelines address the needs of employees but for hospitals and Residential

MOTORCYCLE PARKING GUIDELINES

Schools and Colleges there is clearly a need to make adequate provision of short stay spaces for visitors.

SELF CONTAINED DWELLINGS - CLASS C3

Houses	The property is accessible by motorcycle
Flats (new build & conversions)	The property should be accessible by motorcycle and 1 in 10 car parking spaces should include for secure motorcycle parking

It is important that secure spaces are provided and designed not to detract from the appearance of the development in the area in general. The provision of group facilities should be easily accessible by the occupants they intend to serve. In the case of flat conversions where the property does not have any curtilage the question of motorcycle parking will have to be judged on its merits.

NON-RESIDENTIAL INSTITUTIONS - CLASS D1

Primary school	1 space/200 pupils (Minimum 1 space)
Secondary schools	1 space/200 pupils (Minimum 1 space for staff use)
Universities and colleges of further education	1 space/ 200 students
Clinics, Health Centre, day centres, crèches and day nurseries	1 space/20 staff (Minimum 1 space)
Places of worship	On individual merit
Museums, Galleries, public and exhibition halls	1 space/20 staff (Minimum 1 space)

It is considered appropriate to apply a relatively low standard to schools and educational establishments where such provision only relates to staff.

ASSEMBLY AND LEISURE - CLASS D2

Cinema, Concert Hall, Bingo Hall, Theatre and Sports Arenas	1 long stay space/200 seats for staff and customers
Leisure Centres, Bowling Alleys, Ice Rinks, etc	1 space/50 patrons for staff and customers

RAILWAY STATIONS/ HALTS

1 space per stopped train between the hours of 0730-0930 hrs (Mon-Fri) (for commuters)

However, the precise demand at any station will be dependent on the characteristics of its catchment area, and it will be necessary to assess demand

MOTORCYCLE PARKING GUIDELINES

at each station in order to establish the appropriate level of motorcycle parking provision.

BUS AND COACH STATIONS

Each case to be taken on its merits

PARK AND RIDE FACILITIES

Each case to be taken on its merits

CAR PARKS

1 space per 50 long stay car parking spaces (for commuters).

Any development not covered by the above guidelines will be judged on its merits.

HOUSES IN MULTIPLE OCCUPATION

A10. HOUSES IN MULTIPLE OCCUPATION

AREA POLICY

- A10.1 The UDP Written Statement (Volume 1, paras. 7.8.1-5) considers the issues raised by Houses in Multiple Occupation (HMOs), and includes Policy H18, which establishes the general policy context. Reference is made to policy guidance prepared for specific areas, which is considered in this Appendix.
- A10.2 Area HMO Policies have been produced for two areas of the City: the Hyde Park Terrace and Moorlands areas, adjacent to Woodhouse Moor, for which Inset Maps have been prepared, forming part of the Proposals Map. The following Area HMO Policy is based upon definition of properties into three categories - A, B and C, and a different policy approach is adopted for each:

HMO1: AREA HOUSES IN MULTIPLE OCCUPATION (HMO) POLICY:

CONSIDERATION OF PROPOSALS FOR CHANGE OF USE OR CONVERSION WITHIN THE HYDE PARK TERRACE AND MOORLANDS INSET MAP AREAS WILL REFLECT THE CATEGORISATION OF PROPERTIES IDENTIFIED ON PLANS 1 AND 2:

CATEGORY A

- **HOUSES WHICH SHOULD REMAIN IN SINGLE HOUSEHOLD OCCUPATION: APPLICATIONS FOR CHANGE OF USE OR CONVERSION WILL NORMALLY BE RESISTED;**

CATEGORY B

- **HOUSES WHERE A CHANGE OF USE TO MULTIPLE OCCUPATION OR CONVERSION TO SELF-CONTAINED UNITS WILL NORMALLY BE ACCEPTABLE: PLANNING PERMISSION WILL NORMALLY BE GRANTED WHERE PROPOSALS ARE IN ACCORD WITH POLICY H18;**

CATEGORY C

- **HOUSES WHERE CONVERSION OF EXISTING HMO'S TO SELF-CONTAINED UNITS OR A RETURN TO SINGLE HOUSEHOLD OCCUPATION WILL BE ENCOURAGED. APPLICATIONS FOR A CHANGE OF USE TO MULTIPLE OCCUPATION WILL NORMALLY BE RESISTED.**

HOUSES IN MULTIPLE OCCUPATION

- A10.3 Proposal Map Inset Maps 40 and 41 (within the Inset Map book) show the sub-divisions of the areas in question between the three categories.
- A10.4 In the case of **category A** housing, an exception may be made in very special circumstances in the case of long term owner-occupiers, for as long as they continue to occupy the major part of the house, to allow temporary sub-division of houses which meet the requirements of Policy H18.
- A10.5 In the case of **category B** housing, the City Council accepts that single household occupation will also remain in these areas, and will generally support the retention of single family dwellings wherever possible.
- A10.6 In the case of **category C** housing, exceptions may be made in very special circumstances where a resident owner continues to occupy the major part of a house, or where in the case of existing HMO's, a reduced level of occupation and a better standard of accommodation can only be achieved by a mixture of self-contained and non self-contained units.

A11. RESIDENTIAL INSTITUTIONS

A11.1 INTRODUCTION

A11.1 The following Policies are intended to amplify UDP Policies H20A and H20B.

A11.1.2 The City Council accepts that there is a continuing need for provision of care and residential accommodation of a variety of kinds. Most of these residential institutions are appropriately sited in residential areas. Nevertheless it is important to take account of the full range of planning considerations and to avoid problems in the location of new institutions which can be detrimental to the amenities of existing residents or to the amenities of residents of the proposed institution, or otherwise affect the environment, especially in Conservation Areas.

A11.1.3 The following policies have therefore been developed for each of the main categories of use within the residential institutions class.

A11.2 RESIDENTIAL CARE HOMES (INCLUDING LONG STAY NURSING HOMES)

A11.2.1 Residential homes are generally appropriate in residential areas, although there may be other locations where adequate surroundings for residents can be safeguarded:

RI1: CONSTRUCTION OF RESIDENTIAL CARE HOMES (INCLUDING LONG-STAY NURSING HOMES) WILL BE ACCEPTED WITHIN RESIDENTIAL AREAS, PROVIDED THAT:

- i. THE PROPOSAL IS WITHIN REASONABLE WALKING DISTANCE OF SHOPS, COMMUNITY FACILITIES AND PUBLIC TRANSPORT;**
- ii. THE SITE INCLUDES ADEQUATE PRIVATE AMENITY GREENSPACE FOR THE USE OF RESIDENTS AND RESIDENT STAFF;**
- iii. THE PROPOSAL WOULD NOT RESULT IN AN EXCESSIVE CONCENTRATION OF INSTITUTIONAL USES TO THE DETRIMENT OF THE RESIDENTIAL CHARACTER OF THE NEIGHBOURHOOD;**

ELSEWHERE NEW RESIDENTIAL CARE HOMES WILL NOT GENERALLY BE APPROPRIATE UNLESS THE ENVIRONMENTAL AMENITY OF RESIDENTS CAN BE SAFEGUARDED AND CRITERIA i & ii ABOVE ARE

SATISFIED.

- A11.2.2 In order to ensure that residents who are able to do so can benefit from the range of facilities and community services, good accessibility to facilities should be available. For elderly and disabled residents such accessibility should also be reasonably level and normally within 400 metres of the home. For able-bodied residents a greater walking distance may be acceptable.
- A11.2.3 Adequate private amenity greenspace should be available in the interests of the amenity of residents (including resident staff). Reflecting the City Council's Residential Design Aid No 4, the minimum private usable garden space should be $\frac{1}{4}$ of the gross floor area of the home, and this should be of usable size, shape and slope, overlooked from the property but free from other intrusive views, noise and other overlooking and clear of the canopy of trees or proposed landscaping.
- A11.2.4 The question of excessive concentration of institutional uses must depend in part on the nature of the residential area and the greenspace available to each house. Over-concentration of institutions may detract from the residential character and amenity of the local neighbourhood in terms of the appearance of houses and gardens being substantially altered, the scale of car parking and delivery vehicle traffic which may take place on-street or in front of houses, the scale of extensions necessary, and the effect of numbers of residents needing care or support from the local community and its organisations (in terms of Care in the Community policies). A broad guideline of 1 house per street or 1 per 30 houses in the street (whichever is the greater) would represent the minimum level above which concentration may begin to affect the residential character of a neighbourhood. Whether such character would be affected must be considered on its merits in the local circumstances existing at that time.
- A11.2.5 A change of use to a residential care home may be less detrimental to the residential character of the neighbourhood than an existing use, if this is a form of multiple or commercial occupation. The following policy refers to "established" or "permitted" uses so that unauthorised changes of use cannot become a means of avoiding the policy's intention of maintaining the residential character and amenity of an area:

RI2: CHANGES OF USE OF PREMISES TO RESIDENTIAL CARE HOMES WILL BE ACCEPTABLE WITHIN PREDOMINANTLY RESIDENTIAL AREAS, PROVIDED THAT POLICY RI1 CRITERIA i AND ii ARE SATISFIED AND EITHER POLICY RI1 iii IS SATISFIED OR THE HOUSE IS ALREADY IN "ESTABLISHED" OR "PERMITTED" USE AS A HOUSE IN MULTIPLE OCCUPATION OR A COMMERCIAL HOTEL OR GUEST HOUSE, AND THE LEVEL OF OCCUPATION WOULD THEREBY BE REDUCED.

A11.2.6 Reflecting the interests of road safety and amenity, adequate parking provision should be made, normally within the site, in accordance with the Car Parking Guidelines contained in Appendix 9A.

A11.2.7 To avoid future changes of use within Class C2, which are inappropriate in terms of the likely intensity of activity and traffic generated, and which may be detrimental to residential amenity, road safety etc, the following Policy will apply:

RI3: PLANNING PERMISSIONS FOR RESIDENTIAL CARE HOMES WILL NORMALLY BE GRANTED SUBJECT TO CONDITIONS TO ENSURE THAT FUTURE CHANGES OF USE ARE RESTRICTED TO THOSE USES WITHIN CLASS C2 FOR WHICH THE PREMISES ARE APPROPRIATE.

A11.3 NURSING HOMES (OTHER THAN LONG-STAY RESIDENTIAL CARE HOMES)

A11.3.1 Nursing homes (excluding those which are primarily residential long-stay care homes) require generally quiet surroundings with a high quality of environment for the benefit of residents receiving care. Since residents are not generally resident for long periods and require more intensive care, these homes do not require necessarily to be within walking distance of shops and facilities. Locations within residential areas may be appropriate, provided there is adequate space and compatible surroundings to achieve the environment required. If located within a residential area, the criterion relating to over-concentration is relevant (see paragraph A11.2.4 above):

RI4: CONSTRUCTION OR CHANGES OF USE TO NURSING HOMES (OTHER THAN LONG-STAY RESIDENTIAL CARE HOMES) WILL BE ACCEPTABLE IN CERTAIN LOCATIONS, INCLUDING PREDOMINANTLY RESIDENTIAL AREAS, WHERE:

- i. THE PREMISES ARE DETACHED AND WILL PROVIDE ADEQUATE AMENITY AND LANDSCAPED GREENSPACE TO ENSURE THAT A QUIET AND ATTRACTIVE ENVIRONMENT IS MAINTAINED;**
- ii. THE PROPOSAL WOULD NOT RESULT IN AN EXCESSIVE CONCENTRATION OF INSTITUTIONAL USES TO THE DETRIMENT OF THE RESIDENTIAL CHARACTER OF THE NEIGHBOURHOOD.**

A11.3.2 Reflecting the interests of road safety and amenity, adequate parking must be provided. The Guidelines contained in Appendix 9A need to be flexibly interpreted according to the type of nursing home proposed.

- A11.3.3 To avoid the granting of permission leading to subsequent changes of use for which the premises or their surroundings are inappropriate, by means of the likely intensity of activity generated, the following Policy will apply:

RI5: PLANNING PERMISSIONS FOR NURSING HOMES WILL NORMALLY BE GRANTED SUBJECT TO CONDITIONS TO ENSURE THAT FUTURE CHANGES OF USE ARE RESTRICTED TO THOSE WITHIN USE CLASS C2 FOR WHICH THE PREMISES ARE APPROPRIATE.

A11.4 CLINICS AND HOSPITALS (WITH RESIDENTIAL ACCOMMODATION)

- A11.4.1 These uses provide medical services for a wide range of the population. In proportion to their size they can generally be expected to attract visitors and other trades and professions in greater numbers than residential or nursing homes, partly because their patients are subject to more intensive treatment and partly because they stay for a comparatively short time. Generally, therefore, such uses are not appropriate within a residential area where additional traffic would be generated on residential streets. They may be appropriate when existing uses are mixed or semi-commercial. They may also be appropriate on the edge of the residential area, provided accessibility is suitable for patients and visitors:

RI6: CONSTRUCTION OF NEW CLINICS AND HOSPITALS OR CHANGE OF USE OF EXISTING PREMISES TO SUCH USES WILL NOT NORMALLY BE ACCEPTABLE WITHIN PREDOMINANTLY RESIDENTIAL AREAS. EXCEPTIONS MAY BE CONSIDERED WHERE A PROPOSAL IS PERIPHERAL TO A RESIDENTIAL AREA, OR WOULD HAVE ACCESS DIRECTLY FROM A PRIMARY TRAFFIC ROUTE, OR IS AN EXTENSION TO A CLINIC OR HOSPITAL. IN ADDITION THESE USES SHOULD BE ACCESSIBLE TO BOTH PATIENTS AND VISITORS FROM THE AREAS SERVED.

- A11.4.2 As with the other categories of use, adequate parking provision will be necessary, reflecting the interests of road safety and amenity. The Parking Guidelines contained in Appendix 9A will be subject to flexible interpretation according to the nature, scale and location of the proposal. Thus, for example, where public transport services are widely available to visitors and staff, a lower provision will be acceptable.

A11.5 RESIDENTIAL SCHOOLS AND COLLEGES

- A11.5.1 Each proposal for new residential Schools and Colleges or change of use to such a use will be considered on its merits. In general proposals within residential areas will only be appropriate where a large site is available,

sufficient to give substantial greenspace around the proposal, and where access to the site is from a primary traffic route.

A12. SHOPPING FRONTAGE POLICIES

A12.1. INTRODUCTION

A12.1.1 The UDP Written Statement (Volume 1, para. 9.4.8) stresses that an important element of maintaining and enhancing the vitality and viability of shopping centres is to ensure that existing retailing facilities remain concentrated, and not diluted by other uses. The following main Policy is included in the Written Statement, which provides the basis for the detailed Shopping Frontage Policies contained in this Appendix:

S4: IN ORDER TO MAINTAIN AND ENHANCE THE VITALITY AND VIABILITY AND AVAILABILITY OF SHOPPING SERVICES GENERALLY, AND THE ESSENTIAL RETAIL CHARACTER OF THE SHOPPING CENTRES LISTED IN POLICIES S1 AND S2 AND OTHER IDENTIFIED CENTRES, PROPOSALS TO CHANGE THE USE OF A RETAIL UNIT TO A NON-RETAIL USE WILL BE DETERMINED USING THE POLICIES CONTAINED IN APPENDIX 12 AND TAKING INTO ACCOUNT THE DETAILED NATURE AND LIKELY EFFECTS OF EACH PARTICULAR PROPOSAL.

A12.1.2 The detailed Policies contained in this Appendix are concerned therefore with proposals to change the use of shops to other non-retail uses, with the basic objective of preventing non-retail uses from dominating shopping frontages, in a way that undermines the retail function and general availability of the shopping facilities. Identified shopping frontages within the District's shopping centres are defined as "Primary Frontages" or "Secondary Frontages" and within the City Centre there are additionally "Fringe Frontages" and "Other Protected Frontages".

- a. Primary frontages tend to contain the large concentrations of shops and the major proportion of a centre's essential shops (i.e. basically food and other shops catering for daily needs, including chemists and post offices). In the City Centre these areas are often marked by the presence of large department stores, national multiples and particularly good commercial yields values. These frontages also tend to accommodate those uses which rely solely on high pedestrian flows to service the scale of the activity involved and ensure the viability of their retail function. It is vital that these shops are maintained to safeguard, for the benefit of shoppers and those employed in the shopping centre generally, the most important shopping facilities and to promote the overall attractiveness of the centre.
- b. Secondary frontages are those where a wider range of non-retail uses could be allowed to provide their services in order to promote the overall attractiveness of the centre without unduly

SHOPPING FRONTAGE POLICIES

detracting from the essential shopping function. These locations also relieve pressure from the location of an excessive quantity of non-retail uses in primary frontages which might otherwise undermine the dominant retail function of these areas.

- c. Fringe and Other Protected Frontages within the City Centre provide essential convenience goods for employees and often specialist comparison products for employers. For many of those who work outside the Prime Shopping Quarter these facilities form highly accessible locations for these goods.
- d. Other parts of shopping centres outside the City Centre not within a defined shopping frontage are termed "residual shopping areas".

A12.1.3 The identification of shopping frontages is based on a field study of each shopping centre which considered the following factors in order to distinguish between the relative importance and contribution of different areas to the character of the centre:

Retailer representation - presence of major high street comparison retailers and thriving convenience stores needing **high pedestrian flows** generally pointing to high commercial rents which in turn need high levels of custom to service these costs;

Quality of built fabric - often a reflection of investment, and therefore confidence in the ability of the shop or service to attract custom;

Vacancies - clusters of vacancies are often a reflection of relatively low levels of investor confidence and do not tend to characterise primary frontages;

Programmed investment - major improvements/development plan allocations can affect pedestrian movements, shopping patterns and investor confidence, for example pedestrianisation schemes and major retailing developments;

Accessibility - relative accessibility and planned improvements to increase accessibility, for example transport improvements and major refurbishment schemes and pedestrianisation, can also have some bearing on shopping patterns and investor confidence;

Retail services provision - the accessibility and range of shopping services provided across the centre give an indication of its value to those that use it and the need to prevent non-retail uses from undermining the retail function of defined shopping frontages;

The economy - both nationally and locally also has to be considered when looking at these factors.

- A12.1.4 Revised PPG6 (1996) promotes prevailing commercial rental values as a 'good' indication of the boundary between primary and secondary areas. Although analysis of the District's shopping centres was undertaken prior to the release of Revised PPG6 (1996), the indicators used, whilst not explicitly resorting to commercial rents, do provide reliable evidence of the levels of vitality and viability which commercial rents seek to represent. The City Council will, where appropriate, use commercial rents when determining development proposals. Care will have to be taken when using commercial rents to determine primary and secondary frontages, as rent review timescales, internal layouts, rent free periods, ownership and national economic trends can have significant effects on rental levels. The weight given to this data will depend on the merits of the information and upon the proposal itself.
- A12.1.5 It must be stressed that the Policies contained in this Appendix only provide a context for the assessment of proposals. In all cases each application will be considered on its merits and against the general aims of the Policies. The acceptable proportions of non-retail uses which are identified are guidelines, and will not be applied rigidly where this is not justified by the weight of other material considerations. The relationship of each proposal to customers and to the character of the shopping centre is the prime concern. For instance, it is particularly important that the need to ensure the provision of important community facilities - such as a surgery - within a locality is taken into account when considering planning applications.

Notes

1. **Shopping Frontages:** generally a parade of shops units presenting a continuous frontage uninterrupted by any features which could be perceived as major physical or visual breaks in the pattern of shopping activity - e.g. roads, a series of residential properties or other breaks such as lengthy blank walls. A street corner would normally be taken as the end of a particular frontage.
2. **Frontage Length:** the length of any given shopping frontage. Retail content as a percentage of total frontage length gives a general 'rule of thumb' as to the proportion of non-retail uses which are likely to be acceptable within certain frontages. The figure expressed, as a percentage, in the guidelines relating to primary frontages and local shopping parades is only a pointer. The acceptable level of non-retail uses will vary depending on the criteria contained within S4 and any other material considerations. In some instances, perhaps where a prominent corner unit or a frontage with high commercial rents is involved, then the City Council might wish to resist further non-retail uses even where the proportion of retail uses will remain at, or above, the percentage figure indicated in the guideline. In some cases non-retail representations within primary

SHOPPING FRONTAGE POLICIES

parades could be allowed to fall below the recommended guideline figure, for example where factors such as a series of long term vacancies or changing shopping patterns merit such an approach.

3. **Large shop units:** the S1, S2 and other defined centres contain a wide variety of shop unit sizes, e.g. some large department stores and major multiples. These large stores are major retailing attractions and make a significant contribution to the retail vitality and viability of the Shopping Centre. Whilst these units should be included in the shopping frontages 'calculations', their loss to a non-retail use would generally have far greater impact on the retail character of primary frontages areas than smaller more typical unit sizes. As a result their conversion to non-retail uses will normally be resisted, particularly in primary frontage areas. These units do not generally lend themselves to sub-division, and bearing in mind their importance as attractions this will generally not be encouraged.

A12.1.6 In addition to the specific requirements of the other Shopping Frontage Policies, and the general requirement to accord with all other relevant UDP policies (Policy GP4), the importance of maintaining the character of shopping areas requires that proposals comply with the following general Policy SF1A. Further guidance is contained in the City Council's Design Aid: 'Shops and Shopfronts'.

SF1A: ALL CHANGES OF USE FROM RETAIL TO NON-RETAIL WITHIN SHOPPING FRONTAGES MUST:

- i. **MAINTAIN A GROUND FLOOR WINDOW DISPLAY AND/OR SHOP FRONTAGE APPROPRIATE TO THE USE OF THE PREMISES AT ALL TIMES;**
- ii. **MAINTAIN OR ENHANCE THE GENERAL APPEARANCE OF THE EXISTING SHOPPING FRONTAGES IN THE DESIGN AND MATERIALS USED IN ANY EXTERNAL ALTERATIONS TO THE BUILDING FACADE;**
- iii. **MAINTAIN OR ESTABLISH ACCESS TO UPPER FLOORS, WHERE PRACTICABLE.**

A12.1.7 The City Council aims to encourage the re-use of vacant or under used floorspace above and below ground floor shops, and related services, within Leeds District. Significant opportunities exist to increase the provision of low cost residential accommodation and to introduce more variety and activity within shopping parades generally in the form of non-retail uses such as banks, building societies, restaurants, and galleries. In

appropriate locations the City Council will encourage these uses, therefore:

SF1B: DEVELOPMENTS (INCLUDING CHANGES OF USE OF RETAIL TO NON-RETAIL USE) WHICH INVOLVE THE USE OF FLOORSPACE, PARTICULARLY PREVIOUSLY VACANT OR UNDER-USED FLOORSPACE, ABOVE OR BELOW GROUND FLOOR LEVEL WILL NORMALLY BE ACCEPTABLE IN S1, S2 AND OTHER CENTRES (AS DEFINED IN THE INSET MAP BOOK).

A12.2. CITY CENTRE

A12.2.1 As a thriving Regional Shopping Centre, and as a focus for tourism, Leeds City Centre is an attractive location for a wide variety of shopping, tourism and related service activities. The uses which will be acceptable at ground floor level in the City Centre include shops, financial and professional services and catering outlets in Classes A1, A2 and A3 of the Use Classes Order 1987. A2 and A3 activities are ancillary to shopping uses and help provide the shopper and the tourist with a good range of shopping related services within a relatively short distance. Without regulation, however, there is a danger that these uses will begin to dominate shopping frontages. Excessive numbers would reduce the potential for shopping uses, and could limit the variety of window displays, thus reducing the number of shoppers and causing the remaining shops to experience a decline in custom. This in turn would reduce the liveliness of a street, which can have a detrimental impact on the vitality and viability of the Centre as a whole.

A12.2.2 The control of non-retail uses is therefore an important element in the protection and enhancement of the City Centre's tourism and regional shopping roles. The Revised PPG6 "Town Centres and Retail Developments" (1996) states that plans may distinguish between primary and secondary frontages and consider their relative importance to the character of the centre. While primary frontages may be restricted to a high proportion of retail use - in particular those uses in Class A1 of the Use Classes Order - there should be scope for more flexibility in secondary frontages. In addition to this general advice, Government guidance allows for the possibility of local solutions where they serve a legitimate and realistic planning purpose. In addressing the particular requirements and aspirations of Leeds City Centre's status as a regional shopping centre, shopping frontage guidelines within the UDP have been developed from the principles identified in Revised PPG6 (1996) to create an effective yet flexible contribution to a lively, viable centre which serves the whole of the community.

A12.2.3 The UDP Written Statement contains the following Policy, which together with the definition of the frontages on the Proposals Map (City Centre

SHOPPING FRONTAGE POLICIES

Inset Map I) form the basis for the succeeding detailed Shopping Frontage Policies concerned with the City Centre:

CC22: IN ACCORDANCE WITH THE DETAILED SHOPPING FRONTAGE POLICIES CONTAINED IN APPENDIX 12 IN VOLUME 2, WITHIN THE DEFINED CITY CENTRE PRIME SHOPPING QUARTER PRIMARY SHOPPING FRONTAGES ARE DESIGNATED WHERE THE CONCENTRATION AND CONSOLIDATION OF SHOPPING ACTIVITY IS SUPPORTED (POLICY SF2). ALSO WITHIN THE CITY CENTRE, SECONDARY FRONTAGES (POLICY SF3), FRINGE FRONTAGES (POLICY SF5) AND PROTECTED FRONTAGES (POLICY SF6) ARE IDENTIFIED WHICH CAN ACCOMMODATE A WIDER RANGE OF SHOPPING AND SERVICE FACILITIES.

Primary Frontages

A12.2.4 These frontages (defined on Inset Map I) form the core parts of the City Centre shopping area, and represent the most attractive retailing locations. These are mainly frontages within new shopping developments, the pedestrianised streets and arcades, and those streets that form important links between these areas. In acknowledgement of the provisions of Revised PPG6 (June 1996) which propose that Primary Frontages may be restricted to a high proportion of uses in Class A1, the UDP's aim is to maintain the dominant retail character of the City Centre, but to allow limited scope for the development of ancillary non-retail uses.

A12.2.5 Generally a ratio of 70% retail and 30% non-retail has been accepted as an appropriate balance within shopping centres through national planning appeal decisions. As a regional shopping centre the picture in Leeds City Centre is more complex, with a wide variety of non-retail uses spread within its boundaries. One of the main strengths of the City Centre is that its shopping facilities are compacted around the core shopping areas of Briggate, Lands Lane, Commercial Street and Vicar Lane. This lack of fragmentation is a major attraction for shoppers and makes shopping in Leeds City Centre accessible and convenient to all the community. Given the wide range of non-retail uses which occupy sites within the City Centre, as a whole, and the need to maintain the viability and vitality of the Centre, as a general rule of thumb a relatively high proportion of retail uses should generally be maintained within primary frontages. Accordingly:

SF2: WITHIN CITY CENTRE PRIMARY SHOPPING FRONTAGES (DEFINED ON CITY CENTRE INSET MAP 1), PROPOSALS FOR CHANGE OF USE OF RETAIL AT GROUND FLOOR LEVEL TO NON-RETAIL WITHIN USE CLASS A2 OR A3 MAY BE ACCEPTABLE WHERE THE PROPORTION OF RETAIL FRONTAGE REMAINS AT 80% OR ABOVE OF THE TOTAL FRONTAGE LENGTH AND THE PROPOSAL DOES NOT

RESULT IN MORE THAN 15% CONTINUOUS FRONTAGE IN NON-RETAIL USE.

PERMISSION FOR CLASS A3 USES IN PRIMARY FRONTAGES WILL NORMALLY INVOLVE WITHDRAWAL OF RIGHTS TO CONVERT TO A2 USE WITHOUT PRIOR PERMISSION. USES OUTSIDE CLASS A (AS DEFINED BY THE USE CLASSES ORDER) WILL NOT NORMALLY BE PERMITTED.

- A12.2.6 A3 Food and Drink uses are most important in supporting the City Centres regional shopping and tourism role, providing a valuable service and welcome break for shoppers and visitors. They provide access to refreshment, and to toilet facilities, so necessary to the kind of shopping or tourism trip which the City Centre attracts in its regional centre role. Generally they open longer hours than most shops and A2 uses, so contributing to the vitality of the City Centre outside normal shopping hours. Many food and drink uses also open at the weekend and thus contribute further to the vitality and tourism service capability of the City Centre during that period. HFTAs have a particular role in relation to the City Centre's entertainment activities, where they can serve the food and other refreshment needs of late night customers of theatres, cinemas, bars and clubs.

Secondary Frontages

- A12.2.7 Surrounding the core of the Prime Shopping Quarter are shopping areas and frontages where the predominant land use is likely to be shopping, but where there will be a greater degree of flexibility to enable a greater variety of uses to support but not detract from the main shopping function. However, given the City Centre's regional shopping status, the secondary frontages are particularly important in providing a supporting role to the character and function of the primary frontages. Therefore it is important to ensure that non-retail uses can be absorbed without detriment to the trade carried on at adjacent retail shops or to the overall character of the street or to the Centre as a whole. In the area defined as the Entertainment Quarter a flexible approach to the application of SF3 will be adopted to encourage the location of entertainment and leisure uses to compliment the existing entertainment and retail services. Consequently only those uses essentially inter-related with shopping may be acceptable:

SF3: WITHIN CITY CENTRE SECONDARY FRONTAGES (DEFINED ON CITY CENTRE MAP 1), PROPOSALS FOR CHANGE OF USE OF RETAIL AT GROUND FLOOR LEVEL TO NON-RETAIL WITHIN USE CLASS A2 OR A3, AMUSEMENT CENTRES/ARCADES, AND TAXI/PRIVATE CAR HIRE OFFICES MAY BE ACCEPTABLE WHERE THE PROPORTION OF RETAIL FRONTAGE REMAINS SUFFICIENT TO SUSTAIN THE RETAIL FUNCTION OF THE PARADE, NORMALLY AT

SHOPPING FRONTAGE POLICIES

OR ABOVE 50% OF THE PARADES' FRONTAGE WIDTH.

SURGERIES FOR DOCTORS, DENTISTS OR VETS, OTHER MEDICAL SERVICES AND COMMUNITY USES MAY BE ACCEPTABLE IN SECONDARY FRONTAGES WHERE LOCAL NEED CAN BE DEMONSTRATED.

Fringe Frontages

A12.2.8 These frontages lie outside the Prime Shopping Quarter, but on its fringes, and already generally contain a greater mix of retail and non-retail uses in the core primary and secondary frontages. They perform an important function in providing an alternative location for uses unacceptable, either in terms of numbers or type of use in the primary/secondary frontages area. The types of uses acceptable in principle are those directly serving the public or providing some form of public service or facility.

SF5: WITHIN CITY CENTRE FRINGE FRONTAGES (DEFINED ON CITY CENTRE INSET MAP 1), PROPOSALS FOR CHANGE OF USE OF RETAIL AT GROUND FLOOR LEVEL TO NON-RETAIL WITHIN USE CLASS A2 OR A3, AMUSEMENT CENTRE/ARCADE, TAXI/PRIVATE CAR HIRE OFFICE OR COMMUNITY/MEDICAL FACILITIES WILL BE DETERMINED ON THEIR MERITS IN RELATION TO THE POLICIES OF THIS PLAN FOR THAT QUARTER OF THE CITY CENTRE AND FOR OTHER MATTERS.

Other Protected Frontages

A12.2.9 These frontages lie outside the City Centre Prime Shopping Quarter and its fringes, and generally form small groups of shops providing a valuable local or specialised service. The UDP's aim is to retain these groups of shops, but allow some scope for additional complementary non-retail uses to support the related service function:

SF6: WITHIN OTHER PROTECTED CITY CENTRE FRONTAGES (AS DEFINED ON THE CITY CENTRE INSET MAP 1), PROPOSALS FOR THE CHANGE OF USE OF RETAIL AT GROUND FLOOR LEVEL TO NON-RETAIL USES WITHIN USE CLASSES A2 OR A3 MAY BE ACCEPTABLE WHERE THE PROPORTION OF RETAIL FRONTAGE REMAINS SUFFICIENT TO SUSTAIN THE RETAIL FUNCTION OF THE PARADE.

A12.3. SHOPPING CENTRES WITH SPECIFIC FRONTAGE POLICY

- A12.3.1 Shopping frontage policies are identified for 39 specific centres in addition to the City Centre, which are identified as Insets to the Proposals Map. These comprise the centres identified in Policy S2 in the UDP Written Statement (Volume 1), together with a further 11 smaller centres:

Policy S2 centres with frontage policies:

ARMLEY	HUNSLET
BOSTON SPA	KIPPAX
BRAMLEY	KIRKSTALL
CHAPEL ALLERTON	MEANWOOD
CROSS GATES	MIDDLETON RING RD.
DEWSBURY RD.	MOOR ALLERTON
FARSLEY	MORLEY
GARFORTH	OAKWOOD
GUISELEY OTLEY RD.	OTLEY
HALTON	PUDSEY
HAREHILLS CORNER	ROTHWELL
HEADINGLEY	SEACROFT
HOLT PARK	WETHERBY
HORSFORTH TOWN ST.	YEADON

Other centres with shopping frontage policies:

BEESTON	HYDE PARK CORNER
CHAPELTOWN RD.	MIDDLETON PARK CIRCUS
GUISELEY OXFORD RD.	MOORTOWN CORNER
HAREHILLS LANE	RAWDON LEEDS RD.
HORSFORTH NEW RD. SIDE	STREET LANE
HORSFORTH STATION RD.	

Primary Frontages

SF7: WITHIN PRIMARY SHOPPING FRONTAGES (DEFINED IN THE INSET MAP BOOK), PROPOSALS FOR CHANGE OF USE OF RETAIL AT GROUND FLOOR LEVEL TO NON-RETAIL WITHIN USE CLASS A2 OR A3 MAY BE ACCEPTABLE WHERE THE PROPORTION OF NON-RETAIL USES DOES NOT EXCEED 30% OF THE TOTAL FRONTAGE LENGTH AND THE PROPOSAL DOES NOT RESULT IN MORE THAN 20% CONTINUOUS FRONTAGE IN NON-RETAIL USE.

- A12.3.2 The aim of the Primary Frontage Policy is to ensure that these frontages continue to fulfil their essential primary role of providing convenient and accessible shopping facilities within reasonably compact areas, upon which the character of a shopping centre is based.

SHOPPING FRONTAGE POLICIES

Secondary Frontages

SF8: WITHIN SECONDARY SHOPPING FRONTAGES (DEFINED IN THE INSET MAP), PROPOSALS FOR CHANGE OF USE OF RETAIL AT GROUND FLOOR LEVEL TO NON-RETAIL WITHIN USE CLASS A2 OR A3, AMUSEMENT CENTRES/ARCADES, AND TAXI/PRIVATE CAR HIRE OFFICES WILL BE DETERMINED ON THEIR MERITS.

SURGERIES FOR DOCTORS, DENTISTS OR VETS, OTHER MEDICAL SERVICES AND COMMUNITY USES MAY BE ACCEPTABLE IN SECONDARY FRONTAGES WHERE LOCAL NEED CAN BE DEMONSTRATED.

- A12.3.3 The aim of the Secondary Frontage Policy is to safeguard the overall retailing character of shopping centres, whilst recognising that non-retail and specialist uses do provide a service, and should be made available to the public as a secondary element of a shopping centre.

Residual shopping areas

SF9: PROPOSALS FOR CHANGE OF USE OF ANY RETAIL PREMISES WITHIN A SHOPPING CENTRE NOT INCLUDED IN A DEFINED SHOPPING FRONTAGE WILL NORMALLY BE PERMITTED.

- A12.3.4 Such premises may provide an opportunity to accommodate a wide range of uses which could contribute to the overall attractiveness of a shopping centre without prejudicing the retail character of that centre.

Other non-retail uses

SF10A: PROPOSALS FOR CHANGE OF USE TO NON-RETAIL USES NOT LISTED IN POLICIES SF7 AND SF8 ABOVE WILL NOT NORMALLY BE PERMITTED AT GROUND FLOOR LEVEL WITHIN DEFINED SHOPPING FRONTAGES.

- A12.3.5 Such uses generally neither require the benefits of a shop frontage location nor enhance the attractiveness of a centre, but rather may have a detrimental effect.

Large Stores

SF10B: THE LOSS OF LARGE RETAIL STORES TO NON-RETAIL USES WILL NOT NORMALLY BE PERMITTED.

- A12.3.6 These stores often form the cornerstone for retail activity within shopping parades and district centres as a whole. Their retention within retail uses is therefore of foremost importance to the character and functioning of the Districts' S2 and Other Centres.

A12.4. SHOPPING PARADES AND OTHER SHOPS

- A12.4.1 The policies for the City Centre and for other shopping centres are based on their particular characteristics and roles. Elsewhere character is of lesser significance and the dominant concern is normally the level of access to shops serving essential daily needs.

- A12.4.2 Individual shops and small parades are of great benefit to the local community, and the change of use of shops to non-retail uses can have a marked effect on the range of shopping facilities available. The effect of the loss of isolated shops such as the traditional corner shop can be even greater. Such facilities are important to the less mobile members of the community, for example elderly people, non-car users, mothers with children and disabled people. Therefore the protection of some local shops, particularly those serving essential daily needs, remains very important.

- A12.4.3 Clearly it is not be possible to retain all shops in the district, particularly where there is not sufficient customer demand to ensure economic viability for every shop. Changes of use to non-retail use will be considered more closely in relation to local circumstances. This more flexible approach is reflected in the following general Policies:

SF11: WHEN PROPOSALS ARE CONSIDERED FOR CHANGE OF USE AT GROUND FLOOR LEVEL WITHIN SHOPPING PARADES OR GROUPS OF SHOPS FROM SHOPS TO NON-RETAIL USES ACCOUNT WILL BE TAKEN OF THE EFFECTS ON THE AVAILABILITY TO THE LOCAL COMMUNITY OF SERVICES SERVING DAILY NEEDS.

SF12: PROPOSALS FOR THE CHANGE OF USE OF ISOLATED OR CORNER-SHOPS TO NON-RETAIL USES (OTHER THAN AMUSEMENT CENTRES/ARCADES) WILL BE CONSIDERED ON THEIR MERITS IN RELATION TO THE AVAILABILITY OF ALTERNATIVE RETAIL FACILITIES FOR THE LOCAL COMMUNITY.

SHOPPING FRONTAGE POLICIES

A12.5. SPECIFIC NON-RETAIL USES

- A12.5.1 A small number of non-retail uses raise particular concerns and warrant special policy consideration.

Amusement Centres and Arcades

- A12.5.2 Amusement centres and arcades raise questions of noise and general disturbance which have significant effects on amenity generally. Revised PPG6 (1996) proposes that amusement centres are most appropriately sited in secondary shopping areas or areas of mixed commercial development. It also indicates that they are unlikely to be acceptable in primary shopping areas or near schools, churches, hospitals, or hotels. An amusement centre which is likely to affect visual amenity or cause noise or disturbance will normally be out of place in conservation areas or other places of special architectural or historic character.
- A12.5.3 In line with that advice, amusement centres and arcades will be most appropriately located within secondary frontages and residual areas within larger shopping centres. Particular attention will be paid to factors such as the type of centre proposed, the impact on the neighbourhood, vehicular and pedestrian movements, its location and appearance. Special consideration will be given to the need to safeguard the amenity of any nearby residential accommodation, including for example flats above shops, and the character and appearance of any listed buildings and conservation areas. Amusement centres and arcades will not be acceptable outside the defined shopping centres:

SF13: PROPOSALS FOR AMUSEMENT CENTRES/ ARCADES WILL GENERALLY NOT BE ACCEPTABLE WITHIN PREDOMINANTLY RESIDENTIAL AREAS AND PRIMARY FRONTAGES, OR WHERE THE CHARACTER OR APPEARANCE OF A LISTED BUILDING OR CONSERVATION AREA WOULD BE ADVERSELY AFFECTED. PRINCIPAL CONSIDERATIONS RELATING TO THE ACCEPTABILITY OF THIS USE ELSEWHERE WILL BE:

- TYPE OF CENTRE/ARCADE PROPOSED;
- IMPACT ON NEIGHBOURHOOD;
- VEHICULAR AND PEDESTRIAN MOVEMENTS;
- LOCATION; AND APPEARANCE.

Taxi/Car Hire Offices

- A12.5.4 The operation of Taxi/Car Hire Offices often has little to contribute economically or physically toward the vibrancy and viability of shopping centres and streets and therefore have no place in prime shopping locations at street level, but may be acceptable in less prominent positions so far as their effect on shopping is concerned. In spite of this they can provide a valuable service to those without access to private transport and

where public transport may not provide the required flexibility and convenience.

- A12.5.5 However, in practice, Taxi/Private Car Hire Offices tend to give rise to amenity and environmental problems. Their busiest period is the evening and early morning, when the coming and going of taxis/private car hire vehicles can be a source of disturbance to any local residents. Although it is not normally intended that clients visit the premises, in practice in shopping centres, this tends to happen. Late-night customers can often be rowdy, adding to the potential disturbance to nearby residents. To accommodate waiting customers an element of catering is sometimes introduced, and also entertainment by way of amusement machines, or amusement with prizes machines. Although initially intended to be incidental to the taxi/private car hire business these can by themselves attract a different clientele, and over a longer day, adding to the potential for disturbance to neighbours. In order that new Taxi/Private Car Hire Offices are appropriately located, the following policy requirements should be met in full:

SF14: PROPOSALS FOR TAXI/PRIVATE CAR HIRE OFFICES WILL NOT NORMALLY BE ACCEPTABLE IN LOCATIONS WHERE THEY ARE LIKELY TO CAUSE NUISANCE TO RESIDENTS BY WAY OF VEHICLE MOVEMENTS AND NOISE DISTURBANCE FROM CUSTOMERS, AND WHERE THEY WOULD OPERATE AT GROUND FLOOR LEVEL IN PRIMARY FRONTAGES OR ON PEDESTRIANISED OR OTHER VEHICULAR RESTRICTED STREETS. PRINCIPAL CONSIDERATIONS RELATING TO THE ACCEPTABILITY OF THIS USE WILL BE:

- **IMPACT ON NEIGHBOURHOOD;**
- **VEHICULAR MOVEMENTS;**
- **PARKING PROVISION;**
- **LOCATION; AND**
- **APPEARANCE.**

WHERE APPROPRIATE, CONDITIONS WILL BE IMPOSED TO PRECLUDE THE SALE OF FOOD OR DRINKS, AND THE USE OF AMUSEMENT MACHINES, OR AMUSEMENT WITH PRIZES MACHINES ON THE PREMISES.

Laundrettes

- A12.5.6 Laundrettes are not shops for the purposes of the UCO. Premises used for the washing or cleaning of clothes or fabrics, or for the reception of goods to be washed, cleaned or repaired are however defined as shops. The reason behind the distinction is the longer hours of operation and noise, steam emissions and vibration problems of laundrettes. However, for the purposes of shopping frontages policy, laundrettes will be treated as shops as they provide a valuable local service and attract significant numbers of customers. As such they will be considered appropriate in

SHOPPING FRONTAGE POLICIES

shopping centres and parades, and given the same status as bona fide A1 shops. Planning permission however will still be required as they are "sui generis".

Hot Food Take Aways

A12.5.7 Although grouped together with cafes, restaurants, clubs and public houses in the 1987 Use Class Order, Hot Food Take Aways are different in scale and operation. In practice, they raise a number of problems and concerns which may differ in nature and/or degree from the other uses in Class A3. These problems include long hours of operation, cooking smells, litter and food spillage, congregating of customers, parking and vehicle access, noise and their image.

A12.5.8 In the light of these concerns, HFTA proposals will be considered against the following policy:

SF15: PROPOSALS FOR NEW HFTAS WILL NOT NORMALLY BE ACCEPTABLE UNLESS THEY MEET ALL THE FOLLOWING REQUIREMENTS:

- i. **THEY ARE NOT LIKELY TO RAISE CONCERNS FOR RESIDENTS' AMENITY BY WAY OF VISUAL INTRUSION OF FLUES, COOKING SMELLS, LITTER AND FOOD SPILLAGE, OPERATION AT UNSOCIAL HOURS, CONGREGATING OF CUSTOMERS, PARKING AND VEHICLE MOVEMENTS AND NOISE;**
- ii. **THEY CAN MEET ALL HIGHWAY, ROAD SAFETY, ENVIRONMENTAL HEALTH AND ANY OTHER PLANNING REQUIREMENTS;**
- iii. **THEY WILL NOT ADVERSELY AFFECT THE CHARACTER OR APPEARANCE OF A LISTED BUILDING OR CONSERVATION AREA;**
- iv. **THEY CONFORM TO THE GUIDANCE IN POLICIES SF7, SF8, SF9, SF11 AND SF12 (REGARDING CHANGES OF USE OF SHOPS TO NON-RETAIL USE IN SUBURBAN SHOPPING CENTRES, SHOPPING PARADES AND ISOLATED SHOPS).**

IN CASES WHERE SURMOUNTABLE RESIDENTIAL AMENITY CONCERNS ARE RAISED, DUE TO THE CLOSE PROXIMITY OF RESIDENTIAL PROPERTIES THE HOURS OF OPENING WILL NORMALLY BE LIMITED BY CONDITION TO THE FOLLOWING:

- (A) MONDAY TO SATURDAY - 08.00 to 23.30 hrs.**
- (B) SUNDAY (IF APPROP.) - 19.00 to 23.00 hrs**

A13. HOTEL DEVELOPMENT POLICIES

A13.1 INTRODUCTION

A13.1.1 This Appendix contains the City Council's detailed Policies to guide hotel development, which amplify the following Policy contained in the Written Statement (Volume 1):

LT7: THE DEVELOPMENT OF A WIDE RANGE OF VISITOR ACCOMMODATION WILL BE ENCOURAGED IN ACCORDANCE WITH THE DETAILED HOTELS DEVELOPMENT POLICIES CONTAINED IN APPENDIX A13 IN VOLUME 2.

A13.1.2 The main aim of the following hotels policies is to promote the development and expansion of hotels in Leeds District. This is in order to:

- a. highlight existing and future gaps in the market and to help fulfil demand for accommodation created by:
 - i. the customers of new businesses and industries developing rapidly over the city;
 - ii. the increasing number of visitors to Leeds generated by increased leisure time, spending power and mobility;
 - iii. the growing interest in English holidays;
- b. aid urban regeneration by:
 - i. improving the image of Leeds and so encourage new investment;
 - ii. encouraging visitor spending which helps the local economy;
 - iii. helping to create jobs;
- c. encourage the re-use of genuinely redundant buildings, especially those of architectural or historic interest;
- d. achieve environmental objectives by:
 - i. protecting residential amenities in urban areas;

HOTEL DEVELOPMENT POLICIES

- ii. avoiding the over-concentration of small hotels/guest houses in areas with housing shortages or sensitive to such change;
- iii. avoiding unnecessary development in the countryside.

A13.2 DEVELOPMENT POLICIES

A13.2.1 Policies distinguish between major hotels (defined as over 30 bedrooms), smaller hotels and related establishments, and other accommodation:

A. New Major Hotels

HO1: THE CITY COUNCIL WILL PARTICULARLY ENCOURAGE THE DEVELOPMENT OF MAJOR FIVE STAR HOTELS WITHIN THE CITY CENTRE.

HO2: DEVELOPMENT OF MAJOR FIVE OR FOUR STAR HOTELS WILL BE ENCOURAGED OUTSIDE THE CITY CENTRE, WHERE THEY ARE PART OF A MAJOR LEISURE AND/OR CONFERENCE/EXHIBITION CENTRE SCHEME.

HO3: DEVELOPMENT OF MAJOR BUSINESS-TYPE HOTELS OF ALL CATEGORIES WILL BE ENCOURAGED, WITHIN THE CITY CENTRE AND ADJOINING INNER CITY AREAS.

HO4: ELSEWHERE, MAJOR HOTEL DEVELOPMENT WILL NORMALLY BE ACCEPTABLE:

- i. **WHERE IT WOULD CONTRIBUTE TOWARD THE REGENERATION OF THE RIVERSIDE;**
- ii. **IN THE POLICY S2 CENTRES PROVIDED THAT DEVELOPMENT IS NOT OUT OF SCALE OR CHARACTER WITH EXISTING BUILDINGS OR ITS SURROUNDINGS;**
- iii. **IN SURBURBAN AREAS AND THE BUILT UP AREAS OF OTLEY AND WETHERBY PROVIDED THAT:**
 - a. **THE SITE FRONTS ON TO A CLASSIFIED OR OTHER MAJOR TRAFFIC ROUTE; AND**

- b. DEVELOPMENT IS NOT OUT OF SCALE WITH EXISTING BUILDINGS OR SURROUNDINGS; AND**
 - c. DEVELOPMENT DOES NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER OF ANY ADJOINING RESIDENTIAL AREA; AND**
 - d. NO LOSS OF HOUSING OR LAND ALLOCATED FOR OR SUITABLE FOR HOUSING IS INVOLVED, WHICH IS REQUIRED TO SATISFY NEED FOR HOUSING IN THE AREA, UNLESS SIGNIFICANT BENEFITS COULD BE ACHIEVED; AND**
 - e. NO LOSS OF EMPLOYMENT LAND OR BUILDINGS IS INVOLVED UNLESS IT CAN CLEARLY BE DEMONSTRATED THAT THE EXISTING SITE AND/OR PREMISES ARE NO LONGER REQUIRED FOR EMPLOYMENT USE, AND SIGNIFICANT BENEFITS COULD BE ACHIEVED FROM HOTEL DEVELOPMENT;**
- iv. AS AN EXTENSION TO AN EXISTING HOTEL, PROVIDED IT IS NOT OUT OF SCALE OR CHARACTER WITH THE EXISTING BUILDING OR ITS SURROUNDINGS, AND NO ADDITIONAL AMENITY, PARKING OR TRAFFIC PROBLEMS ARE CREATED;**
- v. IN LOCATIONS ACCESSIBLE TO MOTORWAY OR MAJOR ROAD INTERCHANGES;**
- vi. WHERE IT WOULD HELP PRESERVE A BUILDING OF ARCHITECTURAL OR HISTORIC INTEREST PROVIDED THAT IT WOULD NOT BE DETRIMENTAL TO ITS CHARACTER.**
- vii. IF IT REPRESENTS THE RE-USE OF REDUNDANT BUILDINGS.**

B. Small hotels, guest houses and bed and breakfast establishments

HO5: DEVELOPMENT OF NEW SMALL HOTELS OF ANY CATEGORY WILL BE ENCOURAGED WITHIN THE CITY CENTRE, AND WHERE IT WOULD CONTRIBUTE TO THE REGENERATION OF THE RIVERSIDE.

HOTEL DEVELOPMENT POLICIES

HO6: NEW SMALL HOTEL DEVELOPMENT WILL NORMALLY BE ACCEPTABLE IN THE INNER CITY AND SURBURBAN AREAS; THE BUILT-UP AREAS OF OTLEY AND WETHERBY; TOWN AND DISTRICT CENTRES; AND ALL LOCATIONS NORMALLY ACCEPTABLE FOR MAJOR HOTEL DEVELOPMENT PROVIDED THAT:

- i THE SITE IS ON A MAJOR TRAFFIC ROUTE IN THE DISTRICT; AND**
- ii. DEVELOPMENT IS NOT OUT OF SCALE OR CHARACTER WITH EXISTING BUILDINGS OR SURROUNDINGS; AND**
- iii. THE PROPOSAL WOULD NOT RESULT IN A CONCENTRATION OF SIMILAR USES TO THE DETRIMENT OF THE CHARACTER OF THE AREA; AND**
- iv. THERE IS SUFFICIENT SITE AREA TO ACCOMMODATE CAR PARKING WHILST ENABLING THE PHYSICAL SEPARATION WITH ADJOINING USES, HAVING REGARD TO AMENITY CONSIDERATIONS; AND**
- v. NO LOSS OF EMPLOYMENT LAND OR BUILDINGS IS INVOLVED UNLESS IT CAN CLEARLY BE DEMONSTRATED THAT THE EXISTING SITE AND/OR PREMISES ARE NO LONGER REQUIRED FOR EMPLOYMENT USE, AND SIGNIFICANT BENEFITS COULD BE ACHIEVED FROM HOTEL DEVELOPMENT.**

HO7: EXISTING PREMISES WILL BE PERMITTED TO EXTEND AND IMPROVE THEIR FACILITIES PROVIDED NO ADDITIONAL AMENITY, PARKING OR TRAFFIC PROBLEMS ARE CREATED.

HO8: CHANGE OF USE OF BUILDINGS TO HOTEL OR SIMILAR USE WILL ONLY BE ACCEPTABLE IF:

- i. THE SITE IS ON A MAJOR TRAFFIC ROUTE IN THE DISTRICT; AND**
- ii. THE PROPOSAL WOULD NOT RESULT IN A CONCENTRATION OF SIMILAR USES TO THE DETRIMENT OF THE RESIDENTIAL CHARACTER OF THE AREA; AND**

- iii. **CHANGE OF USE DOES NOT INVOLVE THE LOSS OF A DWELLING SUITABLE TO SATISFY NEED FOR HOUSING IN THE AREA; AND**
- iv. **THERE IS SUFFICIENT SITE AREA TO ACCOMMODATE CAR PARKING WHILST ENABLING THE PHYSICAL SEPARATION WITH ADJOINING USES, HAVING REGARD TO AMENITY CONSIDERATIONS; AND**
- v. **NO LOSS OF STRATEGIC INDUSTRIAL PREMISES IS INVOLVED.**

C. Other accommodation

HO9: THE CITY COUNCIL WILL PARTICULARLY ENCOURAGE THE PROVISION OF YOUTH HOSTEL OR SIMILAR ACCOMMODATION WITHIN THE DISTRICT PROVIDED THAT DEVELOPMENT CONTROL CRITERIA AND ALL OTHER DETAILED PLANNING AND HIGHWAY MATTERS CAN BE RESOLVED, AND THE LOCATION FOLLOWS THE PRINCIPLES SET OUT IN POLICIES HO1 – HO8.

A13.2.2 The term "similar uses" within Policies HO6 and HO8 includes other non-family residential uses like hostels and residential homes.

A13.2.3 In all instances development must comply with Green Belt and other UDP Policies, and must resolve detailed planning matters, including highway considerations.

A13.3 DETAILED DEVELOPMENT CONTROL GUIDELINES FOR HOTELS

A13.3.1 In addition to identifying policies for the promotion and control of guest house and hotel development in the City, it is also appropriate to indicate the sort of standards and criteria with which such developments should normally comply. This has the benefit both of providing guidance to prospective developers and also ensuring that new development is capable of functioning efficiently without creating undue amenity or traffic problems, or detracting from the environment in which it is located. These criteria can be divided into three groups:

- i. design and layout;
- ii. car parking;
- iii. highway requirements.

HOTEL DEVELOPMENT POLICIES

Design and layout

A13.3.2 Briefly, new hotel and guest house development, including extensions and changes of use, should:

- i. be in keeping with the scale and character of adjoining development, especially in terms of height, roofscape, materials and the detailing of openings, etc;
- ii. retain valued existing site features, for instance, trees, shrubs and boundary walls, wherever possible;
- iii. avoid creating overlooking or overshadowing of adjoining properties;
- iv. locate noise-generating uses away from residential properties;
- v. provide adequate additional landscaping and means of enclosure, especially where this is required to provide a buffer area between the proposed development and adjoining housing;
- vi. be of a sympathetic design and scale, especially where the site adjoins a Listed Building or any building of character;
- vii. respect the existing building line or improvement line where appropriate;
- viii. ensure that car parking is designed and laid out so as not to intrude into the street scene or create problems for adjoining properties.

Car parking guidelines

A13.3.3 Car parking provision associated with hotel development should reflect the City Council's car parking guidelines contained in Appendix 9A.

Highway requirements

A13.3.4 In terms of access requirements, the major concern from a highways' point of view is to reduce the number of access points along principal routes. To this end, opportunities to combine points of access or obtain access from a side road should be realised wherever possible. Although generally each case will be considered on its own merits, new development should ensure that adequate sight lines are provided at the point of access on to the highway, and the access itself should be of an appropriate width. Additionally, the layout of car parking spaces and vehicular circulation areas should be such that vehicles can enter and

leave the highway in forward gear.

A13.4 USE OF RESTAURANTS AND BARS BY NON-RESIDENTS

- A13.4.1 The opening of an existing hotel bar or restaurant to non-residents does not require planning permission provided the use of such facilities remains ancillary to the use of the whole property as a hotel. However, such non-residential use can create a demand for additional on-site parking and, due to the extra activity it would generate, create problems of noise and disturbance if the hotel is in close proximity to housing. Potential public usage will therefore be a material consideration in the determination of hotel development proposals, unless it is indicated that the use is to be restricted to residential purposes only. In this event any consent granted would be suitably restricted by the imposition of the following condition:

"Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any subsequent re-enactment thereof, the premises the subject of this consent shall be used only as a private hotel and not as a hotel providing facilities for non-residents."

A14. AIREBOROUGH, HORSFORTH AND BRAMHOPE

A14.1 ADOPTED AIREBOROUGH, HORSFORTH AND BRAMHOPE LOCAL PLAN PROPOSALS TO BE CARRIED FORWARD IN THE UDP

- A14.1.1 These include housing proposals (formerly given the reference H3B but now replaced by Policies H3.1A, H3.2A and H3.3A), employment proposals referred to in UDP Policy E3B and all other proposals covered by Policy GP6. The original Local Plan reference number is shown in brackets at the end of each proposal. For the avoidance of doubt, where allocations in the original Local Plan refer to specific forms of employment development, the sites referred to are, in accordance with Policy E3, to be taken to be allocated for employment purposes generally.

COMMUNITY PROPOSALS

HORSFORTH

H3-3A.1: LAND AT VICTORIA AVENUE IS PROPOSED FOR HOUSING (0.42 HA) (RD1H);

N5: LAND AT OAKFORD OAKFIELD TERRACE IS PROPOSED FOR GREENSPACE (0.5HA)(RN3H)

N5: LAND AT HIGHFIELD IS PROPOSED FOR GREENSPACE (6.4HA) (RN4H)

This is an open and attractive area of parkland, partly owned by the City Council, which should be kept open for informal recreational use by the public.

RAWDON

GP6(1): LAND AT PLANE TREE HILL AND RAWDON COMMON IS PROPOSED FOR ENVIRONMENTAL IMPROVEMENTS INCLUDING CAR PARKING PROVISION, ACCESS IMPROVEMENTS AND THE REGULATION OF UNAUTHORISED USES. THE CITY COUNCIL WILL SEEK TO PROMOTE A MANAGEMENT SCHEME (RN2R)

AIREBOROUGH, HORSFORTH AND BRAMHOPE

Plane Tree Hill is a popular location for viewing planes at the Airport and Rawdon Common is important ecologically. Motor cycling also takes place causing disturbance and damage to vegetation.

A2(1): LAND AT PARK AVENUE IS RESERVED FOR EDUCATIONAL PURPOSES (0.9 HA) (ED1R)

Rawdon Littlemoor School could be replaced in the future, on a site reserved nearby (Policy A2(1)).

YEADON

H3-2A.1: LAND AT GREENLEA CLOSE IS PROPOSED FOR HOUSING DEVELOPMENT (1.06 HA) (RD1Y)

E3B(1): LAND AT GREEN LANE IS PROPOSED FOR INDUSTRIAL DEVELOPMENT (TOTAL OF 1.62 HA) (IN2Y, IN3Y)

Local Plan Proposal IN1Y is excluded as this plot has been developed.

E3B(2): LAND AT GILL LANE IS PROPOSED FOR INDUSTRIAL DEVELOPMENT (1.8 HA) (IN4Y)

This site has been subject of a contaminative use which may adversely affect the financial viability of employment proposals, including industrial development. The Council recognises therefore that alternative uses may need to be considered if it is demonstrated that employment proposals are not financially viable and are unlikely to come forward. For the avoidance of doubt any such proposal would also need to be assessed in relation to the considerations raised by other relevant policies and provisions of the Plan, including Policy E7.

E3B(3): LAND AT WHACK HOUSE LANE IS PROPOSED FOR LIGHT INDUSTRIAL OR WAREHOUSE DEVELOPMENT (1.0 HA) (IN6Y)

GUISELEY

H3-3A.9: LAND AT NETHERFIELD ROAD IS PROPOSED FOR HOUSING DEVELOPMENT WITH APPROPRIATE LANDSCAPING (3.2 HA) (RD1G)

H3-1A.1: REDEVELOPMENT FOR HOUSING WILL BE ALLOWED ON THE SITE OF THE YEB DEPOT, BACK LANE, GUISELEY (1.45 HA) (RD2G)

A14.2 OTHER COMMITTED SITES

A14.2.1 GHYLL ROYD, GUISELEY - E3C(1), 1.8 HA

The site lies to the rear of Westside Retail Warehouse Park and is the remaining part of a former mill site. It is considered suitable for light and general industrial use and warehousing, subject to satisfactory control of noise from the site, and the resolution of satisfactory access via Ghyll Royd.

Certain trees within the site, particularly along the western boundary, are protected by a Tree Preservation Order. Additional planting will also be required, particularly on the western edge near South View Close, as a visual buffer to surrounding uses and to link into a local green corridor in the context of Policy N9. Provision should be made for the satisfactory diversion of the definitive public footpath on Ghyll Royd, in line with Policy N10.

The site is close to a former waste management site on Milners Road which is known to be gaseous. Investigation including a landfill gas survey will be required, and any necessary remedial measures taken to ensure the safety of workers on the site. It is hoped that the waste management site can be reclaimed.

A14.3 ADOPTED AIREBOROUGH, HORSFORTH AND BRAMHOPE LOCAL PLAN PROPOSALS TO BE DELETED

GENERAL POLICIES

Local Plan Policy No.	Proposal	Reason for deletion	Superseded by UDP Policy
IN1	Expansion of existing industries	E5	
IN2	Conversion of existing industrial buildings	E22	
RD1	Land for new housing	H1/H2	
RD2	Planning applications for sites not identified on Proposals Map considered on their merits	H8	

AIREBOROUGH, HORSFORTH AND BRAMHOPE

OF1	Development of Commercial Cores at appropriate scale	E16/E17
OF2} OF3}	Control of Office Development outside designated areas	E12/E13
SH1	Convenience Goods Stores in designated areas	S2
SH2	Control of Retail outside designated areas	S5
SH3	Control of Retail Warehouse development	S5
SH4	Presumption against development not in accordance with SH1-3	S2 and S5
SH5	Protection of existing retail centres	S4
SH6	Protection of "Secondary Shopping Frontages"	S4
SH7	Change of use to non-retail/ specialist uses outside defined shopping frontages	S4
SH8	Maintenance of Retail Areas	S4
SH9	Control of Shopping Frontages	S4
SH10	Control of Changes to Shopping Frontages	S4
RN1	Provision of Local Amenity Open Space within new development	N2
RN2	Public Playing Fields to be retained	N6
EN1	Development in Conservation Areas	N18-N22
EN2	Changes of use to buildings of Historic Interest	N15
EN3	Designation of 4 SLAs	N37
GB1	Designation of various Green Belt areas	N32

AIREBOROUGH, HORSFORTH & BRAMHOPE

GB2	Control of Development in the Green Belt	N33
GB3	Listed Buildings in the Green Belt	N33, Appendix 5.2
GB4	Extension/alteration of existing uses in the Green Belt	N33 Appendix 5.6
GB5	Farm Worker Dwellings within Green Belt	N33 Appendix 5.10
GB6	Horse rearing in the Green Belt	N33 Appendix 5.9
GB7	Farm Shops	N33 Appendix 5.8.4
GB8	Institutions in the Green Belt	N33 Appendix 5.11
GB9	Leisure uses in the Green Belt	N33 and N43 Appendix 5.12
GB10	Allotment Gardens within the Green Belt	N33 Appendix 5.14
GB11	Garden Extensions within the Green Belt	N33 Appendix 5.15
GB12	Rebuilding of Buildings in the Green Belt	N33 Appendix 5.6
GB13	Infilling within Settlements in the Green Belt	N33 Appendix 5.4.7
GN1	Presumption against significant development within built-up areas	GP2, GP3
GN2	Standard of development	N12
GN3	Presumption against significant development likely to increase traffic flows	T2
GN4	Control of development in washlands	N38
EN4	Countryside Management in the Kirkstall Valley Park	N8

AIREBOROUGH, HORSFORTH AND BRAMHOPE

EN5	Preservation and enhancement of woodland	N41
EN6	Control of development on sites of natural history or other scientific interest	N50
EN7	Retention and improvement of the existing network of public footpaths and bridleways	N10

COMMUNITY PROPOSALS

HORSFORTH

Local Plan Policy No.	Proposal	Reason for deletion or change
RD3H	Housing, West End Lane	Completed
RN1H	POS, Victoria Crescent	In greenspace use now
RN2H	POS, Fraser Avenue	Superseded by UDP Policy N5
RN6H	Proposed playing field, North Ives Farm	Superseded by UDP Policy N5
T1H	Car Park, Fink Hill/Hall Lane	Completed
TC1H	Commercial or Housing, Kerry Hill	"

RAWDON

RN1R	Proposed playing fields, allotments or amenity open space, New Road Side	Superseded by UDP Policy N5
------	--	-----------------------------

YEADON

RD2Y	Housing, Silver Terrace	Completed
IN1Y	Industry, Green Lane	"

AIREBOROUGH, HORSFORTH & BRAMHOPE

IN5Y	Industry, Moorfield Industrial Estate	"
IN7Y	Airport-related use, Harrogate Road	Replaced by UDP E4(1), E8(1), E18(1), E19
IN8Y	Removal of Carlton Works from Green Belt	Rationalisation of Green Belt to reflect existing situation
EN1Y	Long-term airport-related use, Novia Plantation	Replaced by UDP E4(1), E8(1)
RN2Y	Amenity POS, Nunroyd Park	In greenspace use now
RN4Y	Amenity POS/Recreation Area/Playing Field, Yeadon Tarn	Replaced by para A14.2.14
RN1Y	Amenity POS, West Lea Crescent	Deleted. Site is suitable for housing development if access can be resolved.
RN2Y	POS, Nunroyd Park	Superseded by UDP Policy N5
RN3Y	POS, Henshaw Lane	Superseded by UDP Policy N5

GUISELEY

TC1G	Commercial Development, Otley Road	Developed
TC2G	Office, Station Road	Completed
EN1G	Countryside recreation, Yorkgate Quarry	Implemented

BRAMHOPE

RD1B	Housing, Meadow Garth	Completed
------	-----------------------	-----------

A14.4 PROPOSED GREEN BELT CHANGES

SITES IDENTIFIED UNDER POLICY N34

Location	Area (ha)	Reason for change
Breary Lane East, Bramhope	15.4	Deletion, to allow for possible long-term development needs beyond the plan period
Land at Canada Road Rawdon	1.13	Deletion, to allow for possible long term development needs beyond the plan period
Gill Lane, Yeadon	1.54	Addition, to correct a cartographic error
Park Mills, Leeds Road Rawdon (Land and buildings)	8.50	Deletion of buildings and some land to allow for future expansion

OTHER GREEN BELT CHANGES

HORSFORTH

Moseley Beck, Horsforth	2.1	A small area has been added to protect Moseley Beck Side and to separate Horsforth and Cookridge
-------------------------	-----	--

AIREBOROUGH, HORSFORTH & BRAMHOPE

Newlaithes Junior School Victoria Crescent	2.5	Addition, to protect the open grounds of the school and to provide a more logical Green Belt boundary following the edge of the built-up area
Newlaithes Road	1.4	Addition, to protect this area of greenspace from development and to form a more logical boundary following the edge of the built-up area
Oil Mill Beck, Hawksworth Road	0.6	Addition, to provide additional protection to the Becksides part of an important green corridor between Horsforth and Hawksworth.
Oil Mill Beck Corn Hill Fold	0.03	Net increase: small addition to rationalise boundary to follow Beck.
Westbrook Lane Brownberrie Lane	3.9	Deletion to allow for development (Policy H4(2)).
Fleet Road/Newlay Lane	0.4	Addition to follow a more logical boundary and to afford greater protection to the River Aire corridor in this sensitive location.
Rein Road, Newlay	0.2	Small addition to rationalise boundary to follow more closely the edge of the built up area.

AIREBOROUGH, HORSFORTH AND BRAMHOPE

Oakford Terrace, Low Lane	0.5	To bring area of Proposed Greenspace into the Green Belt to afford greater protection to this valuable stretch of Green Belt which separates Horsforth and Leeds.
------------------------------	-----	---

YEADON

White House Lane	3.8	Deletion to rationalise boundary and allow employment use development (Policy E4(2)).
Harrogate Road	1.7	Deletion to reflect existing industrial premises and car park at northern end of Yeadon Airport industrial estate. Landscaped buffer to remain in Green Belt.
Haw Lane, Yeadon	2.27	Deletion, to allow for possible long-term development needs beyond the plan period

A15. EAST LEEDS

A15.1 ADOPTED LOCAL PLAN PROPOSALS TO BE CARRIED FORWARD IN THE UDP

There is no adopted Local Plan for East Leeds.

A15.2 OTHER COMMITMENTS

Other sites committed for Housing development (formerly given the reference H3C but now replaced by Policy H3.1A), Employment uses under Policy E3C and Schools under Policy A2 are:

A15.2.1 H3-1A.18 THE GLENSDALES, RICHMOND HILL, (2.3 HA)

The City Council have made a formal commitment to the phased redevelopment of this area for housing.

A15.2.2 E3C(2) CROSS GREEN INDUSTRIAL ESTATE (20.7 HA)

A total of 16 sites are available for employment uses. Given their location within Cross Green Industrial Estate, development for B2 and B8 uses is considered appropriate.

A15.2.3 E3C(3) LOW FOLD RICHMOND HILL (4.0 HA)

Leeds Development Corporation have proposed a planning framework for the area to guide its development for business, general industrial and storage uses, together with the retention and refurbishment of existing businesses and uses. The provision of new access arrangements from Stage VI of the Inner Ring Road are also identified.

A15.2.4 E3C(4) HAWTHORN FARM, WHINMOOR (1.5 HA MAX)

The City Council has previously agreed the principle of development of the site.

A15.2.5 E3C(5) COLTON MILL, BULLERTHORPE LANE, COLTON (4.4 HA)

The site was proposed for commercial/leisure use in the Colton Development Brief. Lying adjacent to proposed office and housing sites at Colton it is able to take advantage of access afforded by new road

EAST LEEDS

infrastructure, the site is considered an appropriate location for either B1 office development or commercial leisure use.

A15.2.6 E3C(6) MANSTON LANE INDUSTRIAL ESTATE (1.0 HA)

The site lies within Manston Lane Industrial Estate and was previously allocated for industrial purposes. It is an appropriate location for B2 and B8 uses.

A15.2.7 E3C(7) MANSTON LANE (1.9 HA)

The site adjoins Manston Lane Industrial Estate. Previously allocated for industrial purposes but as yet undeveloped, it is considered an appropriate location for B2 and B8 uses.

A15.2.8 A2(3) FEARNVILLE, GIPTON

The City Council has made a formal commitment to build a new school at Fearnville. Development of the school is related to the phased closure of Oak Tree and Thorn Schools in Gipton.

A15.3 ADOPTED LOCAL PLAN PROPOSALS TO BE DELETED OR MATERIALLY CHANGED

There is no Local Plan for East Leeds.

A15.4 PROPOSED GREEN BELT CHANGES

CHANGES ARISING UNDER POLICY N34

DELETIONS FROM GREEN BELT

Location	Area (ha)	Reason for change
Manston Lane	28.6	Site forms part of East Leeds Extension (H3-3A.33)
West of Red Hall	11.3ha	Site forms part of East Leeds Extension (H3-3A.33)

EAST LEEDS

Red Hall Lane/ Skeltons Lane, Whinmoor	45.8ha	Site forms part of East Leeds Extension (H3-3A.33)
South of the A64, Whinmoor	34.5ha	Site forms part of East Leeds Extension (H3-3A.33)
North of the A64, Whinmoor	45.2ha	Site forms part of East Leeds Extension (H3-3A.33)

OTHER CHANGES

Old Red Lion P.H, Whinmoor	0.5	The site falls between the edge of the built-up area and UDP Proposal.
Red Hall Lane, Red Hall	3.6	UDP proposal H3-2A.3
Red Hall Lane Red Hall	11.9	UDP Proposal E4(11)
Grimes Dyke, York Road, Whinmoor	17.2	UDP proposal H3-2A.2
Austhorpe and proposed park	108	UDP Proposal E4(6)
Bullerthorpe Lane, Colton	4.4	UDP proposal Site E4(7)
East Leeds Radial/ Knowsthorpe, Cross Green	8.1	Proposal E4(9)
Manor House, York road	9.3	deletion to rationalise boundary to York Road follow Cock Beck (for park and ride proposal)
Skelton Business Park	72	UDP proposals E4(45)

EAST LEEDS

and E18 (11).

Skelton Moor Farm	49.3
-------------------	------

UDP proposals
E4(46) and E8 (15).

ADDITIONS TO GREEN BELT

Cross Green/M1-A1 Link Road	98.1
--------------------------------	------

Area of unallocated
land currently used for
open cast mining; this
will cease during the
plan period and the
land will return to
agricultural use.

Woodlesford Lock, Woodlesford	1.6
----------------------------------	-----

Addition to protect
amenity area at
Woodlesford Lock.

A16. GARFORTH

A16.1 ADOPTED GARFORTH AND DISTRICT LOCAL PLAN PROPOSALS TO BE CARRIED FORWARD IN THE U.D.P

These include employment sites referred to in UDP Policy E3B which are shown on the UDP Proposals Map. For the avoidance of doubt, where allocations in the original Local Plan refer to specific forms of employment development, the sites referred to are, in accordance with Policy E3, to be taken to be allocated for employment purposes generally.

COMMUNITY PROPOSALS

ALLERTON BYWATER

- N5: LAND AT NINEVAH LANE, ALLERTON BYWATER, IS PROPOSED FOR THE DEVELOPMENT OF PUBLIC PLAYING FIELDS (RN12AB).**
- N5, T7: THE CITY COUNCIL WILL SUPPORT THE PROVISION OF A SHARED CYCLEWAY/FOOTPATH ALONG ALL OR PART OF THE DISUSED RAILWAY LINE FROM GARFORTH TO WOODEND (EN10).**
- N5: THE FORMER MINERS' WELFARE LAND, ALLERTON BYWATER RECREATION GROUND IS PROPOSED FOR THE DEVELOPMENT OF PUBLIC PLAYING FIELDS (RN13AB).**

GARFORTH

- GP6(2): PLANNING APPLICATIONS FOR THE USE OF LAND TO THE REAR OF SEVERN DRIVE AND ACASTER DRIVE FOR DOMESTIC GARDENS WILL BE CONSIDERED FAVOURABLY, PROVIDED THAT THE ACTIVITIES UNDERTAKEN AND BUILDINGS PROPOSED, ARE SYMPATHETIC IN SCALE AND CHARACTER WITH THEIR LOCATION AND SETTING (EN19G).**

GARFORTH

N5: THE FORMER QUARRY LAND AT BRIERLANDS LANE, GARFORTH IS PROPOSED AS GREENSPACE (RN5G).

N5: TWO LINKED SITES CENTRED AROUND WELLAND DRIVE AND KENNET LANE ARE PROPOSED AS GREENSPACE (RN6G).

N5: AN AREA OF LAND ADJACENT TO THE FIRE STATION ON NINELANDS LANE IS PROPOSED AS GREENSPACE (RN8G).

E3B(4): LAND AT NEWHOLD IS PROPOSED FOR INDUSTRY, UNTIL SUCH TIME AS AN ADEQUATE SYSTEM OF DRAINAGE AND HIGHWAY FACILITIES ARE PROVIDED (INCLUDING THE FORMER RECREATION GROUND), NO FURTHER INDUSTRIAL PROPOSALS WILL RECEIVE PLANNING PERMISSION (IN5G).

E3B(5): THE RECREATION AREA AT ABERFORD ROAD IS PROPOSED FOR LIGHT INDUSTRY (SUBJECT TO THE PROVISION OF POLICY RN5G) (IN6G).

KIPPAX

N5: LAND OFF BRIGSHAW LANE, KIPPAX IS PROPOSED FOR THE DEVELOPMENT OF GREENSPACE (RN9K).

GP6(3): LAND AT FENTON SQUARE/KIPPAX HALL IS PROPOSED FOR A SUPERMARKET, HOUSING AND 'OTHER' APPROPRIATE TOWN CENTRE USES (TC1K).

GP6(4): THE FOLLOWING SITES WILL BE LAID OUT AS PERMANENT CAR PARKS AS RESOURCES PERMIT:

- (i) HANOVER SQUARE**
- (ii) CHURCH LANE (TR3K).**

MICKLEFIELD

E3B(6): LAND AT PECKFIELD COLLIERY (EAST), MICKLEFIELD, IS PROPOSED FOR INDUSTRY. SOME PROVISION SHOULD BE MADE FOR SMALL INDUSTRIAL UNITS. PROPOSALS WILL HAVE REGARD TO THE NEED FOR HIGHWAY IMPROVEMENTS. DESIGN PROPOSALS WILL HAVE REGARD TO THE SITE'S LOCATION IN A RURAL AREA (IN4M).

A16.2 OTHER COMMITMENTS

Other sites committed for Employment uses (Policy E3C):

A16.2.1 E3C(8) PARKINSON APPROACH, OFF LOTHERTON WAY, GARFORTH (2.1 HA)

The site is located within an area identified for industrial development purposes. Development of the site is dependant on the provision of an off-site drainage system required to serve the site as well as the wider Newhold industrial proposal carried forward from the Garforth and District Local Plan.

A16.2.2 E3C(9) NEWHOLD, GARFORTH (1.2 HA)

Development of the site is dependant on the provision of an off-site drainage system required to serve the site as well as the wider Newhold industrial proposal carried forward from the Garforth and District Local Plan.

A16.3 ADOPTED GARFORTH AND DISTRICT LOCAL PLAN PROPOSALS TO BE DELETED

GENERAL PROPOSALS

Ref	Proposal	Reason for change/deletion
EN12	Fly-line Footpath	Open to the public
EN14	Tree Screening of New Sites	Superseded by UDP Policy N24

GARFORTH

IN1	Economic re-use of former colliery sites	"	E22
IN2	On-site expansion of existing industrial firms	"	E5, E22
IN3	Industrial development on small sites	"	E5
OF1	Office development in the centres of Garforth and Kippax	"	E16
SH1	Retail, Garforth and Kippax	"	S2, S3A, S5
SH2	Local shopping	"	S9
SH3	)		
SH4	)		
SH5	) Shopping frontages	"	S4
SH6	)		
SH7	)		
RN1	POS in new housing sites	"	N2
RN2	Private playing fields retention	"	N6
RN3	Public playing fields	"	N6
EN1	Conservation areas	"	N18-N22
GN2	Quality of development	"	N13
GN3	Washlands	"	N38
RD1	New housing land	"	H1-H4
RD2	Housing on land not identified for residential development	"	H8
EN2	Listed building conservation	"	N14, N16, N17
EN3	Special Landscape Areas	"	N37
EN4	SSSI, SSI, LNR, LNA	"	N49, N53 N50
EN5	Restoration of Allerton Bywater and Fryston Tips	"	N45, App. 6

EN7	Preservation of woodland	"	N41, N41A, N41B
EN8	Suitable development or landscaping of vacant sites	"	N5, N26
EN9	Reclamation of former colliery sites	"	N31
EN11	Footpaths, bridleways, cycleways	"	N10, T7
EN16B	Materials Policy in Barwick-in- Elmet	"	N19
EN18	Materials Policy in Aberford	"	N19
GB1	Green Belt boundaries	"	N32
GB2	Planning permission in Green Belt	"	N33
EN13	Opencast coal extraction	"	N45
TR1	M1-A1 Link Road	"	T19
GB8	Institutions in Green Belt	"	N33
GB9	Leisure developments in Green Belt	"	N33
GB10	Allotments	"	N1A
OF2	)	"	E5, E12
OF3	)Office development		13, E16
OF4	)		
OF5	)		
GB3	)	"	N33,
GB4	)Green Belt policies		Appendix 5
GB5	)		
GB6	)		
GN1	Built-up areas, development	"	N12

GARFORTH

ABERFORD

EN17A	Ancient Monument, Aberford	Superseded by UDP Policy N29
RN4A	Cattle Lane, POS	" N1

BARWICK-IN-ELMET

RD3B	Housing at Richmondfield Avenue	Complete
EN15B	Ancient Monuments, Barwick-in- Elmet	Superseded by UDP Policy N29

GARFORTH

RD7G	Housing at New Stourton Lane	Complete
TR2G	New Station at East Garforth	Complete
RN7G	Greenspace, Railway Bridge, Selby Road, Garforth	Complete

KIPPAX

RD8K	Housing at Longdike Lane	Complete
EN6	Conservation of Hollinghurst Wood	Superseded by UDP Policy N50
RN10K	POS, Green Lane	Boundary realigned to allow low cost housing development
EN20K	Ancient Monument, Kippax	Superseded by UDP Policy N29
EN21K	Landscaping of vacant sites	" N5, N26
CF2K	Replacement School, Gibson Lane	Superseded by Policy A2(4)

MICKLEFIELD

CF1M	School site at Micklefield	Complete
GB14M	Peckfield Colliery	Superseded by UDP Policy E3A

SWILLINGTON

CF3SW	Community Centre, Parish Church	Commenced
-------	---------------------------------	-----------

GREAT PRESTON

RN11GP	Greenspace at Kippax Station	Complete
--------	------------------------------	----------

LITTLE PRESTON

GB15LP	Green Belt, Little Preston	Superseded by UDP Policy N32
--------	----------------------------	---------------------------------

LEDSTON

GB16LN	Green Belt, Ledston	" N32
EN22LN	Materials Policy in Ledston	" N19

LEDSHAM

GB17LM	Green Belt, Ledsham	" N32
EN23LM	Materials Policy in Ledsham	" N19

ALLERTON BYWATER

EN24AB	Vacant site unsuitable for development	" N5, N26, N31, N52, H4.10, E4(12)
--------	--	--

A16.4 PROPOSED GREEN BELT CHANGES

CHANGES ARISING UNDER POLICY N34

Location	Area (Ha)	Reason for change
South Garforth, A63	17.9	To allow for possible long-term development needs beyond the plan period
East of Scholes	31.4	" "
Pit Lane, Micklefield	5.1	To allow for possible long term development needs beyond the plan period
Scholes Park Farm	50	Site forms part of East Leeds Extension (H3-3A.33)
Moorgate, Kippax	10.9	To allow for possible long term development needs beyond the plan period
Land at Wood Lane, Scholes	1.9	To allow for possible long term development needs beyond the plan period
Park Lane	41.2	To allow for possible long term development needs beyond the plan period

OTHER CHANGES

MICKLEFIELD

South of Old Micklefield	5.17	UDP proposal H3-3A.31 and school playing field to the east
Pit Lane, Micklefield Green Belt	0.3	Deletion from the to reflect the existing built-up nature of the area.
Woodlands Motel, Micklefield	1.2	Deletion from the Green Belt to reflect the existing built-up nature of the area.
Manor Farm	15.5	UDP proposal H3-3A.32

GARFORTH

North Newhold	27.8	UDP proposal E4(13)
Barrowby Lane	1.2	Deletion from the Green Belt to reflect the existing built up nature of the area and to allow or UDP proposal H3-3A.29
Selby Road/ Ninelands Lane	3.0	UDP proposal H3-3A.27

SCHOLES

Belle Vue Avenue, Scholes	0.6	Small area for infill development to the east of the existing settlement
The Approach	0.4	The site does not make

GARFORTH

Scholes		a significant contribution to the Green Belt boundary and has easily definable boundaries. Development would be a continuation of a built-up frontage and would constitute rounding-off of the settlement.
---------	--	--

LEDSHAM

Claypit Lane, Ledsham	0.3	Natural infill site
--------------------------	-----	---------------------

ALLERTON BYWATER

Queen Street, Woodend	8.6	UDP proposal H3-3A.20 (4.1 ha) and further land to the west, excluded from the Green Belt to acknowledge existing industrial development.
--------------------------	-----	---

KIPPAX

Leeds Road Kippax	0.7	Small area for development on the north east edge of settlement.
----------------------	-----	--

LITTLE PRESTON

Hall Road	0.01	Two small areas, one added and the other deleted, to reflect the existing built-up nature of the area.
-----------	------	--

A17. MORLEY

A17.1 ADOPTED MORLEY LOCAL PLAN PROPOSALS TO BE CARRIED FORWARD IN UDP

These include housing proposals (formerly given the reference H3B but now replaced by Policies H3-1A and H3-3A), employment proposals referred to in Policy E3B and all other proposals covered by Policy GP6. The original local plan reference number is shown in brackets at the end of each proposal. For the avoidance of doubt, where allocations in the original Local Plan refer to specific forms of employment development, the sites referred to are, in accordance with Policy E3, to be taken to be allocated for employment purposes generally.

COMMUNITY PROPOSALS

DRIGHLINGTON

H3-1A.2: NEW HOUSING IS PROPOSED ON LAND AT WAKEFIELD ROAD (0.32 HA) WITH PRIORITY BEING GIVEN TO A SCHEME WHICH MEETS SPECIAL LOCAL NEEDS, PARTICULARLY THOSE OF THE ELDERLY. (RD1D)

NEW INFILL HOUSING IS PROPOSED ON LAND IN THE FOLLOWING LOCATIONS SHOWN ON THE PROPOSALS MAP:

H3-3A.2: WHITEHALL ROAD (1.2 HA) RD2D)
H3-1A.3: STATION ROAD (0.52 HA) (RD3D)

THESE SITES ARE SUBJECT TO MAJOR DRAINAGE IMPROVEMENTS.

The site at Hodgson Lane has been reduced from that shown on the Morley Local Plan to take account of a planning consent for car parking.

N5: A SITE OF 0.2 HA OFF MARGETSON ROAD IS PROPOSED AS A CHILDREN'S PLAYSPACE (RN1D)

GP6(5): ON ADWALTON COMMON, DRIGHLINGTON, AS REGISTERED UNDER THE COMMONS REGISTRATION ACT 1965, ONLY DEVELOPMENT NECESSARY FOR OPERATION OF EXISTING USES,

**AS PERMITTED BY COMMON LAND LEGISLATION
WILL BE ALLOWED. EXISTING LANDSCAPE
FEATURES AND CHARACTER WILL BE RETAINED.
(EN1D)**

GILDERSOME

**NEW INFILL HOUSING IS PROPOSED ON LAND IN THE FOLLOWING
LOCATIONS SHOWN ON THE PROPOSAL MAP:**

**H3-1A.4: SCOTT GREEN (0.22 HA) (RD2G)
H3-3A.3: REEDSDALE GARDENS (0.53 HA) (RD4G)**

**N5: THIS SITE AT HIGHFIELD GARDENS (0.28 HA) WILL
BE LAID OUT AS AMENITY GREENSPACE WHEN
RESOURCES ARE AVAILABLE. (RN1G)**

**N5: THIS SITE AT STREET LANE/WOODHEAD LANE (1.50
HA) WILL BE LAID OUT AS AMENITY GREENSPACE
WHEN RESOURCES ARE AVAILABLE. (RN2G)**

**E3B(7): LAND AT GILDERSOME SPUR (6.25 HA) BETWEEN
WAKEFIELD ROAD AND THE M621 IS PROPOSED
FOR INDUSTRY/WAREHOUSING AND ANCILLARY
OFFICES (IN1G) SUBJECT TO:**

- (A) PROVISION OF A SATISFACTORY SYSTEM OF
DRAINAGE FOR THE WHOLE SITE.**
- (B) PROVISION OF A SATISFACTORY MEANS OF
ACCESS CAPABLE OF SERVING THE WHOLE
SITE.**
- (C) AN APPROPRIATE SCHEME OF
LANDSCAPING AND TREE PLANTING.**

The site occupies a prominent position in the motorway corridor with good access to the motorway network.

**THE FOLLOWING AREAS OF DERELICT LAND WILL BE RESTORED
AS LANDSCAPED AREAS:**

**GP6(7): OLD RAILWAY EMBANKMENT BETWEEN ROOMS
LANE AND FARNLEY WOOD BECK (7.00 HA). (EN2G)**

GP6(8): THE OLD RAILWAY CUTTING (5.20 HA) NEAR ROOMS LANE WILL BE RESTORED AND LANDSCAPED ON COMPLETION OF TIPPING. (EN3G)

CHURWELL

N5: LAND (1.2 HA) AT THE REAR OF HARWILL APPROACH IS PROPOSED AS AMENITY GREENSPACE. (RN1C)

N5: THE FORMER PIT (3.0 HA) TO THE REAR OF HEPWORTH AVENUE WILL BE RECLAIMED AND LAID OUT AS GREENSPACE. (RN2C)

MORLEY TOWN

NEW INFILL HOUSING IS PROPOSED ON LAND AT THE FOLLOWING LOCATION AS SHOWN ON THE PROPOSALS MAP:

H3-1A.5: CHAPEL STREET (0.25 HA) (RD12M)

E3B(8): LAND AT FOUNTAIN STREET LINK ROAD, CHARTISTS WAY (1.85 HA) IS PROPOSED FOR COMMERCIAL/LIGHT INDUSTRIAL PURPOSES. (IN5M)

The site shown on the Proposals Map (0.22ha) remains outstanding from the original Morley Local Plan commitment.

E3B(9): LAND AT BRUNTCLIFFE LANE (13.0 HA) AS SHOWN ON THE PROPOSALS MAP, IS PROPOSED FOR MANUFACTURING, WAREHOUSING AND ANCILLARY OFFICES, TOGETHER WITH SUITABLE LANDSCAPE TREATMENT. THE FORMER RAILWAY EMBANKMENT SHOULD BE INCLUDED AS AN INTEGRAL PART OF THE SECOND PHASE DEVELOPMENT. (IN1M)

Part (1.4 ha) remains of this proposal as an outstanding commitment.

E3B(10): LAND AT NEPSHAW LANE (10.0 HA) IS PROPOSED FOR MANUFACTURING INDUSTRY AND ANCILLARY OFFICES, SUBJECT TO:

- (A) PROVISION OF A SATISFACTORY SYSTEM OF DRAINAGE,**
- (B) PROVISION OF A SATISFACTORY MEANS OF ACCESS,**
- (C) A SATISFACTORY SCHEME OF LANDSCAPING AND TREE PLANTING.**
- (D) LAYING OUT OF 2.5 HECTARES OF GREENSPACE. (IN6M)**

Part (2.06 ha) developed for housing as a departure from the Local Plan allocation. Part (4.4 ha) remains as an outstanding industrial commitment.

E3B(11): LAND AT HOWLEY PARK ROAD EAST (3.4 HA) IS PROPOSED FOR MANUFACTURING, WAREHOUSING AND ANCILLARY OFFICES SUBJECT TO THE PROVISION OF A SUITABLE LANDSCAPED BUFFER TO THE HARROPS ESTATE. (IN7M)

THE FOLLOWING AREAS SHOWN ON THE PROPOSALS MAP WILL BE LAID OUT AS AMENITY GREENSPACE:

N5: DAISY HILL AVENUE (0.41 HA) (RN1M)

N5: HARROP AVENUE (1.5 HA) (RN5M)

ENVIRONMENTAL IMPROVEMENT WILL BE PURSUED IN THE MORLEY BOTTOMS, STATION ROAD AND VALLEY ROAD AREAS, INCLUDING MEASURES, AS APPROPRIATE, FOR THE IMPROVEMENT, LANDSCAPING AND/OR TREE PLANTING OF THE FOLLOWING SITES:

GP6(9): TROY HILL (0.50 HA) (EN2M)

GP6(10): ALBERT ROAD (0.20 HA) (EN6M)

ENVIRONMENTAL IMPROVEMENTS WILL BE PURSUED ON THE FOLLOWING SITE AS AND WHEN RESOURCES PERMIT:

GP6(11): SOUTH PARADE CAR PARK (0.21 HA) (EN6M)

DERELICT LAND WILL BE RECLAIMED AS AND WHEN RESOURCES AND PRIORITIES PERMIT, IN THE FOLLOWING TWO LOCATIONS:

GP6(12): VALLEY ROAD (3.0 HA) (EN10M)

GP6(13): GLEN ROAD RAILWAY EMBANKMENT (1.8 HA) (EN11M)

Both sites require further investment for improvement although parts of each original site have been reclaimed. Further reclamation is promoted under Policy N31(iii).

GP6(14): LAND AT WOODKIRK RAILWAY (5.0 HA) WILL BE RECLAIMED OR ENHANCED AS NECESSARY, AS A RECREATION AND AMENITY FEATURE WITH POTENTIAL AS A FOOTPATH ROUTE. EXISTING FEATURES OF NATURAL HISTORY INTEREST WILL BE PRESERVED. ONLY DEVELOPMENT REQUIRED IN CONNECTION WITH THE ABOVE USES WILL BE PERMITTED (EN13M), SUBJECT TO:

- (A) ITS CONSISTENCY WITH THE ENHANCEMENT OF THE EXISTING CHARACTER OF THE SITE.**
- (B) ITS CONFORMITY WITH THE GREEN BELT POLICIES GB2-GB13 FOR THE AREA.**

CONSIDERABLE MINERAL RESERVES EXIST IN THE FOLLOWING TWO LOCATIONS, AND ARE SAFEGUARDED SUBJECT TO POLICY N45:

GP6(16): LAND AT BRITANNIA QUARRIES (8.0 HA) CONTAINING RESERVES FOR FUTURE STONE WORKING IS SAFEGUARDED FOR THAT PURPOSE. (EN17M)

Only one location is now listed as the other at Howley Park Brickworks has been superseded and replaced by a new Policy GM4A.

GP6(17): ON LAND TO THE WEST OF REIN ROAD (9.4 HA), WHICH DOES NOT MEET THE CRITERIA FOR DEVELOPMENT IN THE STRUCTURE PLAN BUT WHICH IS NOT INCLUDED IN THE GREEN BELT, ONLY DEVELOPMENT NECESSARY FOR THE OPERATION OF EXISTING USES WILL BE PERMITTED, TOGETHER WITH SUCH TEMPORARY USES AS WOULD NOT PREJUDICE THE

**POSSIBILITY OF LONG-TERM DEVELOPMENT.
(EN19M)**

Notwithstanding the fact that the UDP has superseded the former West Yorkshire Structure Plan, Local Plan policies are carried forward in their entirety, subject to amending the area to which this policy applies.

WEST ARDSLEY

SMALL SITES ON THE FRINGE OF HAIGH WOOD ARE PROPOSED FOR HOUSING TO GIVE A CUMULATIVE TOTAL OF UP TO 200 DWELLINGS. EACH SMALL SITE WILL NEED TO BE THE SUBJECT OF SEPARATE PROPOSALS TO BE DISCUSSED WITH THE LOCAL PLANNING AUTHORITY:

- H3-1A.6: WESTERTON ROAD (0.3 HA) (RD4W)**
- H3-3A.4: HAIGH MOOR ROAD (3.3 HA) (RD5W)**
- H3-1A.7: WOOLIN CRESCENT (THE NOOK) (3.5 HA) (RD6W)**

EAST ARDSLEY

NEW INFILL HOUSING IS PROPOSED ON LAND IN THE FOLLOWING LOCATIONS SHOWN ON THE PROPOSALS MAP:

- H3-3A.5: FALL LANE (0.20 HA) (RD4E)**
- N5: LAND TO THE REAR OF QUEEN STREET/GORDON STREET (1.2 HA) IS PROPOSED AS GREENSPACE PROVIDING A LINK TO GREENSPACE AT BRIGHT STREET. (RN1E)**
- N5: LAND TO THE NORTH OF COMMON LANE (2.9 HA) IS PROPOSED FOR ALLOTMENTS AND LOCAL GREENSPACE. (RN2E)**

Potential exists to extend the Common Lane allotments for use by allotment holders displaced from elsewhere, e.g., Fall Lane, and to provide amenity greenspace in front of Railway Terrace.

A17.2 OTHER COMMITTED UDP SITES

A17.2.1 HOWLEY PARK INDUSTRIAL ESTATE, MORLEY

Under Policy E3C(10), 13.3 ha of land at Howley Park Industrial Estate, Morley, is committed for manufacturing and distribution uses.

A17.3 MORLEY LOCAL PLAN PROPOSALS TO BE DELETED, INCLUDING PROPOSALS SUPERSEDED

GENERAL POLICIES

Ref	Proposal	Reason for deletion
Superseded by UDP Policy:		
RD1	General Housing Policy	H2
RD2		H8
RD3	"	H17
IN1	Economic	E1, E2
IN2	"	E22
IN3	"	E5
OF1-5	"	E5,E16,E17
SH1-11	Shopping	S2-6,S8-9
RN1	Recreation	N4
RN2	" " "	N3,N6
RN3	" " "	N1A
GN1	Environment	N1
GN2	" " "	N12/13
GB1	" " "	N32
GB2	" " "	N33
EN1	" " "	N18-N22

MORLEY

EN2	"	"	"	N15
EN3	"	"	"	N37
EN4	"	"	"	N41-N41B
EN5	"	"	"	N50
EN6	"	"	"	N5,N9
EN7	"	"	"	N48,WD2,WD3,WD7

COMMUNITY PROPOSALS

DRIGHLINGTON

RD7D	Housing at Bradford Rd	Completed
RD9D	Housing at Whitehall Rd	Completed
RD4D	Housing at Moorside Road West	Below 0.2 ha threshold
RD5D	Housing at Moorside Road East	Below 0.2 ha threshold
RD6D	Housing at Wakefield Road (nr New Inn)	Deleted to allow for potential for alternative uses
EN1D	Land at junction of Whitehall	Below 0.2 ha threshold Road/Bradford Road
EN2D	Presumption Against Development Policy, Spring Gardens	Deletion to allow development subject to adequate access
EN4D	Car park at junction of Wakefield Road/Moorside Road	Completed.
EN5D	Restoration at Old Rushforth Quarries, Owllet Hall Farm, Wakefield Road.	Largely complete Remainder subject to planning consent.
EN6D	Restoration of Dole's Pit	Regenerated naturally
T1D	Drighlington By-Pass	Completed
T2D	Car Park off Whitehall Road	No access, not viable

T3D Car Park at Victoria Hotel Completed.

T4D Car Park off Station Road Completed.

GILDERSOME

RD3G Housing at Church Street Access difficulties.

RD6G Housing at Springbank Road East Below 0.2 ha threshold

RD7G Housing at Springbank Road Completed.

RD8G Housing at Mill Lane/Greenside Court Below 0.2 ha threshold

RD9G Housing at Harthill Avenue Completed.

RD10G Housing at Mill Lane Below 0.2 ha threshold

EN1G Land reclamation, Stone Pits Lane Spoil Heap Part of opencast site to be restored upon completion.

T1G Car park off Street Lane Below 0.2 ha threshold

CHURWELL

RD2C Granny Place, Churwell Land unlikely to be developed due to access and ownership constraints.

RD4C Housing at Harwill Road Completed.

RD5C Housing at Old Road Superseded by UDP Housing Policy H4(15).

IN1C Industry at Millshaw Part completed, part covered by existing planning permission for retail.

EN1C Landscaping of spoil heap south of Harwill Road Superseded by Policy N31(iii)

EN2C Land reclamation at Elland Road Completed.

EN3C Presumption Against Deleted - covered by

MORLEY

Development on land off
Dewsbury Road

existing planning
permission for retail

MORLEY

RD3M	Housing at Ackroyd Street	Completed.
RD4M	Housing at Daisy Hill	Completed.
RD11M	Housing at High Street	Below 0.2 ha threshold
IN2M	Industry at Prospect Mill	This site together with adjacent site being developed for housing (1.24 ha). Site landscaped using Derelict Land Grant.
IN3M	Industry at Valley Road	
IN4M	Commercial, light industrial/ business uses at Fountain St/ Corporation Street	Site to encompass additional City Council land
ED1M	School site at Nepshaw Lane	Housing (1.57 ha) approved on appeal.
RN3M	Greenspace at Asquith Avenue	Approval for housing (1.28 ha).
RN4M	Albert Road (3.0ha)	Site already available for use as greenspace
RN6M	Greenspace at Hembrigg Quarry	Completed.
TC1M	Commercial site west of Windsor Court	Used as Morrison's Car Park.
TC2M	Office/Commercial Site at South Queen's Street	Permission for car parking
TC3M	Office/Commercial site at West Street	Site developed for Doctor's Surgery.
TC4M	Traffic management and environmental improvements on Queen Street	Superseded by S3(iii)
TC5M	Conservation Area Policy, Building Design and Appearance,	Superseded by Policies N12, N13, N18-22

Morley Commercial Core

EN1M	Environmental improvement at Brunswick Street	Below 0.2 ha threshold
EN3M	Environmental improvement at Chapel Hill	Below 0.2 ha threshold
EN4M	Environmental improvement at Bank Terrace, Old Burial Ground	Below 0.2 ha threshold
EN7M	Environmental improvement at School Street	To be sold to City Mills for extension of use.
EN8M	Environmental improvement at Ilford Street	Below 0.2 ha threshold
EN9M	Environmental improvement at Britannia Road	Potential access to potential housing site.
EN12M	Land reclamation at Asquith Avenue	Permission for housing (0.30 ha)
EN14M	Controlled tipping at Grease Works, Dewsbury Road.	Completed
EN15M	Controlled tipping at Howden Clough Road	Completed
EN16M	Safeguarding of mineral reserves at Howley Park Brick Works.	Superseded by Policy GM4A.
EN18M	Environmental Protection Policy at Bruntcliffe Road	Superseded by Policy N11(6)
T1M	Car Park at Chapel Hill/ Station Street	Completed.
T2M	Car Park at St Paul's Street	Completed.
T3M	Car Park at Asquith Avenue	Superseded by Policy N5
T4M	Car Park at Rock Inn Albert Road	Access constrained by narrow entrance and limited visibility.
T5M	Car Park at Albert Road	Potential for housing,

MORLEY

but below 1.0 ha threshold for new proposals.

T6M Car Park at Britannia Road

Land sold to pub for Beer Garden/Car Park.

WEST ARDSLEY

RD1W Housing at Westerton Road

Original site largely complete. Remaining area (6.25 ha) as shown on Proposals Map.

RD2W Housing at Hesketh Lane

Area identified as greenspace under Policy N1

RD3W Housing at Bradford Road

Completed

RD9W Housing at Leigh View

Completed

RD10W Housing at Hellerton Lane

Completed

RD11W Housing at Westerton Road

Completed

RD12W Housing at Highfield

Below 0.2 ha threshold

RD13W Housing at Smithy Cottage

Completed

RN1W Amenity greenspace to rear of Casson Drive

Laid out as playing fields.

RN2W Playing fields at Thorpe Lane

Part to be developed for Supertram use under Policy T13 and T17.10.

SH1W Local centre for shops and community buildings at Westerton Road

Deleted. Planning permission granted for shops and community facilities in a different location within the estate. GP6 will apply.

EN1W Presumption Against Development policy at Haigh Wood

Superseded by Policy N11(3).

EN2W Land Reclamation at Bradford Road

Completed. Permission for housing development.

T1W	Parking at Highfield	Incorporate into housing site RD12W.
T2W	Parking at Bull's Head Pub,	Developed for housing.

EAST ARDSLEY

RD3E	Housing at Mary Street	Completed.
RD5E	Housing at Main Street	Below 0.2 ha threshold
RD7E	Housing at Stanhope Road	Completed
EN1E	Landscaping at Cross Street	Developed for housing Mary Street
EN2E	Environmental improvements to	To allow for infill rear of Railway Hotel housing.

MORLEY TOWN

EN16M	Safeguarding of mineral reserves at Howley Park Brick Works	Superseded by Policy GM4A
-------	---	---------------------------

A17.4 ADOPTED MORLEY LOCAL PLAN - PROPOSED GREEN BELT CHANGES

CHANGES ARISING UNDER POLICY N34

Location	Area (ha)	Reason for changes
Low Moor Farm, Morley	7.4	Deletion to allow for possible long term development needs beyond the plan period.
Tingley Station, Morley	43.6	To allow for possible long term development beyond the Plan period.
Spring Gardens	9.1	Deletion to allow for possible term development needs beyond the Plan period.
New Lane, East Ardsley	4.3	Deletion to allow for possible

MORLEY

		long term development needs beyond the Plan period.
Bradford Road, East Ardsley	13.64	Deletion to allow for possible long term development needs beyond the Plan period.
Lane Side Farm, Churwell	17.5	Deletion to allow for possible long term development needs beyond the Plan period.
Owlers Farm, Morley	4.1	Deletion to allow for possible long term development needs beyond the Plan period.
West of Churwell	3	Deletion to allow for possible long term development needs beyond the Plan period.

OTHER CHANGES

DRIGHLINGTON

Off Bradford Road, Drighlington	0.03	Deletion to include existing development.
Adwalton Common, Drighlington	3.0	Deletion to rationalise Green Belt Boundary to edge of existing urban area.
North Side, Wakefield Road Drighlington	0.05	Addition to provide a more logical Green Belt boundary to rear garden boundary.
Greystones, Wakefield Road Drighlington	0.09	Deletion to provide a more logical Green Belt boundary to rear garden
To rear of Spotted Cow, Whitehall Road.	1.4	Deletion to reflect housing allocation H4:74
South of Drighlington Bypass	12.47	Net loss to rationalise Green Belt Boundary.
Land at Back Lane, Drighlington	0.24	Deletion to provide a more logical long-term Green Belt boundary

GILDERSOME

Nepshaw Lane/Asquith Avenue	41	Deletion to allow for proposed UDP economic site E4(14).
Ashwood Grove, Gildersome	0.05	Deletion to rationalise Green Belt boundary to rear garden boundary
Bradford Road, Gildersome	2.72	Deletion to allow for development
Land at Bradford Road, Gildersome	0.2	Deletion to provide a more logical long term Green Belt boundary.

CHURWELL

Smools Lane, Daffil, Churwell	1.5	Addition to protect greenspace provided as part of the Daffil estate which forms an important green corridor
Manor House Farm, Churwell	7.2	Deletion to allow for UDP housing site (H4(15))
West of Churwell	3.0	Deletion of Green Belt to allow for possible long term development needs beyond the plan period and to rationalise the Green Belt boundary.
West of Churwell	23.7	Deletion to provide a sustainable long-term Green Belt boundary.

MORLEY

Valley Road/Albert Road	6.3	Deletion to rationalise Green Belt boundaries to create a more logical long term boundary.
Wide Lane, Morley	0.2	Deletion to rationalise boundary south of Wide Lane.

MORLEY

M621 Motorway, Morley	14.0	Deletion to rationalise boundary to follow north-west side of motorway.
M62 Motorway, Morley	22.5	Deletion to rationalise boundary to follow south side of motorway.
Tingley Common	10.6	Deletion to accommodate Employment site E4(42)
Owlers Farm Buildings	0.5	Deletion to provide a more logical long term Green Belt boundary.
Daisy Hill	2.9	Deletion to provide a more Logical long term Green Belt Boundary.

WEST ARDSLEY

Woodkirk School, Rein Road, Woodkirk	3.8	Addition to rationalise Green Belt boundary to provide long term protection along a logical boundary.
Hill Top Farm, Batley Road, West Ardsley	1.4	Deletion to accommodate and with planning permission
Top Fold Farm, West Ardsley	0.5	Addition to rationalise Green Belt boundary to rear garden boundaries.
Waterwood Close, West Ardsley	0.1	Deletion to rationalise Green Belt to incorporate housing development.
Westerton Road, West Ardsley	0.8	Deletion to provide a long term Green Belt boundary.

EAST ARDSLEY

Rear Railway PH, East Ardsley	0.9	Deletion to provide a more rational Green belt boundary
-------------------------------	-----	---

Royston Hill, East Ardsley	0.17	Deletion to rationalise Green Belt to incorporate infill development.
Wood Street, East Ardsley	0.02	Deletion from Green Belt to rationalise boundary to back edge of Wood Street.
Station Lane, East Ardsley	0.2	Deletion to rationalise boundary to North Side of Station Lane.
Middleton Lane, Thorpe Hill	0.5	Deletion to rationalise on the boundary to south side of Middleton Lane.
Land at Lingwell Gate Lane, Thorpe	0.54	Deletion to provide a more logical long-term Green Belt boundary.

A17.5 PROPOSED GREEN BELT CHANGES - ADOPTED HEAVY WOOLLEN AREA LOCAL PLAN

Location	Area (ha)	Reason for change
DRIGHLINGTON		
Hodgson Lane	7.4	Deletion to provide a more logical Green Belt boundary by removing existing development
Birstall Lane	0.1	Deletion to provide a more appropriate Green Belt boundary following the highway edge
Field Head Lane	0.2	Deletion to remove existing development from the Green Belt

A18. NORTH LEEDS

A18.1 ADOPTED NORTH LEEDS LOCAL PLAN PROPOSALS TO BE CARRIED FORWARD IN THE UDP

These include Housing Proposals (formerly given the reference H3B but now replaced by Policies H3-1A and H3-3A), and employment proposals referred to in Policy E3B and all other proposals covered by Policy GP6. The original Local Plan reference number is shown in brackets at the end of each proposal. For the avoidance of doubt, where allocations in the original Local Plan refer to specific forms of employment development, the sites referred to are, in accordance with Policy E3, to be taken to be allocated for employment purposes generally.

H3-1A.8: NEW HOUSING WILL BE ALLOWED AT DUNSTARN LANE, ADEL AS SHOWN ON THE PROPOSALS MAP SUBJECT TO:

THE PROVISION OF ADDITIONAL HIGHWAY CAPACITY AT THE LONG CAUSEWAY/RING ROAD JUNCTION. (RD3D)

Development will be subject to off-site junction improvements to provide additional highway capacity on to the Ring Road.

H3-3A.6: NEW HOUSING WILL BE ALLOWED AT SILK MILL DRIVE, COOKRIDGE AS SHOWN ON THE PROPOSALS MAP SUBJECT TO:

- (A) THE REPLACEMENT OF THE CHILDREN'S PLAY AREA;**
- (B) THE RETENTION OF THE SOUTHERN PART OF THE SITE FOR AMENITY GREENSPACE. (RD2E)**

The replacement of existing children's play space will be necessary to ensure minimum loss of amenity. The southern part of the site is considered undevelopable and can therefore be used for the greenspace provision.

This is reflected as greenspace (N1) on the Proposals Map, and this greenspace is also included within the Green Belt as well as the Urban Green Corridor.

- H3-1A.9: NEW HOUSING WILL BE ALLOWED AT MEANWOOD PARK HOSPITAL AS SHOWN ON THE PROPOSALS MAP SUBJECT TO:**
- (A) AN OVERALL SCHEME FOR THE WHOLE SITE, WITH A PHASED DEVELOPMENT WITH NOT MORE THAN 300 DWELLINGS IN THE FIRST PHASE;**
 - (B) PROVISION OF LOCAL ROAD IMPROVEMENTS (INCLUDING TRAFFIC SIGNALS AT THE PARKSIDE ROAD/STONEGATE ROAD/STAINBECK LANE JUNCTION AND TRAFFIC SIGNALS OR MINI-ROUNDBOUT AT THE TONGUE LANE/PARKSIDE ROAD/CHURCH LANE JUNCTION) AND OFF-SITE DRAINAGE (WITH A NEW SURFACE WATER SEWER TO MEANWOOD BECK). (RD2T)**

Because of the size and complexity of the development a comprehensive planning brief for the whole site will be prepared following full consultation and before any land is released for housing. This will include a requirement that the first phase of development will consist of not more than 300 dwellings to ensure that the local road system can cope with the additional volume of traffic. In this first phase, development of the site will require improvements at the Tongue Lane/Church Lane/Parkside Road crossroads junction and at the Parkside Road/Stonegate Road/Stainbeck Lane crossroads. Further design work shows that the Parkside Road/Stonegate Road junction will definitely need to be signal controlled; work is underway to establish the necessary improvements to the Tongue Lane/Parkside Road/Church Lane junction. The final scale of development for the site will only be determined after more detailed traffic information has been obtained.

- E3B(12): LAND AT THE JUNCTION OF PARKSTONE AVENUE AND THE RING ROAD, WEST PARK, IS PROPOSED FOR BUSINESS USE INCLUDING RESEARCH AND HIGH TECHNOLOGY USES. (IN1)**

- N5: LAND AT HOLT LANE, ADEL IS PROPOSED FOR GREENSPACE (5.6 HA). SITE TREATMENT AND MANAGEMENT WILL, WHERE APPROPRIATE, INCLUDE THE RETENTION AND/OR CREATION OF WILDLIFE HABITAT. (RN2)**

N5: LAND SURROUNDING WOODSIDE QUARRY, WEST PARK IS PROPOSED GREENSPACE SUBJECT TO SAFEGUARDING THE OPERATIONAL NEEDS OF THE ADJACENT EXISTING QUARRY WORKINGS AND RESTORATION, AND WITHOUT PREJUDICE TO ANY FUTURE DECISION CONCERNING THE AFTER USE OF THE ADJACENT QUARRIED AREAS. (RN9)

N5: LAND AT WEST PARK IS PROPOSED AS GREENSPACE (13.0 HECTARES). SITE TREATMENT AND MANAGEMENT WILL, WHERE APPROPRIATE, INCLUDE THE RETENTION AND/OR CREATION OF WILDLIFE HABITAT. (RN10)

The need for greenspace is justified as a function of the Council's policy to achieve 1.8 ha of local amenity greenspace per 1,000 people and also as a measure to protect and enhance the urban environment.

A18.2 ADOPTED NORTH LEEDS LOCAL PLAN PROPOSALS TO BE DELETED

Ref	Proposal	Reason for Deletion
RD1	General Residential Policy	Superseded by UDP Policy H8
RD2	" " "	" H2
RD3	Road Constraints A660 and A65	" T2
IN2	Industry at Woodside Quarry	" E4(18)
IN3	Support for existing firms	" E1
OF1-5	Support for expansion of existing firms	" E12, 13 E16-19
LE1	General Economic Policy	" E5
SH1-12	" Shopping "	" S2-6, 8-9
RN1	" Environment "	" N2,N4 N5,N51
RN11	" " "	" N6

NORTH LEEDS

GB1	" " "	"	N32
GB2	" " "	"	N33
EN1	Outer Ring Road Corridor Protection	"	N11(5)
EN2	General Environment Policy	"	N37
EN3	" " "	"	N41
EN4	General Environment Policy	"	N50
EN5	Public Rights of Way	"	N10
EN7	General Environment Policy	"	N15
EN8	Weetwood/Meanwoodside Conservation Area Policy	"	N18 - N22
EN9	General Environment Policy	"	N19
EN10	" " "	"	N29
EN11-12	" " "	"	N12,N13
EN6	Horse Related Developments	"	Appendix 5.9
CF1	School Site at North Lane, Roundhay	Under construction	
RN3	Greenspace at Old Farm Close	In greenspace use now	
RN4	Greenspace at Tile Lane, Adel	New school built.	
		Playing fields protected under UDP Policy N6.	
RN5	Greenspace at Meanwood Park	In greenspace use now.	
RN6	Greenspace at Blackwood	In greenspace use now.	
RN7	Greenspace at Hollin Park Mount	In greenspace use now.	
RN8	Greenspace at Asket Hill	In greenspace use now.	
GP6(19)	Land at Lingfield Approach	To be used for park and ride facility	

A18.3 PROPOSED GREEN BELT CHANGES

CHANGES ARISING UNDER POLICY N34

Location	Area (ha)	Reason for change
Moseley Bottom, Cookridge	9.9	Deletions to allow for possible long term development needs beyond the Plan period;
Church Lane, Adel	11.7	Deletions to allow for possible long term development needs beyond the Plan period;

OTHER CHANGES

Wigton Moor, Alwoodley Gates	0.15	Deletion to take account of existing buildings and to allow for small scale redevelopment within defined curtilage boundaries.
Church Lane, Adel development.	2.5	Deletion to allow for housing
East Moor School, Adel	10.7	Deletion to take account of existing secure unit and to allow for housing development on site of redundant school.
Bedquilts Recreation Ground, Adel	0.2	Addition to include this area of the recreation ground along with the rest in the Green Belt.
Moseley Beck, Cookridge	3.9	Additions to Green Belt. To correct anomalies between the Aireborough, Horsforth and Bramhope and North Leeds Local Plans and to provide protection of Moseley Beck between Cookridge and Horsforth preventing further coalescence of these settlements.

NORTH LEEDS

Backhouse Wood/ Spring Wood/ Ireland Wood	3.4	Additions to protect these areas of greenspace and woodland which are part of an important green corridor already protected by Green Belt designation.
Hollin Drive/ Meanwood Park Meanwood	0.2	Addition to include this part of Meanwood Park along with the rest of the park in the Green Belt.
Green Road/ Meanwood Park Meanwood	0.2	Addition to include this part of Meanwood Park along with the rest of the park in the Green Belt.
Meanwood Allotments, Millpond etc. Meanwood	5.3	Addition to include areas of woodland, allotments, cricket ground, open land and grazing within the Green Belt and protect them from development. This will also protect the open character of the Meanwood Valley, an important Green Corridor, and the setting for the Meanwood Valley Trail.
Holywell Lane, Shadwell	0.74	Rationalisation of boundary to reflect built up area.
Goodrick Lane, Alwoodley	0.68	Deletion to rationalise Green Belt boundary to provide long term protection along a logical boundary.

A19. OTLEY AND MID-WHARFEDALE

A19.1 ADOPTED LOCAL PLAN PROPOSALS TO BE CARRIED FORWARD IN THE UDP

There is no adopted local plan for the Otley and Mid-Wharfedale area. This area is covered by the 1962 Otley Town Map and the West Riding County Council Development Plan Review 1966. Otley Town is also covered by the non-statutory Otley Local Plan (1977).

A19.2 OTHER COMMITTED SITES

There are none in the Otley and Mid-Wharfedale area.

A19.3 ADOPTED LOCAL PLAN PROPOSALS TO BE DELETED

There is no adopted Local Plan for the Otley and Mid-Wharfedale area.

A19.4 PROPOSED GREEN BELT CHANGES

The Green Belt around Otley previously comprised the West Yorkshire Green Belt (statutory - WY) and Local Plan Draft Green Belt (non-statutory, derived from the unadopted Otley Local Plan - UOLP). The Unitary Development Plan provides a single Green Belt based on long term sustainable boundaries.

Location	Area (ha.)	Reason for change
Rumplecroft, Otley	5.7 (WY + UOLP)	Deletion, to round off settlement allowing development of the Rumplecroft Housing Site.
Green Lane, Otley	0.1 (WY + UOLP)	Addition, to allow for a sustainable long-term boundary following Green Lane

OTLEY AND MID-WHARFEDALE

River Wharfe, Otley	4.4 (WY + UOLP)	Addition, to include the river and small adjacent area
Otley Road, Otley	0.2 (UOLP)	Deletion, to take account of the existing Bypass
Billams Hill, Otley	0.2 (WY + UOLP)	Deletion, to exclude road
Wharfmeadows Park, Otley	3.8 (WY + UOLP)	Addition, to include parkland
Gallows Hill, Otley	0.5 addition (WY) 17.1 deletion (UOLP)	Addition/Deletion, to provide a long-term sustainable Green Belt boundary to maintain an open aspect to the river, to protect the Leeds Nature Area and to allow for the possibility of an access road to the area north of Cross Green in the long term.
East of Otley	2.4 deletion (WY) 37.5 deletion (UOLP)	Deletion (with small addition), to provide long-term sustainable Green Belt boundary allowing for industrial and housing developments to be built within the line of the proposed eastern by-pass
West Busk Lane, Old Railway Line and Otley By-Pass	3.1 (WY + UOLP)	Deletions and additions (to produce a long-term sustainable boundary which reflects recent developments and largely uses the clearly recognisable lines of the old railway and the by-pass as boundaries (net change - 3.1ha).
West of Otley Bridge, Otley	2.1	Delete to create a sustainable long term Green Belt boundary.
West of Pool-In-Wharfedale	11.0 (WY + UOLP)	Deletion to allow for possible long term development needs beyond the Plan period.

OTLEY AND MID-WHARFEDALE

North Of Pool	1.7	Additions and deletions to form a clearer boundary than the previous one based on the West Riding Development Plan First Review (approved in 1966) and to reflect more recent developments
Old Pool Bank, Pool	2.9	Addition, to reflect existing and approved development and protect the west side of Pool
Swallow Drive, Pool	6.2	Deletion, to provide sustainable long term Green Belt boundary, allowing development of housing site and taking account of existing development.
Arthington La. Pool	0.1	Addition, to follow the existing lines of rear gardens.
Arthington Lane, Pool In Wharfedale	5.5 WY + UOLP)	Deletion to provide sustainable long term Green Belt boundary and to allow development of housing site H4:76.
Harewood Village	12.4	Deletion to recognise the form and status of the settlement and establish a long-term Green Belt boundary allowing development of a housing site.

A20. PUDSEY

A20.1 ADOPTED PUDSEY LOCAL PLAN PROPOSALS TO BE CARRIED FORWARD IN THE UDP

- A20.1.1 These include housing proposals (formerly given the reference H3B but now replaced by Policies H3-1A and H3-3A), employment proposals referred to in Policy E3B and all other proposals covered by Policy GP6. The original local plan reference number is shown in brackets at the end of each proposal. For the avoidance of doubt, where allocations in the original Local Plan refer to specific forms of employment development, the sites referred to are, in accordance with Policy E3, to be taken to be allocated for employment purposes generally.

COMMUNITY PROPOSALS

FARSLEY

NEW INFILL HOUSING DEVELOPMENT IS PROPOSED ON LAND AT:

H3-3A.7: CHERRY TREE DRIVE (0.44 HA) (RD5F)

H3-3A.8: CHERRY TREE CRESCENT (0.42 HA) (RD6F)

E3B(13): LAND AT SPRINGBANK ROAD (0.5 HA) IS PROPOSED FOR LIGHT INDUSTRY SUBJECT TO ACCESS BEING TAKEN FROM COAL HILL LANE (IN5F)

This former allotment site will be used to extend the neighbouring industrial premises, through which access will be taken. The close proximity of existing residential properties to the west of the site will demand a high quality of landscaping and design.

GP6(21): LAND AT DAWSON'S CORNER (0.45 HA) IS PROPOSED FOR A SPORTS HALL. (RN8F)

GP6(22): LAND AT KIRKLEES GARTH (0.08 HA) IS PROPOSED FOR ENVIRONMENTAL IMPROVEMENTS AS AND WHEN RESOURCES PERMIT. (EN12F)

PUDSEY

H3-1A.10: NEW HOUSING LAND (3.97 HECTARES) IS PROPOSED AT HOUGH SIDE ROAD, PUDSEY, SUBJECT TO:

- (i) SATISFACTORY ACCESS VIA CUL-DE-SAC FROM KENT ROAD. A SMALL SCALE DEVELOPMENT ROUNDING OFF THE HEAD OF HILLSIDE VIEW MAY ALSO BE ACCEPTABLE. NO THROUGH ROUTE WILL BE ACCEPTED BETWEEN KENT ROAD AND HILLSIDE VIEW.**
- (ii) SATISFACTORY RECLAMATION OF LAND IN ACCORDANCE WITH DOE GUIDELINES ON REDEVELOPMENT OF CONTAMINATED LAND.**
- (iii) APPROPRIATE AREAS TO BE LAID OUT AS LANDSCAPED GREENSPACE, THE AMOUNT AND LOCATION TO BE DECIDED IN THE LIGHT OF LOCAL PLAN POLICY RN2 AND SITE CONDITIONS. (RD12P)**

The development of this former gasworks site will provide a major improvement to the environment of this part of Pudsey.

Once the steep changes of level are overcome, access can be taken from Kent Road or Hough Side Road. A small extension of the cul-de-sac from Hillside View will be accepted.

No through route shall be created from Kent Road to Hough Side Road.

NEW INFILL HOUSING IS PROPOSED ON LAND AT:

H3-3A.10: LUMBY LANE (0.33 HA) (RD17P)

H3-1A.41: HARE LANE (0.37 HA) (RD18P)

NEW HOUSING, WITH PRIORITY BEING GIVEN WHICH MEET SPECIAL LOCAL NEEDS, PARTICULARLY THOSE OF THE ELDERLY, IS PROPOSED ON LAND AT:

H3-3A.11: ROBIN LANE (2.24 HA), EASTERN PART (RD14P);

H3-1A.11: THE LANES (0.75 HA) (RD13P).

These small vacant sites near the Town Centre are considered suitable for meeting the local housing needs of the elderly.

LIGHT INDUSTRIAL DEVELOPMENT IS PROPOSED ON THE FOLLOWING SITE:

E3B(14): LANE END TERRACE (0.26 HA) (IN6P)

ENVIRONMENTAL IMPROVEMENTS WILL BE PURSUED ON THE FOLLOWING SITES AS AND WHEN RESOURCES PERMIT:

GP6(23): MOUNT PLEASANT ROAD (0.36 HA) (EN15P)

GP6(24): LOWTOWN (0.44 HA) (EN16P)

GP6(25): WESTDALE GROVE (0.28 HA) (EN18P)

N5: LAND AT UPPERMOOR QUARRIES (10.89 HA) WILL BE RESTORED AND LAID OUT AS GREENSPACE ON CESSATION OF CONTROLLED TIPPING. USE FOR PLAYING FIELDS ON PART OF THE SITE WILL BE CONSIDERED SUBJECT TO SATISFACTORY ACCESS AND PARKING. (EN21P)

The land has been restored following cessation of tipping. The playing fields have not yet been laid out.

RODLEY

N5: AN AREA OF AMENITY GREENSPACE (3.43 HA) WILL BE PROVIDED BETWEEN RODLEY RECREATION GROUND AND COAL HILL LANE (RN1R)

A2(9): A SITE FOR A REPLACEMENT PRIMARY SCHOOL IS RESERVED AT CLUB LANE (1.10 HA) (ED1R)

STANNINGLEY

E3B(15): LAND AT GRANGEFIELD ROAD (0.35 HA) IS PROPOSED FOR INDUSTRIAL/WAREHOUSING DEVELOPMENT (IN10S)

**E3B(16): LAND AT SWINNOW LANE INDUSTRIAL ESTATE IS PROPOSED FOR INDUSTRIAL DEVELOPMENT:
SOUTH OF SLIP ROAD (0.51 HA) (IN13S).**

E3B(17): LAND AT STANNINGLEY STATION 3.3 HA IS PROPOSED FOR INDUSTRIAL DEVELOPMENT (IN11S);

A small area (0.5 ha) at the western end of the site fronting Richardshaw Lane has been excluded from the UDP Proposals Map to reflect an implemented planning permission.

ENVIRONMENTAL IMPROVEMENTS WILL BE PURSUED ON THE FOLLOWING SITES AS AND WHEN RESOURCES PERMIT:

GP6(27): HALF MILE LANE (0.40 HA) (EN25S)

SWINNOW

N5: A SITE OF 7.32 HA AT HOUGH END WILL BE RESERVED FOR AN AMENITY GREENSPACE AREA (RN12SW)

WOODHALL

H3-3A.12: NEW HOUSING LAND IS PROPOSED AT CHARITY FARM (3.22 HA) AS SHOWN ON THE PROPOSALS MAP (RD27W)

N5: A SITE OF 20.40 HA AT PRIESTHORPE WILL BE RESERVED FOR A PLAYING FIELD COMPLEX (RN13W)

A20.2 OTHER COMMITTED SITES

Other sites committed for housing development are:

A20.2.1 PUDSEY ROAD, SWINNOW – H3-2A.8, 1.3 HA

This site comprises vacant land adjoining new housing development.

A site committed for employment use under Policy E3C is:

A20.2.2 ROUND HILL, WATERLOO ROAD, PUDSEY - E3C(11), 1 HA.

Development of this site will constitute an extension of existing industrial uses on Waterloo Road.

A20.3 ADOPTED PUDSEY LOCAL PLAN PROPOSALS TO BE DELETED

GENERAL POLICIES

Ref.	Policy	Reason for deletion/ UDP Policy no
GN5	Development in washlands	Superseded by UDP Proposal N38
EN8	Retention and improvement of footpath network	Superseded by UDP Proposal N10
OF1	Office Development in Pudsey Town Centre	E16-E17
OF2	Restriction of office development outside Pudsey Town Centre	E12-13
OF3	As above (OF2)	E12-13
SH1	New development to be in scale with existing	S2
SH2	Limit of development in Pudsey Town Centre	S5
SH3	Development in Local Centres	S2, S9
SH5F	Definition of Farsley Shopping Frontage	S4
SH6F	Permitted development in above	S4
RN5	Allotments to be retained	N1A

PUDSEY

GB1	Designation of Greenbelt	N32
EN1	Fulneck/Tyersal SLA designation	N37
EN2	Woodhall/Calverley SLA designation	N37
EN3	Defence against development in SLA's	N37
EN4	Tyersal/Delph End Landscape Enhancement	This policy is to be deleted as there is no equivalent status in this UDP.
EN10	Protection of the River Aire from Development	LT6
TC1P)	Definition of Pudsey Town	S4
TC2P)	Centre and permitted	S4
TC3P)	development there	S4
RD1	Sites with outstanding residential planning permission are accepted as commitments.	H3A
RD2	New housing provision to meet future needs	H1, H2
RD3	Provision of sites for special needs housing	H10/H11
RD4	Retention and Improvement of fit Older Housing	H17
IN1	Sites with outstanding industrial planning permission are accepted as commitments	E3A
IN2	New Industry provision to meet future needs	E3B
IN3	On site industrial expansion	E5
IN4	Conversion of old mills	E7
RN1	Amenity greenspace provision	N5
RN2	Amenity greenspace provision within new housing areas	N2, N14

RN3	Sites for public playing fields	N5, N7A, N7B
RN4	Private playing fields retained for recreational use	N6
GN1	General presumption against significant development within built up areas	Any development is to be assessed against a variety of UDP policies.
GN2	High standard of development	N12
GN3	New development within conservation areas to be of high standard	N19
GN4	Advertisement Control	N12; Appendix 3: BD8-12
GB1	Green Belt designation	N32
GB3	Listed buildings in the Green Belt	N33
GB4	Existing uses in the Green Belt	N33
GB5	Farm worker dwellings in the Green Belt	N33
GB6	Control of horse rearing	N33
GB7	Farm Shops	N33
GB8	Institutions in substantial grounds	N33
GB9	Outdoor leisure uses in the Green Belt	N33/N43
GB10	Allotments in the Green Belt	N33
GB11	Garden extensions in the Green Belt	N33
GB12	Rebuilding of building in the Green Belt	N33
GB13	Limits to infilling	N33
EN5	Derelict land will be reclaimed as resources allow	N31

PUDSEY

EN6	Conservation and enhancement of woodland	N41
EN9	Sites of scientific interest	N50A, N50B
EN11	Waste disposal on derelict land	N47
EN7	Presumption against non-agricultural horse related development in Tong/Cockersdale	N33

COMMUNITY PROPOSALS

CALVERLEY

RN6C	POS, Clover Court	Completed
------	-------------------	-----------

FARSLEY

RD7F	Infill housing, Cotefields Avenue	below 0.2 ha threshold
RD9F	Infill housing, Richmond Road	Completed
RD10F	Special Needs Housing, Dawson's Corner	" "
RD8F	Priesthorpe Road, Housing	Developed as Church
IN4F	Industrial, Dawson's Corner	Completed
RN7F	Playing Fields, Park View	laid out

PUDSEY

RD14P	Housing, Robin Lane	Part Developed
RD15P	Special Needs Housing, Kent Road	Completed
IN8P	Light Industry, Town End Place	Completed
EN13P	Roker Lane/Agricultural protection	This policy is to be deleted as there is no equivalent status in the UDP.

PUDSEY

EN14P	Owlcotes Hill - open uses policy	Replaced by UDP Policy N11(1)
EN17P	Environmental improvements, Valley Road	below 0.2 ha threshold
EN19P	Environmental improvements, Waterloo Mt	below 0.2 ha threshold
TC4P	Additional car park, Robin Lane	below 0.2 ha threshold
RN9P	Owlcotes Road, retention of	Replaced by UDP greenspace Policy N1
EN20P	Environmental Improvements, Carlisle Road	Policy restricts development

RODLEY

RD23R	Housing, Coal Hill	Completed
RN10R	Playing Fields, Coal Hill	Laid Out
EN22R	West slope of Coal Hill, open uses policy	Replaced by UDP Policy N11(2)
EN23R	Canalside gasworks - environmental improvements	completed

STANNINGLEY

RD24S	Housing, Half Mile Lane	Completed
RD25S	Housing, Stanningley Road	Completed
IN9S	Industry, Town Street	Completed
IN14S	Leigh Mills	Completed
IN15S	Leigh Mills	Completed
EN24S	Owlcotes Hill - Open Uses Policy	Developed for retail with Greenspace and for expanded Park-and-Ride (T17(9)).
EN26S	Arthur Street - environmental improvements	Being developed

PUDSEY

TYERSAL

RD26T	Infill housing, Tyersal Crescent	Completed
-------	----------------------------------	-----------

IN16T	Industry, Dick Lane, Laisterdyke	Completed
-------	-------------------------------------	-----------

WOODHALL

EN27W	Reclamation for Amenity Purpose Leeds/Bradford Railway	Within Leisure/Golf Course Proposal LT5B(5)
-------	--	---

A20.4 PROPOSED GREEN BELT CHANGES

CHANGES ARISING UNDER POLICY N34

Location	Area (ha)	Reason for Change
Kirklees Knowl, Farsley	19.7	Deletion to allow for protected area of search for potential long term development
Calverley Lane, Farsley	6.5	Deletion to allow for protected area of search for potential long term development

OTHER GREEN BELT CHANGES

Bagley Lane, Farsley	1.5	Deletion to allow for residential development
Delph End, Pudsey	2.0	Deletion to allow for residential development and provide long term Green Belt boundary
Greentop, Pudsey.	0.7	Deletions/, Additions, various minor changes to follow the edge of the built up area and physical features to

		provide a clear boundary (net +0.7 ha).
Woodlands, Pudsey.	0.3	Deletion to provide a more clear boundary.
Fulneck Sports Ground, Pudsey	0.04	Addition to include the whole of the sports ground in the Green Belt.
Roker Lane, Pudsey	0.01	Additions/ Deletions, various minor changes to follow the edge of the built up area and physical features to provide a clear boundary (net +0.01).
Kent Close, Pudsey	0.03	Addition to follow the edge of the built up area and existing physical features to provide a clear boundary.
Dick Lane, Pudsey	0.4	Deletion to reflect existing development
Alder Drive, Pudsey	0.4	Deletion to allow for development subject to Policy N8
Hough End, Swinnow	0.5	Addition to follow the edge of built up area and include the Farnley Beck area (part of an important Green Corridor).
Tyersal Avenue, Tyersal.	0.6	Deletion to round off settlement and allow for limited development.
Old Rail Line, Daleside Road, Woodhall	0.3	Addition to be incorporated in wider Green Belt.

PUDSEY

Duckett's Crossing/ Tyersal Beck, Woodhall	0.2	Addition to include the Beck in the Green Belt.
Tyersal Lane, Tyersal	11.1	Deletion to exclude area physically related to urban edge of Bradford and to allow for development of economic site.
Dick Lane, Tyersal	0.7	Deletion to follow the edge of the built-up area and reflect existing development.
Parkin Lane, Calverley Cutting	0.1	Deletion to follow the edge of the built-up area and existing physical features to provide a clearer boundary.
Troydale Mills, Troydale	4.2	Deletion to reflect existing development.
Pudsey Road, Post Hill	0.7	Deletion of land to reflect existing development

A21. ROTHWELL

A21.1 ADOPTED ROTHWELL LOCAL PLAN PROPOSALS TO BE CARRIED FORWARD IN THE UDP

- A21.1.1 These include housing proposals (formerly given the reference H3B but now replaced by Policies H3-1A and H3-3A), employment proposals referred to in Policy E3B and all other proposals covered by Policy GP6. The original local plan reference number is shown in brackets at the end of each proposal. For the avoidance of doubt, where allocations in the original Local Plan refer to specific forms of employment development, the sites referred to are, in accordance with Policy E3, to be taken to be allocated for employment purposes generally.

COMMUNITY PROPOSALS

CARLTON

H3-1A.12: HOUSING DEVELOPMENT ON 5 INFILL SITES IS PROPOSED ON MAIN STREET, CARLTON. (RD20C)

E3B(18): LAND OFF CEMETERY LANE, CARLTON, IS PROPOSED FOR INDUSTRIAL PURPOSES (IN12C).

The sites boundary on the Proposals Map varies slightly from that shown on the Rothwell Local Plan to follow the line of the site access.

LOFTHOUSE AND ROBIN HOOD

A2(7): THE SITE ADJACENT TO LEEDS ROAD (A61) AND BECKETT'S LANE, LOFTHOUSE, IS RESERVED FOR A REPLACEMENT OF ROBIN HOOD PRIMARY SCHOOL. (ED1L)

H3-3A.34: HOUSING AT MATTY LANE, ROBIN HOOD THE SITE SHOULD BE DEVELOPED FOR HOUSING. PROPOSALS FOR DEVELOPMENT SHOULD: REFLECT THE NEED FOR 3 HECTARES OF AMENITY GREENSPACE; THE POSSIBLE NEED TO REPLACE STATUTORY ALLOTMENTS AND THE NEED FOR STRUCTURAL LANDSCAPING ON THE NORTHERN BOUNDARY. (RD16L)

The need for greenspace is justified under the Local Plan Policy RN2 which refers to a requirement of at least 1.8 hectares of local amenity

greenspace per 1,000 people. Statutory allotments need to be relocated if directly affected by the development, the structural planting being required to act as a suitable screen to the adjacent industrial uses. The site boundary has been altered from that shown on the Rothwell Local Plan to reflect the planning consent for this site.

H3-1A.14: HOUSING AT HALFWAY HOUSE, ROBIN HOOD PROPOSALS FOR DEVELOPMENT SHOULD: RETAIN THE WOODED BECKSIDE, PROVIDE A PEDESTRIAN LINK TO THE DISUSED RAILWAY LINE AND FOR A TREE PLANTING SCHEME. (RD17L)

The wooded beckside is a local feature worthy of retention. The pedestrian link will provide the occupants of the proposed housing with access to the disused railway which is itself subject to improvements under N5 and GP6 of the UDP. The planting is in order to screen the nearby industrial development.

METHLEY AND MICKLETOWN

MAIN STREET MICKLETOWN

H3-3A.13 Under Policy H3-3A.13 0.26 ha. of land is allocated at Main Street , Mickletown.

PRIOR TO COMMENCEMENT OF DEVELOPMENT A SATISFACTORY FLOOD RISK ASSESSMENT, INCORPORATING AN APPROPRIATE DRAINAGE STRATEGY (INCLUDING ANY OFF-SITE WORKS), SHALL BE UNDERTAKEN ENCOMPASSING THE WHOLE AREA AS DELINEATED WITHIN THE ALLOCATION SITE

Rothwell Local Plan ref: RD22M

SITES LISTED IN THE LOCAL PLAN, WITHIN MICKLETOWN AREA, SHOULD BE DEVELOPED FOR HOUSING IN KEEPING WITH THE EXISTING VILLAGE FORM AND CHARACTER (RD22M).

MAIN STREET, MICKLETOWN

0.26 HA

GP6(28): THE RECLAIMED METHLEY JUNCTION COLLIERY SITES SHOULD BE RESERVED FOR RECREATIONAL USE. (RN9M)

ROTHWELL TOWN

H3-1A.40: VACANT SITES ON THE WEST SIDE OF BUTCHER LANE SHOULD BE DEVELOPED PRIMARILY FOR HOUSING ALTHOUGH OTHER COMPATIBLE USES WILL ALSO BE CONSIDERED. (RD7R)

The small vacant sites are within a traditional housing area but are also adjacent to the Town Centre which may encourage the promotion of other uses. Such uses will be considered with particular regard for the amenity of existing residents.

STOURTON

E3B(19): IN THE STOURTON VILLAGE AREA THE CITY COUNCIL WILL CONTINUE TO SEEK, THROUGH ACQUISITION BY AGREEMENT, TO ASSEMBLE SITES FOR INDUSTRIAL DEVELOPMENT (IN7S).

The site boundary varies from that shown on the Rothwell Local Plan to show the land remaining available for development.

E3B(20): LAND AT PONTEFRACT ROAD/CINDER OVEN BRIDGE (10 HECTARES) IS PROPOSED FOR INDUSTRIAL, DISTRIBUTION AND ANCILLARY OFFICE DEVELOPMENT. (IN9S)

WOODLESFORD, OULTON AND JOHN O'GAUNTS

POTTERY LANE, WOODLESFORD

**H3-1A.15
H3-2A.10 Under Policy H3-1A.15 (1.34ha.) and H3-2A.10 (4.52ha.) land is allocated for housing at Pottery Lane Woodlesford.**

PRIOR TO COMMENCEMENT OF DEVELOPMENT A SATISFACTORY FLOOD RISK ASSESSMENT, INCORPORATING AN APPROPRIATE DRAINAGE STRATEGY (INCLUDING ANY OFF-SITE WORKS), SHALL BE UNDERTAKEN ENCOMPASSING THE WHOLE AREA AS DELINEATED WITHIN THE ALLOCATION SITE

Rothwell Local Plan ref: RD14W

THE POTTERY LANE SITE SHOULD BE DEVELOPED FOR HOUSING. PROPOSALS FOR DEVELOPMENT SHOULD HAVE REGARD TO: THE COUNTY COUNCIL'S REQUIREMENTS FOR HIGHWAY IMPROVEMENTS AND THE LOCAL QUALITY OF THE ENVIRONMENT. GREENSPACE ADJACENT TO THE SITE SHOULD BE PROVIDED AS PART OF THE DEVELOPMENT. (RD14W)

Improvements are necessary to the A642/Pottery Lane junction, Pottery Lane as far as New Farmers Hill and the widening of Pottery Lane at the bottom of the hill to enable vehicles to pass. In view of the access constraints, adjacent housing and the canal side setting the development should be of a lower density with a high landscape content reflecting its prominence. Local amenity greenspace to the western edge of the site will provide access to the canal. In line with the City Council's recent review of Lower Aire Valley, other uses such as a Public House and/or waterside facilities could also be considered.

The northern boundary of the allocation has been altered to reflect on-site conditions. This has not caused any appreciable change in size of the allocation.

A21.2 OTHER COMMITTED SITES

Other site committed for employment uses (Policy E3C):

A21.2.1 E3C(12) THWAITE LANE, STOURTON (1.8 HA)

The site may be developed in isolation or along with adjacent land, however any development should take full cognisance of its Water Way corridor location and be complementary to the nearby Thwaite Mill Museum which is accessed through this site.

A21.3 ROTHWELL LOCAL PLAN PROPOSALS TO BE DELETED (INCLUDING PROPOSALS SUPERSEDED)

GENERAL PROPOSALS

Ref	Proposal	Reason for deletion:
		Superseded by UDP Policy:
EN1	Landscaping of vacant sites	N5, N26, N31
EN2-4	Oulton/Methley area of Local	N37, N49, N50

	Landscape Merit	
EN5	Restoration following mining	N31, N45
EN7	Woodland and its management	N41, N41A, N41B
EN8	Footpath network	N5, N40
EN9	Tree screening	N24
EN10	Conservation areas	N18-N20
GB1	Green belt boundary	N32
GB2-12	Development Control Green Belt policies	N33 and Appendix 5
GN1	Presumption against significant development	GP1-3
GN2	Design and character of new development	N12, N13
GN3	Washlands	N38
IN2	On site industrial expansion	E5
IN3	Small industrial units	E5
OF1	Change of use to offices, Rothwell T.C.	E12-13, E16-20
OF2	Change of use to offices	E12, 13
RD1	Sites with planning permission	H3A
RD2	65 ha of land for housing	H3B
RD3	Infill policies	H8
RN1	Incidental greenspace requirement	N2, N5
RN2	POS Provision	N2
RN3	Playing field retention	N3, N6
SH1	Established shopping area Rothwell TC	S2
SH2	Presumption against major	S5

ROTHWELL

new shopping

SH3	Local shopping and/or new housing	S8, S9
-----	-----------------------------------	--------

COMMUNITY PROPOSALS

CARLTON

EN16C	Environmental enhancement in Carlton	Superseded by N26, N30
-------	--------------------------------------	------------------------

IN12C	Packing station extension, Carlton	Proposal carried forward but it is no longer necessary to retain solely for Packing Station.
-------	------------------------------------	--

RD21C	Small unspecified sites	Superseded by H8
-------	-------------------------	------------------

LOFTHOUSE AND ROBIN HOOD

EN15L	Ex Railway line to be utilised for footpath route	Superseded by N5
-------	---	------------------

GB14L	Exclusion of Langley from Green Belt	As shown on Proposals Map.
-------	--------------------------------------	----------------------------

IN10L	Thorpe Lower Lane, Industry	Superseded by Housing proposal H4(59).
-------	-----------------------------	--

IN11L	Castlegate excluded from Green Belt	Site now in Wakefield
-------	-------------------------------------	-----------------------

METHLEY AND MICKLETOWN

EN17M	Environmental enhancement in Mickletown	Superseded by N26, N30, N40
-------	---	-----------------------------

EN18M	Mickletown Ings	Superseded by N40, N50A, N50B
-------	-----------------	-------------------------------

EN19M	Extraction of coal - Lowther	Superseded by N40, N45
-------	------------------------------	------------------------

ROTHWELL

EN20M	Extraction of Sand and Gravel	Superseded by N46
IN13M	Savile Colliery development	Now included in proposed Green Belt as location is no longer considered appropriate for industry
RD23M	Methley Junction - Barnsdale Road	Site Extended (H4(35))
RD25M	Housing at Wood Row, Methley	Complete

ROTHWELL TOWN

GB13R	Exclusion of St George's Hospital from Green Belt	As shown on Proposals Map
EN11R	Rothwell Castle	Superseded by N5
EN12R	Disused railway line to be utilised for recreational route	Superseded by N5
EN13R	Exclusion of Oulton Hall from Green Belt	Included in Proposed UDP Green Belt.
EN14R	Landscaping of vacant sites in Rothwell T.C.	Superseded by N26, N30
H1R	Health facilities at Church St/ Stone Brig Lane	Complete
IN4R	Small industrial development, Rothwell TC	Superseded by E5
IN5R	Wood Lane extensions	Superseded by E5
OF3R	Offices of domestic scale, Rothwell TC	Superseded by S3(v), E16, E17
RD10R	Housing at Smithson Street, Rothwell	Complete
RD4R	Housing in Rothwell T.C. proposals	Superseded by H7
RD6R	Sites to meet local housing need	H7-12

ROTHWELL

RD8R	Housing for OAP's at Stone Brig Lane	Complete
RD9R	Bryant & May warehouse	Superseded by S3, S3A
RN4R	Rothwell Pastures - recreational area	Superseded by N5
RN5R	Laying out of Oulton Golf Course	Complete
RN6R	Possible allocation of public amenity greenspace	Superseded by N5
TC1R	Rothwell Town Centre	Boundary amended to Town Centre: Inset Plan (S2)
SH4R	Shopping development, Rothwell TC	Superseded by S2
SH5R	Change of use to non retail	Superseded by S2, S4

STOURTON

IN1	Stourton area policy	Superseded by E3, E10
IN8S	Adjacent to Garonor	Superseded by E3, E10
IN7S	Stourton Village	Amended proposals reflect implemented development.

WOODLESFORD, OULTON AND JOHN O'GAUNTS

IN6W	Aberford Road, Woodlesford Brewery	Now UDP housing proposal H4(37)
RD12W	Housing at Leeds Road John o'Gaunts	Complete
RD15W	Housing at Fleet Lane, Oulton	Complete
RN7W	Former Oulton Lane Quarry,	Laid out as Playing

	proposed POS	Fields
RN8W	Proposed Playing Fields at Former Water Haigh Colliery	Superseded by N1, now part woodland and part playing fields.

TRAFFIC AND TRANSPORTATION

TR1-2	Road Improvements	Superseded by T22, T23
TR3	M1/A1 link	Superseded by T18, T19
TR4	Car parking guidelines	Superseded by T24

A21.4 PROPOSED GREEN BELT CHANGES

CHANGES ARISING UNDER PROPOSAL N34

Location	Area (Ha)	Reason For Change
Greenland Farm Oulton	3.6	Deletion to allow for protected area of search for potential long term development.
Mickletown Road, Methley	9.7	Deletion to allow for protected area of search for potential long-term development.
Royds Lane, Rothwell	7.3	Deletion to allow for protected area of search for potential long-term development.
Pitfield Road, Carlton	5.2	Deletion to allow for protected area of search for potential long-term development.

OTHER CHANGES

CARLTON

Carlton Hall, Carlton	1.6	Deletion to allow for new housing site H4(34)
-----------------------	-----	---

ROTHWELL

Pit Field Road, Carlton	0.1	Addition to include existing track in Green Belt.
Stainton Lane, Albion Street, Little Lane and Pitfield Lane, Carlton	0.3	Addition to form logical boundary following roads and land of former housing.
Rear of Main Street, Carlton	0.2	Additions/Deletion to make more accurate boundary, following existing curtilages.
Coate's Mill, Chapel Street	0.38	Deletion to permit possible redevelopment

LOFTHOUSE AND ROBIN HOOD

Disused railway, Ouzlewell Green	0.4	Addition to include part of recreational route adjacent to Green Belt in Green Belt.
Nos 33-73, Ouzlewell Green Ouzlewell Green	0.3	Deletion to exclude gardens from Green Belt reflecting neighbouring circumstances.
The Fields, Ouzlewell Green	0.2	Deletion to exclude two existing houses from the Green Belt.
Nos 58-60 Ouzlewell Green, Ouzlewell Green	0.03	Deletion to acknowledge property curtilage boundary.
Lofthouse Hall, Lofthouse	0.5	Deletion to exclude buildings from Green Belt.
Langley Farm, Langley	0.2	Addition to include all farm holding in the Green Belt.
Leeds Road, Robin Hood	0.7	Deletion to exclude road adjacent to development from Green Belt.
Disused railway, Robin Hood	1.4	Addition to include part of recreational route in the Green Belt.
Westfield Road, Robin Hood	0.3	Deletion to exclude road from Green Belt.

Milner Lane/Leeds Road, Robin Hood	4.4	Deletion to allow for new housing site (H4:80) and to rationalise the Green Belt boundary
Westgate Close, Langley	0.3	Deletion to acknowledge residential development
Behind 71 Westgate Lane, Langley	0.3	Deletion to allow small scale residential development and to reflect property curtilage boundaries
Westgate Lane, Lofthouse	2.7	Deletion to allow for new housing site H4(81) and to rationalise the Green Belt boundary
Cemetery Lane, Lofthouse	0.2	Deletion to acknowledge property curtilage boundaries

METHLEY AND MICKLETOWN

Rear 241-263 Lower Mickletown, Low Mickletown	0.2	Deletion to acknowledge property curtilage boundaries.
Land around Church Side and Methley Junction	1.5	Deletions from Green Belt proposed recognising recent development and the need to retain a sustainable long-term Green Belt boundary.
Adj to No 8 Fleet Lane, Methley	0.1	Addition to acknowledge property curtilage boundaries.
Station Road, Methley	0.1	Deletion to acknowledge property curtilage boundaries.
Off Mickletown Road, Mickletown	5.5	Deletion to allow for new housing site H4(36)
Rear of Main Street, Mickletown	1.2	Deletion to follow an identifiable permanent long term feature, i.e., beck adjacent to proposed St Aidan's amenity area allowing scope for environment improvements and/or suitable development north of the existing built up area.
Talbot Yard	0.2	Deletion to acknowledge

ROTHWELL

Mickletown		property curtilage boundaries.
Main Street/ Cutler Lane, Mickletown	0.5	Addition to acknowledge property curtilage boundaries and limit scope for development due to washland.
Off Mickletown Road, Mickletown	3.5	Addition to follow logical identifiable boundary following deletion of IN13M.
Lower Mickletown, Mickletown/Low Mickletown	1.2	Addition to provide more logical boundary to prevent the coalescence of settlements.

ROTHWELL TOWN

Stone Brig Green, Rothwell	0.1	Deletion to exclude part of garden area from Green Belt to reflect current situation.
Adj St George's Hospital site, Wood Lane, Rothwell	0.9	Deletion to exclude road adjacent to proposed development site from Green Belt.
Windmill Chase, Rothwell	0.1	Addition to relate boundary to existing built-up area.
Stone Brig Lane, Rothwell	0.2	Deletion to exclude part of road adjacent to development from Green Belt.
Pickpocket Lane, Rothwell	0.5	Addition to include existing track in Green Belt.
Churchfield, West of Wood Lane/Church Street, Rothwell	2.3	Addition to provide more logical boundary abutting the road and protecting the open character of this area for recreational benefit.
Transport Depot, Oulton Lane	0.7	Deletion to reflect continued use of overflow parking area within curtilage of commercial operation.

STOURTON

M1 Motorway Stourton	53.5	Deletions/additions to provide more logical boundary following M1 Motorway and releasing sites to North for development (E4(25) and E4(26)).
-------------------------	------	--

WOODLESFORD

Off Fleet Lane/ Eshald Lane, Woodlesford	10.00	Addition to provide more logical boundary by including area of open land and playing fields in Green Belt.
Near Eshald Lane, Woodlesford	0.6	Addition to include half of railway line in Green Belt.
Oulton Hall, Oulton Oulton	4.4	Addition to include in Green Belt, to protect character of building in extensive grounds surrounded by Green Belt.
Oulton Drive Estate, Oulton	9.3	Deletion to remove this substantial residential area from Green Belt.
Woodlesford Lock/ Pottery Lane	0.1	Addition created by minor boundary amendments to housing site H3B.82

A22. SOUTH LEEDS

A22.1 ADOPTED LOCAL PLAN PROPOSALS TO BE CARRIED FORWARD IN THE UDP

There is no adopted Local Plan for South Leeds.

A22.2 OTHER COMMITTED UDP SITES

Unlike many parts of the City, South Leeds has not been covered by an adopted Local Plan. There are nevertheless a number of longstanding development sites identified in non-statutory documents, including those described below.

A22.2.1 WEST GRANGE ROAD, BELLE ISLE – H3-3A.16 (0.88 HA)

This site has extensive views to the west and is within easy walking distance of Middleton Park. As the site boundary surrounds a Social Club careful design will be required to reduce the Club's impact and address its relationship to the adjacent greenspace. Proposal LT5B(2) is adjacent to this site and must be fully considered in development proposals.

A22.2.2 URN FARM, BELLE ISLE – H3-3A.17 (3.32 HA)

Part of a housing proposal originally identified in the unadopted South Leeds Local Plan. A Planning Brief has been prepared as a guide to development.

A22.2.3 RING ROAD, MIDDLETON, - H3-1A.19 (2.36 HA)

Part of a housing proposal originally identified in the unadopted South Leeds Local Plan. Part of the site has been identified as a local centre but is now proposed as a housing site, with community facilities subject to local demand. A Planning Brief has been prepared as a guide to development which includes guidance on associated greenspace and play facilities and provision of pedestrian routes.

A22.2.4 THROSTLE GROVE, MIDDLETON – H3-3A.18 (4.04 HA)

Part of this site could be used for special needs housing. The design will need to ensure a satisfactory relationship with the Supertram route in Middleton Park Avenue and with the greenspace to the east. A Planning Brief will be prepared to guide development.

SOUTH LEEDS

**A22.2.5 GELDERD ROAD, ADJACENT HIGHFIELD FARM E3C(13)
(2.4 HA)**

This is a level, grassed site owned by CWS Property Group. Detailed permission has been granted for primarily manufacturing use with an element of retail (DIY, Garden Centre goods).

**A22.2.6 MIDDLETON GROVE, (METRO PARK PH.2), HUNSLET E3C(14)(2.5
HA)**

Following development of Phase 1 this land remains an employment use commitment.

A22.2.7 MIDDLETON GROVE, HUNSLET, E3C(15) (1.3 HA)

Part of established industrial area, this is a long standing commitment which remains undeveloped.

A22.2.8 WESTLAND ROAD, BEESTON, E3C(16) (1.2 HA)

Part of established industrial area, this is a long-standing commitment, which remains undeveloped.

A22.2.9 PARKSIDE LANE, BEESTON E3C(17) (1.0 HA)

This is an extension to an existing industrial estate with access from Parkside Lane. The site is made up from two railway embankments, the boundary being formed by Middleton Railway on its eastern side. An effective landscape buffer will be required to enhance the amenity of the railway.

A22.2.10 BROWN LANE, HOLBECK, E3C(18) (1.8 HA)

Constitutes the residue of larger site around "the piggeries".

A22.2.11 HUNSLET BUSINESS PARK, E3C(19) (9.3 HA)

The site lies within the Urban Development Area and the Development Corporation has prepared a Planning Framework setting out their general requirements for the area to facilitate redevelopment. A new road has been constructed linking Low Road and what will be Inner Ring Road Stage 7 via Atkinson Street, Yarn Street and Old Mill Lane.

The site includes a number of Listed Buildings which offer conversion opportunities for a range of uses and will require careful consideration on matters of design in particular.

A22.2.12 CARLISLE ROAD, HUNSLET, E3C(20) (3.4 HA)

This has generally been considered as a relocation site for a new foundry. However, it may well contribute to providing a new access to the proposed Royal Armouries museum development.

A22.2.13 PEARSON ST, HUNSLET, E3C(21) (1.0 HA)

Long standing industrial commitment.

A22.2.14 HOLME WELL ROAD, MIDDLETON, E3C(22) (1.6 HA)

Long standing industrial commitments.

A22.2.15 MILLSHAW NORTH, MILLSHAW E3C(23) (1.8 HA)

This site is available for employment use, subject to normal development control considerations.

A22.3 ADOPTED LOCAL PLAN PROPOSALS TO BE DELETED OR MATERIALLY CHANGED

There is no adopted Local Plan for the South Leeds area.

A22.4 PROPOSED GREEN BELT CHANGES

Location	Area (Ha)	Reason for change or deletion
Gipsy Lane, Beeston	7.5	Addition, to include playing fields, reservoir and school in Green Belt as part of the wider open area.
Middleton Lane	30.0	Addition, to provide logical long-term Green Belt boundary adjoining housing site.
Bodmin Street Middleton	0.5	Deletion, to make the Green Belt boundary follow existing built-up

SOUTH LEEDS

		area.
Bodmin Road Middleton (2 sites).	3.2	Addition, to make the Green Belt boundary follow existing built-up area.
Sissons Road (3 sites). Middleton	0.7	Addition, to make the Green Belt boundary follow existing built-up area.
Ring Road Beeston Park Middleton	1.7	Addition, to include the reservoir within the Green Belt.
Middleton Broom	43.0	Addition/Deletion to the Green Belt: i. to take account of proposed major leisure opportunity LT5B(2); ii. to take account of existing housing commitment H3-3A.16; iii. extending the existing Green Belt of Middleton Park; iv. to include former housing proposal, which has been deleted due to abnormal ground conditions. v. to take account of the boundary of the Local Nature Reserve.
Middleton Lane Middleton	1.4	Deletion, to take account of boundary of new housing proposal H4(39) and to follow existing highway.
Sharp lane Middleton	0.1	Addition and Deletion, to take account of new road alignment on Sharp House Road and Sharp Lane.
Southleigh Road Middleton	0.1	Addition, to relate the Green Belt boundary to existing built-up area and to dismantled railway line.

SOUTH LEEDS

Middleton Wood Middleton	0.6	Addition, to include an important area of Middleton Wood.
Thorpe Garth Middleton	0.02	Addition and Deletion, to relate boundary to existing built-up area.
Thorpe Lane Middleton	0.2	Deletion to follow existing highway.
Bodmin Road	0.1	Deletion to make the Green Belt boundary follow existing built-up area
M1 Motorway Environment, Middleton	17.0	Deletion to reflect Green Belt boundary arising from motorway construction.
Thorpe Hall Thorpe on the Hill	1.0	Deletion to accommodate Policy E4(41) to secure the retention of the Listed Building.

A23. WEST LEEDS

A23.1 ADOPTED LOCAL PLAN PROPOSALS TO BE CARRIED FORWARD IN THE UDP

There is no adopted Local Plan in West Leeds.

A23.2 OTHER COMMITTED SITES

Committed development sites are:

A23.2.1 TONG ROAD/AMBERLEY ROAD, ARMLEY E3C(24) 2.7 HA

The site committed for economic development under Policy E3C is the subject of a Planning and Development brief for light industrial use.

A23.2.2 CARR CROFTS, ARMLEY. E3C(25) 1.7 HA

A planning application for industry and warehousing subject to a Section 106 Agreement has been approved for these former rail sidings. The principle of development is therefore accepted as committed under Policy E3C.

A23.2.3 BURLEY PLACE/WEAVER STREET, KIRKSTALL (1.5 HA) E3C(26).

This committed site is included in the LDC Kirkstall Valley Framework as an industrial proposal.

A23.2.4 OLDFIELD LANE, COPLEY HILL, NEW WORTLEY. E3C(28) 1.8 HA

This area within an existing industrial curtilage is considered suitable for employment use, either as an extension of the existing operation or as a free standing development.

A23.2.5 WHITEHALL ROAD, WORTLEY E3A/E8(13) (6.5 HA)

Under Policies E3A and E8(13) this site is identified as a key employment site for the full range of employment uses.

A23.3 ADOPTED LOCAL PLAN PROPOSALS TO BE DELETED

There is no statutory Local Plan coverage in this area, but it is covered by the 1972 Leeds Development Plan Review.

A23.4 PROPOSED GREEN BELT CHANGES

As there are no existing statutory Local Plans in West Leeds the Green Belt is all West Yorkshire Green Belt defined in detail by the 1972 City and County Borough Development Plan Review except for the New Farnley area which is defined for development control purposes by the unadopted New Farnley Local Plan. The UDP proposes a sustainable long-term Green Belt taking account of current development, future development needs, the need to prevent coalescence of settlements and to ensure access to open countryside.

CHANGES ARISING UNDER POLICY N34

Location	Area (ha)	Reason for change
Low Moor Side, New Farnley	5.6	Deletion to allow for protected area of search for potential long term development

OTHER CHANGES

Rock Lane, Bramley	0	Addition/deletion to reflect existing development (additions and deletions balance out)
Whitecote Lane, Bramley	Negligible	Addition/deletion to reflect existing development.
Billey Lane/ Cobden Road/ Farnley	4	Additions, to protect the open areas which separate Farnley from the industrial area. These include school playing fields and allotment gardens.
Post Hill, Farnley	2.3	Additions/deletions, to protect the open land, Farnley Beck and the Leeds Nature Area, allowing for housing development - (all of which form an important green corridor between Pudsey and Farnley).(net change +2.3ha)

Beechfield New Farnley	1.0	Additions/deletions, to protect open areas and follow the edge of the built-up area and to allow limited residential development at Well Holme Farm.
Lodge Hill, New Farnley (New Farnley Local Plan) White land in Leeds Review Plan 1972).	5.1	Deletion, to provide a sustainable long-term Green Belt boundary allowing for new housing development whilst retaining the character of the separate settlement.
Whitehall Road, Farnley	0.6	Various minor additions and deletions, to reflect the current extent of industrial development whilst maintaining a green wedge between the industrial area and New Farnley.
Whitehall Road, New Farnley	0.2	Deletion to reflect existing residential development
Low Moor Side, Farnley	0.2	Deletion to reflect existing development
Land Adjoining Housing Allocation	0.8	Addition in order to maintain a meaningful gap between New Farnley and the main built-up area of Leeds
Land Adjacent Road Industrial Estate	0.6	Deletion to reflect existing land use and topography
Lawns Farm, Farnley	14.4	Addition to protect open areas between Farnley and New Farnley which include School playing fields.
Hawksworth Wood, Hawksworth	2.3	Additions, to include the area of greenspace together with Hawksworth Wood (an important green corridor).
Butcher Hill, Hawksworth/ West Park	15.9	Addition, to include these areas of greenspace and playing fields for protection and as part of important green corridors.

WEST LEEDS

Abbey Road, Hawthornth	0.1	Addition, to provide further protection to the road corridor which is predominantly open in character.
Kirkstall Valley/ Kirkstall Abbey, Kirkstall	75.2	Addition, to protect these large areas of greenspace, farmland, parkland and playing fields which form a major green corridor.
Old Rail Line, Newlay, Kirkstall	3.1	Addition, to follow a more logical boundary using the rail lines still in use as a line.
Wortley	1.8	Additions/deletions (reflecting existing developments) to provide a long-term sustainable boundary (net change +1.8ha)
Gelder Road, Wortley	18.6	Deletion, to reflect existing development, planning permissions and allow for future economic development on 2 sites.

A24. WETHERBY

A24.1 ADOPTED WETHERBY AND DISTRICT LOCAL PLAN PROPOSALS TO BE CARRIED FORWARD IN THE UDP

These include Housing Proposals (formerly given the reference H3B but now replaced by Policies H3-1A and H3-3A), and Employment Proposals referred to in UDP Policy E3B, and all other proposals covered by Policy GP6. The original Local Plan reference number is shown in brackets at the end of each proposal. For the avoidance of doubt, where allocations in the original Local Plan refer to specific forms of employment development, the sites referred to are, in accordance with Policy E3, to be taken to be allocated for employment purposes generally.

COMMUNITY PROPOSALS

BOSTON SPA

H3-1A.16: NEW HOUSING WILL BE ALLOWED AT PRIMROSE LANE, BOSTON SPA, AS SHOWN ON THE PROPOSALS MAP, WITH PRIORITY GIVEN TO SMALL DWELLINGS, PARTICULARLY FOR THE ELDERLY AND SUBJECT TO:

THE PROVISION OF APPROPRIATE LANDSCAPING ALONG THE NORTH AND EASTERN BOUNDARIES OF THE SITE. (BSP1a)

The site is suitable for housing development as it is within the boundaries of the existing built-up area, vacant, unused, accessed and serviced.

BRAMHAM

N5: THE IMPROVEMENT OF THE FACILITIES OF THE BRAMHAM RECREATION GROUND AS DEFINED ON THE PROPOSALS MAP INSET WILL BE ENCOURAGED. (BHM4)

Improvements are required to realise the full potential of the playing field.

SCARCROFT

H3-3A.15: NEW HOUSING WILL BE ALLOWED ADJACENT TO MOSES SYKE, SCARCROFT, AS SHOWN ON THE PROPOSALS MAP INSET SUBJECT TO:

THE PROVISION OF AMENITY GREENSPACE AS

**SHOWN ON THE PROPOSALS MAP INSET
TOGETHER WITH INCIDENTAL GREENSPACE AND
APPROPRIATE LANDSCAPING, TO INCLUDE THE
RETENTION AND STRENGTHENING, WHERE
POSSIBLE, OF EXISTING HEDGEROWS AND TREES.
(SCT1b)**

The site is within the built-up area and suitable for housing.

WETHERBY

**N5: AN AREA OF 5 HECTARES ADJOINING QUARRY
HILL LANE AS SHOWN ON THE PROPOSALS MAP
INSET WILL BE RESERVED FOR INFORMAL
RECREATIONAL GREENSPACE. (WBY12)**

There is a deficiency of easily accessible greenspace for informal recreation and the location of this site close to residential areas and the Wetherby footpath system makes it suitable for this use.

**GP6(30): ADDITIONAL INDOOR RECREATION FACILITIES
WILL BE PROVIDED AT WETHERBY SWIMMING
POOL. (WBY15)**

There is a deficiency of public indoor recreational facilities and this location is suitable for any potential additional facilities.

**N5: ADDITIONAL PUBLIC PLAYING FIELDS WILL BE
LAID OUT AT THE INGS AS RESOURCES PERMIT.
(WBY16)**

There is a lack of public playing fields in the area and this is a suitable location if resources permit.

A24.2 OTHER COMMITMENTS

None.

A24.3 ADOPTED WETHERBY AND DISTRICT LOCAL PLAN PROPOSALS TO BE DELETED

GENERAL POLICIES

Ref	Proposal	Reason for Change/Deletion
		Superseded by UDP Policy:
GP6(29)	Rural Land	RL1
HSG1	General Residential Policy	H1,H2
HSG2	General Residential Policy (Also BDY2, BSP2, BHM2, CFD2, CLM2, ESK2, LTN1, SCT2, THR2, THP1, WLN1, WBY2)	H8, H9
HSG3	General Residential Policy	H11
LE1-3	General Economic Policy	E5
OFF1-5	" " "	E12, E13, E16, E17
SHP1-3	" " "	S2, S5, S6, S6A, S9
REC1	General Environment Policy	N2
REC2	" " "	N5
REC4	" " "	N4, N5
GB1-5	" " " (Also BDY3, BSP4, BHM3, CFD3, CLM3, ESK3, LTN2, SCT3, THR3, THP2, WLN2, WBY10)	N32, N33
GB6	" Horse Rearing	N33
GB7-12	" " "	N32, N33
RL2-6	" " "	RL1
CTS1-2	" " "	N37
CTS3-4	" " "	N23, N27, N41, N41B
CTS5-6	" " "	N49, N50

LOWER AIRE VALLEY SUBJECT PLAN

CTS7-8	"	"	"	N45, N46, N46A
CTS9	"	"	"	N5, N9
CTS10	"	"	"	N38
TR1,WBY17	"	Transport	"	T19
TR2	"	"	"	T2
TR3	"	"	"	T24

COMMUNITY PROPOSALS

BRAMHAM

BHM1b	Housing at Lyndon Road	Complete
BHM5	Road Improvements	"

BOSTON SPA

BSP3	Site for Health Centre	Not required. Site now available for housing as small infill site.
BSP5-6	General Shopping Policy	Superseded by S2

CLIFFORD

CFD1c	Housing at Old Mill Lane	Complete
-------	--------------------------	----------

COLLINGHAM

CLM1a	Housing at Harewood Road	"
-------	--------------------------	---

EAST KESWICK

ESK1a	Housing at Main Street	"
ESK1b	Housing at Church Drive	"

SCARCROFT

SCT1a Housing at Syke Green "

THORNER

THR1a Housing at Ellerker Road "

THORP ARCH TRADING ESTATE

Local Plan Policy

Superseded by UDP Policy

TTE1				E3B(21)
TTE2	"	"	"	E3B(22)
TTE3				T2 & E5
TTE4	"	"	"	E1
TTE5	"	"	"	E7
TTE6	"	"	"	E7 & S5
TTE7	"	"	"	T24, BD1 & N27
TTE8	"	"	"	N50

WETHERBY

WBY1a Housing at Shaw Barn Lane "

WBY1b Housing at Linton Road "

WBY1c Housing at Nidd Approach "

WBY3a Industry at Former Goods Yard "

WBY3b Industry at Audby Lane "

WBY14 Footpath to former Branch Line "

WBY4-6 General Shopping Policy Superseded by S2

WBY7 " Economic " " " S2

WBY8-9 " Economic " " " N18-N22

WBY11 " Environment " " " N32

A24.4 PROPOSED GREEN BELT CHANGES - WETHERBY

CHANGES ARISING UNDER POLICY N34.

Location	Area (Ha)	Reason for Change
Green Lane/Grove Road, Boston Spa	4.0	Deletion to allow for possible long term development needs beyond the Plan period.
Leeds Road, Collingham	6.7	Deletion to allow for possible long term development needs beyond the Plan period.
West Park, Boston Spa	4.1	To allow for possible long term development needs beyond the plan period.
Chapel Lane, Clifford	1.4	Deletion to allow for possible long term development needs beyond the Plan period.
The Ridge, Linton	4.1	To allow for possible long term development needs beyond the Plan period.

OTHER CHANGES

BARDSEY

Woodacre Green	1.2	Proposal site H3-3A.24
First Avenue	0.49	Deletion from Green Belt to form a more natural boundary which will allow for a small-scale development.
Keswick Lane	0.4	Deletion from the Green Belt to take account of existing development.

BOSTON SPA

Church Fields	8.5	Proposal site H3-3A.25
---------------	-----	------------------------

BRAMHAM

Bowcliffe Road	11.1	Including Proposal site H3-1A.33 (2.11 ha.)
----------------	------	---

COLLINGHAM

Lilac Farm	0.9	Deletion from Green Belt to take account of existing buildings and to allow for small-scale redevelopment within defined curtilage boundaries.
------------	-----	--

South of Hollybush Green	1.9	Deletion from Green Belt to take account of existing buildings and to allow for small-scale development on a self-contained site.
--------------------------	-----	---

Behind Low Garth	0.02	Deletion from the Green Belt to take account of property curtilages.
------------------	------	--

CLIFFORD

High Street/Cinder Lane	2.0	Deletion from Green Belt to reflect the existing built up nature of the area.
-------------------------	-----	---

EAST KESWICK

East Keswick School	0.1	Small deletion from Green Belt to form a more natural boundary which will allow for future development of
---------------------	-----	---

LOWER AIRE VALLEY SUBJECT PLAN

the former school
playground area.

SCARCROFT

Thorner Lane	2.9	Proposal site, H3-3A.26
Manor Park	2.3	Deletion to take account of existing development

THORNER

Claypit Lane/St John's Avenue	3.8	Deletion from Green Belt to take account of existing extent of village development. Realignment of Green Belt also allows for small-scale development.
Church Hill	0.2	Deletion to take account of existing development.

WETHERBY

Micklethwaite Farm	10.4	Proposal site S6A.
La Locanda	0.7	Deletion of this site takes account of existing development, and to rationalise the Green Belt boundary.
Bardsey Grange,	0.3	Deletion to take account of existing development.

RURAL LAND

North of River Wharfe	13.5	- Sandbeck Lane (5.0) Proposal site, E4(37) - Field House Farm,
-----------------------	------	---

Walton (0.6ha)
Small scale
development on a self
contained site at the
rear of farm

- Thorp Arch Grange
School (7.9 ha). Small-
scale development on a
self-contained site at
the rear of school land
to take account of
existing development
(the school complex
and Marguerite Hepton
Hospital).

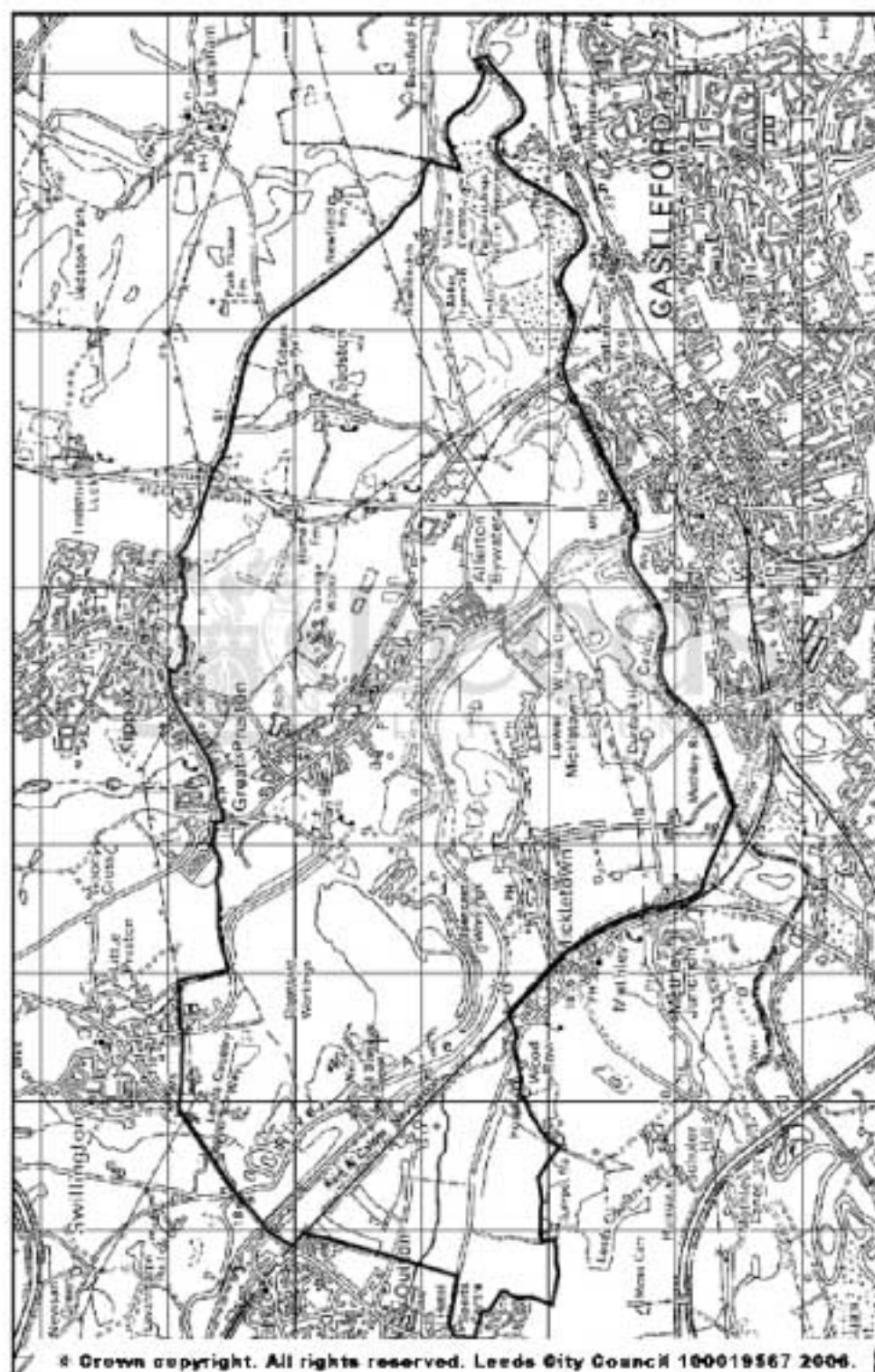
A25. LOWER AIRE VALLEY SUBJECT PLAN

A25.1.1 The Lower Aire Valley Subject Plan (LAVSP) was adopted by the former West Yorkshire Metropolitan Council in November 1985, to consider how environmental improvements could be implemented. It covers the Aire Valley in the South-East of the District, overlapping the areas covered by the Rothwell and Garforth District Local Plans. As such in conjunction with the two Local Plans, and the Structure Plan it formed the Statutory Planning Framework for this area. Parts of the LAVSP area will be considered as part of the Lower Aire Valley Environmental Improvement Strategy currently being progressed by the City Council. This work is reflected in UDP Policy N40. All the policies contained in the LAVSP are either superseded by the policies in the UDP or have been deleted where they are no longer relevant.

A25.1.2 STATUS OF LOWER AIRE VALLEY SUBJECT PLAN POLICIES

Ref	Proposal	Reason for Change/Deletion
Min 1	Opencast Coal extraction	Superseded by UDP Policy N45.
Min 2	Disposal of Colliery Waste	Policy deleted as no active collieries within plan area.
Min 3	Disposal of Colliery Waste	Policy deleted as no active collieries within plan area.
Min 4	Environmental Improvements adjacent to soil heaps	Superseded by UDP Policies N40, N52.
Min 5	Reworking of Colliery Spoil Heaps	Superseded by UDP Policy GM1.
Min 6	Sand and Gravel Extraction	Superseded by UDP Policy N46 (also para 5.5.25).
Env 1	Special Landscape Areas	Superseded by UDP Policy N37.
Env 2	Landscape improvements and ameliorating competing interests	Superseded by UDP Policies N30, N40, N52.
Env 3	Tree Planting	Superseded by UDP Policies N41, N41A, N41B.
Env 4	YWA to minimise Water Pollution	Superseded by UDP Policy N40.
Env 5	Landfill sites	Superseded by UDP Policy N48.
Env 6	Sites of Archaeological Interest	Superseded by UDP Policy N29.
Rec 1	Sport and Recreation Facilities	Superseded by UDP Policies N40, LT2, LT6, LT6A, N44.

LOWER AIRE VALLEY SUBJECT PLAN



LOWER AIRE VALLEY SUBJECT PLAN

Rec 2	Opencast and Mineral Site Restoration	Superseded by UDP Policies N39, GM6.
Rec 3	Improved Public Access	Superseded by UDP Policies N9, N40, N42.
Rec 4	Access agreement along towpath	Superseded by UDP Policy N40
Rec 5	Scale and type of recreation	Superseded by UDP Policies N40, N42, N43, N44
Con 1	Sites of Wildlife interests	Superseded by UDP Policies N49, N50
Con 2	Development affecting SSSI's and SSIs	Superseded by UDP Policy N50
Con 3	County Council notification procedure of operations adversely affecting wildlife	Policy deleted as County Council no longer in existence
Con 4	Comprehensive Management Plans	Superseded by UDP Policies N40, N42, N43
Ag 1	Development affecting good agricultural land	Superseded by UDP Policy N35.
Ag 2	Development on agricultural land	Superseded by UDP Policy N36.
Ag 3	Tree and hedge planting agricultural land	Superseded by UDP Policies N30, N40.
F1	Washlands	Superseded by UDP Policy N38.
F2	Additional floodwater storage	Superseded by UDP Policy N38.
Tr 1	Public Transport	Superseded by UDP Policy N9.
St A1	Agricultural Use at St Aidans	Superseded by UDP Policy N40.
St A2	Lowther North	Partly implemented, but also covered under UDP Policy N40.
St A3	Restoration at St Aidan's Extension	Superseded by UDP Policy N40.
St A4	Conservation of Wildlife on St Aidan's Extension	Superseded by UDP Policy N40.
St A5	Wetland to the South of Lowther North	Superseded by UDP Policy N40.
St A6	Retention of Hollinhurst Wood	Superseded by UDP Policy N50
St A7	Environmental Improvements, Lower Washlands	Superseded by UDP Policies N30, N40
Meth	Water Area Methley Mires	Superseded by UDP Policy N40.
New	Newton Ings and Fairburn Ings	Superseded by UDP Policies N50A, N50B.
New	Wetlands North of Newton Lane	Superseded by UDP Policies N50

LOWER AIRE VALLEY SUBJECT PLAN

Mi 11	Western Part of Mickletown Ings	Superseded by UDP Policies N49, N50A, N50B.
Mi 12	Extraction of Coal, Lowther South	Superseded by UDP Policy N45.
SWP	Swillington Park	Superseded by UDP Policies N37, N40.
OM 1	Sand and Gravel Works	Superseded by UDP Policies N45, N46.
OM 2	Oulton, Methley area of Local Landscape Area	Superseded by UDP Policy N37.
WH 1	Playing fields at former Water Haigh Colliery	Policy deleted as now woodland.
WH2	Part of Water Haigh Reclamation Scheme	Superseded by UDP Policies N1, N32, N33, H4(36).

A26. SPECIAL LANDSCAPE AREAS

1. Hawksworth Moor

A ridge of well-structured pastureland of small walled and hedged fields rising gently westwards to the wilder area of Hawksworth Moor. It is crossed by several walled lanes and offers good long-distance views over Wharfedale and Airedale. Hawksworth Moor occupies the western part of the area and is the most extensive area of heather moorland in Leeds, as well as the highest ground (340m A.O.D.). In the eastern part of the area, the unspoilt and historic Hawksworth village lies just south of the top of the ridge. The well treed grounds of High Royds Hospital occupy a shelf of flattish land in the north-east corner of the area. South-west of Hawksworth the attractive valley of the Jum Beck descends the slope to the Gill Beck. Positive factors: Strong structure and visual unity, topography, scenic quality, local rarity (moorland), attractive groups of buildings, trees, hedgerows, water bodies. Negative factors: A prominent white former sanatorium complex bordering High Royds Hospital. The area is abutted on the south, west and north by the Bradford District Special Landscape Area.

2. Otley Chevin

Extending westwards from Pool-in-Wharfedale and Bramhope, this part of the SLA occupies the southern slopes of the Wharfe Valley and affords fine views across the valley to Nidderdale, Farnley Moor and Leathley Moor. The steepest slopes, including the Chevin Forest Park, are heavily wooded and include unique rock formations. The remainder consists mainly of a fairly intact field pattern with walls or hedges and mature trees. Scattered farmsteads and houses occupy the north-facing slopes north of the Chevin woodlands and the A660, south of the disused railway line. Positive factors: strong structure and visual unity, interesting topography, high scenic quality, local rarity, attractive groups of buildings, landmarks, natural or semi-natural woods, trees, hedgerows. Negative factors: none.

3. Wharfe Valley southern slopes

This part of the SLA occupies the southern escarpment slopes of the Wharfe Valley and the valley floor extending to the River, extending from Pool-in-Wharfedale in the west to Collingham in the east. It is characterised by steep north-facing escarpment slopes with scattered woodlands descending to the flat but well-treed arable land south of the river. There are fine long distance views across the valley from many lanes and other viewpoints on the crest of the escarpment. The Harrogate-Leeds railway viaduct north of Bramhope, the wooded outlier of Rawden Hill near Weardley are attractive elements in many views. At

SPECIAL LANDSCAPE AREAS

Harewood the wooded parkland, Grade I on the English Heritage Register of Parks and Gardens, spills over into the valley and includes the historic ruins of Harewood Castle. Positive factors: strong structure and visual unity, interesting topography, high scenic quality, attractive groups of buildings, landmarks, natural or semi-natural woods, trees, hedgerows. Negative factors: none.

4. Linton/Wetherby

This area includes the distinctive washland landscape of Wetherby Ings which with the river cliff to the north defines the southern limits of the town. The washland extends up-river to the south and is occupied by grazing fields and Wetherby Golf Course which incorporates an attractively tree-grown disused railway embankment. This part of the SLA is overlooked by public viewpoints on the steeply rising ground either side of the valley floor. The rising land north and west of the river includes the well-wooded valley of Northgate Lane and the wooded parkland at Linton Spring, and offers fine views of the Wharfe Valley and of the villages of Linton and Collingham. Positive factors: strong structure and visual unity, interesting topography, high scenic quality, local rarity, attractive groups of buildings, landmarks, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: none

5. Wetherby/Boston Spa

This area is bisected by the winding course of the River Wharfe in a narrow, well wooded gorge. Wetherby Grange Park and Thorp Arch Park are well-treed, and the wooded Hills at Gunter Wood and Crowcroft Bank are prominent and attractive features. The eastern edge of the area is defined by a wooded disused railway cutting. Positive factors: strong structure and visual unity, interesting topography, high scenic quality, local rarity, attractive groups of buildings, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: timber yard buildings east of Park Hill Farm.

6. Golden Acre/Eccup

Well-kept agricultural land dotted with farmsteads, small woodlands and shelterbelts. Several golf courses lie along the southern fringes but have a wooded moorland character which fits well into the locality. The wooded parkland of Golden Acre Park, Fish Pond Plantation and the Adel Dam nature reserve are complemented by attractive water bodies. The attractive Eccup Beck valley is dominated by the broad expanse of Eccup Reservoir. Positive factors: strong structure and visual unity, high scenic quality, attractive groups of buildings, landmarks, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: none.

7. Harewood

The high quality landscape of Harewood Park is Grade I on the English Heritage Register of Parks and Gardens. Positive factors: strong structure and visual unity, interesting topography, high scenic quality, local rarity, attractive groups of buildings, landmarks, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: none.

8. Collingham/East Keswick/Bardsey/Scarcroft/Thorner/Shadwell

This part of the SLA is typified by a series of ridges and valleys running eastwards into the Scarcroft/Bardsey/East Keswick becks which in turn feed into a tributary of the Wharfe. The series of rolling ridges allow attractive middle- and long-distance views along the valleys and north-east out of the Leeds area. The scattered villages are located mainly on the higher ground though Thorner, Bardsey and Collingham descend into the valley bottoms. The field structure is largely intact, and small woodlands are located on the steeper valley sides. The southern part of the area includes several golf courses, some of which complement and enhance the local landscape character and some of which include inappropriate planting. Towards the west there are only small hamlets and farms, and the landscape is more open in character. Positive factors: strong structure and visual unity, interesting topography, high scenic quality, attractive groups of buildings, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: none.

9. Bramham

The landscape of this area is dominated by several large-scale woodlands such as Black Fen and Lady Wood, which tend to truncate long-distance views, but also contains many smaller woods and shelterbelts, and well-maintained walls and hedges. The steep sides of the various narrow valleys are generally wooded. The core of the Bramham Park estate is Grade I on the English Heritage Register of Parks and Gardens. Positive factors: strong structure and visual unity, interesting topography, high scenic quality, local rarity, attractive groups of buildings, landmarks, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: none.

10. Parlington/Becca

This area extends between the Magnesian Limestone villages of Barwick and Aberford, and consists almost entirely of 19th century country estates including Parlington, Becca, and Potterton, which contain typical large-scale woodland blocks, shelterbelts and parkland trees, together with well-maintained agricultural landscapes. The topography reflects the presence of the Cock Beck and its various tributary valleys. The wooded ancient

SPECIAL LANDSCAPE AREAS

earthworks of Becca Banks and The Ridge add to the attractiveness of the area. Positive factors: strong structure and visual unity, interesting topography, high scenic quality, local rarity, attractive groups of buildings, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: none.

11. Ledsham/Ledston

The major, southern, part of this area consists of undulating well-structured farmland on the Magnesian Limestone, dissected by several small dry valleys (in two of which sit the attractive villages of Ledsham and Ledston). The landscape is dominated by the high-quality well-wooded parkland landscape of Ledston Park, Grade II on the English Heritage Register of Parks and Gardens. The southern slopes, descending to the Aire Valley, afford dramatic long-distance views over Fairburn Ings and South Yorkshire. Further north, the quality of the landscape derives from the large woodlands interspersed with open fields on the ridge east of the A1, and the Grade II registered grounds of Lotherton Hall. Positive factors: strong structure and visual unity, interesting topography, high scenic quality, local rarity, attractive groups of buildings, landmarks, natural or semi-natural woods, trees, hedgerows. Negative factors: none.

12. Temple Newsam

Well-wooded parkland, golf course and agricultural land with a strong structure and enjoying panoramic views of the Aire Valley. This area includes the whole of Temple Newsam Park (the core of which was originally designed by Capability Brown and now Registered Grade II by English Heritage), small-scale fields with fine hedgerow trees between the park and Colton, and areas of open-cast coal mining now restored to a high standard and now in agricultural use. Positive factors: strong structure and visual unity, high scenic quality, local rarity, attractive groups of buildings, landmarks, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: short views of motorway, long-distance views of industrial buildings.

13. Swillington/Leventhorpe

Two adjacent parkland estates with mature trees, woodlands pastures and wetlands, with a strong relationship to their Aire Valley setting. Positive factors: strong structure and visual unity, high scenic quality, attractive groups of buildings, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: none.

14. Methley Park

The core of this area is the well-wooded Methley Park estate, a 19th Century landscape designed around the now-demolished Methley Hall. The area extends eastwards to Methley Conservation Area centred on the attractive village green. Between the park and Watergate is an area of low-lying fields with a very strong pattern of hedgerow trees though the hedges themselves have largely vanished. North of Methley Lane is an area of pasture and small hedged fields, with trees following Oulton Beck. Positive factors: strong structure and visual unity, high scenic quality, local rarity, attractive groups of buildings, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: none.

15. Oulton Park/Springhead Park

Oulton Park is an almost intact early 19th century park designed by prominent landscape designer Humphrey Repton and registered Grade II* by English Heritage and currently in use as a golf course. Springhead Park is based on the steep-sided valley of Oulton Beck, with mature trees and woodlands. Both parks play an important role in visually separating Rothwell from Woodlesford/Oulton. Positive factors: strong structure and visual unity, high scenic quality, local rarity, attractive groups of buildings, landmarks, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: none.

16. East Ardsley

An area of undulating agricultural land centred on the axis of a tributary of the Hey Beck, containing several mature woodlands and the major water body of Ardsley Reservoir, and enjoying long-distance views to the south. This area constitutes the best landscape in the Morley area. Positive factors: strong structure and visual unity, interesting topography, local rarity, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: views of motorway.

17. Fulneck/Tyersal/Troydale/Cockersdale

This area is based on the steep slopes of the Fulneck, Cockersdale and Pudsey Beck valleys. The dramatic topography is complemented by a strong pattern of hedges and walls, with many hedgerow trees and some woodlands on the steeper slopes. This area overlooks and is contiguous with the Tong-Cockersdale area in Bradford District, also designated as Special Landscape Area. Positive factors: strong structure and visual unity, interesting topography, high scenic quality, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: none.

SPECIAL LANDSCAPE AREAS

18. Woodhall/Calverley/Cragg Wood/Hunger Hills

The whole of this area is characterised by a well-maintained field pattern of walls, hedges, trees and substantial woodlands, with steep lanes following small valleys and connecting the farms, hamlets and small villages which punctuate the landscape. South of Calverley and Rodley Lane is an area of rising land reaching its highest point at Woodhall Hills, which providing extensive views over the surrounding countryside and towards both cities of Leeds and Bradford. The western fringe falls away to the steep, partially wooded, valley slopes of Fagley Beck. North of Calverley a narrow belt of fields is separated from the River Aire and the canal by the extensive Calverley Wood, while further east there are uninterrupted views northwards across the valley. North of the flat valley bottom the land rises again to the A65 which affords spectacular views of the whole valley. Around the heavily wooded Victorian residential estate of Cragg Wood the large stone houses are largely hidden in the trees. North of the A65 the open slopes extend between Horsforth and to the high viewpoint of Hunger Hills. Positive factors: strong structure and visual unity, interesting topography, high scenic quality, attractive groups of buildings, landmarks, natural or semi-natural woods, trees, hedgerows, water bodies. Negative factors: industrial area visible west of Calverley Bridge (but not in SLA).

GLOSSARY

Terms in italics have separate definitions in the Glossary.

Accessibility

The relative ease of entry into a site or travel to or from an area or facility assessed in relation to the time taken for the journey (including waiting time) and the actual or perceived cost of the journey.

Adoption

Final confirmation of UDP as statutory *Development Plan* by resolution of local planning authority.

Aims

Intentions, generally long term, which underlie the *Development Plan*.

Allocation

The land use assigned to a parcel of land under a statutory *Development Plan*.

British Rail Community Fund

BR has had a national Community Policy since 1982 which aims to strengthen links between the railway industry and the community at large. It is carried out through partnership projects such as improving station forecourts, repainting bridges, providing facilities for disabled passengers, commissioning works of art, etc. The Fund provides BR's contribution to the partnerships, which can include Local and Central Government, businesses, training agencies, community and voluntary groups.

Business Tourism

Visits to the district for non-leisure purposes, e.g. a visit to a conference.

GLOSSARY

Capital Budget

Expenditure on assets such as vehicles, land, buildings or construction works where the asset provides benefits over a number of years and where that is reflected in the cost being spread over a number of years in the accounts. Such expenditure is financed chiefly from borrowing and receipts from sale of assets.

Change of use

Planning permission is needed for changing the use of a building or land except for changes covered by the *Use Classes Order*.

City Action Team

The Leeds/Bradford City Action Team is a Government initiative which focuses through a single body the assistance which is available from various Government Departments to help to revitalise the inner city areas of Leeds and Bradford. The Team is run by civil servants based in the area and is lead by the DoE Minister for Leeds and Bradford.

City Centre

The main focus of commerce, administration, law, medicine, education, culture, entertainment and transport within Leeds. It is also the regional shopping centre and main focus of employment and development interest. The boundary is defined on the Proposals Map.

Class 2 Status

Refers to Class 2 of the Department of the Environment's river quality classification contained in the consultation document 'River Quality - The Government's Proposals', 1992. In the context of the River Aire, there is a requirement for the river to be of a water quality throughout its passage through Leeds to support a wide range of coarse fish and a wide range of recreational uses, except activities involving immersion.

Commencement Order

The Leeds UDP Commencement Order came into effect on 25 September 1989. This Order by the Secretary of State for the Environment brought into effect in Leeds the power and obligation to make a UDP contained in the Local Government Act 1985.

Commercial Improvement Area

An area designated under the Inner Urban Areas Act 1978 within which public funds are made available, usually through the Urban Programme, to help improve property and the local environment in cooperation with local businesses. The aim is to revitalise economic activity and to secure a stable level of permanent employment within an older and usually declining commercial area.

Comparison Shopping

Shopping for clothing and footwear, household goods such as furnishings and electrical appliances, recreation goods, DIY goods and other non-food goods, for which the consumer generally expects to invest time and effort in visiting a range of shops before making a choice.

Conservation

The protection or safeguarding of land, natural habitat, landscape or townscape. Changes which do not conflict with the essential character of the resource are accepted.

Conservation Area

An area, usually part of a settlement, designated by a local planning authority for preservation or enhancement because of its special architectural or historic interest under the Planning (Listed Buildings and Conservation Areas) Act 1990.

Convenience Goods Shopping

Shopping for food and other groceries, drink, tobacco, newspapers and magazines, goods which tend to be purchased regularly and for which convenience of purchase is therefore important.

Density

A measurement of the intensity of residential land use. Gross residential density relates to net housing areas and ancillary uses such as primary schools, local shops and greenspace. Net residential density is confined to the net housing area only and is therefore always higher than gross density.

GLOSSARY

Derelict Land

Land so damaged by industrial or other development that it is incapable of beneficial use without treatment.

Derelict Land Grant

A Central Government grant payable by the Secretary of State for the Environment to Local Authorities and other bodies such as private companies and voluntary sector organisations for the reclamation of derelict land.

Development

The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land (S.55 Town and Country Planning Act 1990).

Development Plan

The statutory document(s) which indicate the manner in which local planning authorities propose that the land in their area should be used. New Development Plan system comprises UDP which in Leeds replaces 1971 Act County Structure Plan (approved 1980) and Local Plans (Leeds Central Business Area (1982), Wetherby (1984), Garforth (1986), Rothwell (1983), Morley (1986), Pudsey (1985), North Leeds (1988), Aireborough, Horsforth and Bramhope (1989) and Lower Aire Valley Subject Plan (1985) and 1962 Act Leeds C.B.C. Review Plan (1972), West Riding C.C. County Map (1966) and Otley Town Map Review (1966).

District Centre

First defined in the 1972 Development Plan Review for the old Leeds County Borough, District Centres provide a wide variety of shopping and community services (clinics, libraries, banks, etc.) for a large suburban population. They have been redefined in the UDP, to form part of the set of "town" centres.

Estates Action Programme

A method of improving run-down Council estates by carrying out house refurbishments and environmental improvements. The City Council needs to apply to Central Government for permission to borrow additional finance to fund these works.

Footloose

A term used to describe certain organisations that wish to expand or relocate. It means that decisions on where to move to are not particularly constrained by factors which might limit the 'area of search' for a site.

Gateway

A visual 'marker' of the point of entry into the City Centre, where main radial roads cross the boundary into the City Centre. In the medieval city this was a gatehouse through the city walls. A typical gateway today would be a particularly prominent or memorable building or group of buildings.

General Development Order

Statutory Instrument 1988 No.1813. This sets out a list of (mainly) minor developments for which planning permission is granted by the Order. This means that there is no need for anyone wanting to carry out work covered by the Order to get approval from Leeds City Council or the Development Corporation.

General Improvement Area

An area where encouragement of improvements to owner-occupied housing was assisted by grants and environmental improvements. Powers to operate these were terminated under Part VII of the Local Government and Housing Act 1989, effective from March 1991.

Good agricultural land

The most productive farmland, comprising grades 1, 2 and 3a, which MAFF (Ministry of Agriculture, Fisheries and Food) considers should be protected as a natural resource against all forms of development.

Grade separated

A grade separated road or rail junction is one where some routes through the junction are separated from others by means of ramps and bridges in the form of flyovers and underpasses.

GLOSSARY

Grain

The grain of an area is a combination of the extent to which it can be penetrated by the pedestrian and the scale of its building blocks, i.e. the frequency of roads, alleys and pedestrian ways.

Green Belt

An area of open land where strict planning controls apply in order to check the further growth of a large built-up area, prevent neighbouring towns from merging or preserve the special character of a town.

Greenspace

A collective term to describe greenspaces which the public have a right to enter and use for formal or informal recreation. Examples include recreation grounds, parks, linear spaces along canal towpaths or former railway lines, pedestrian areas in the city centre, small play spaces within housing areas, and woodlands.

Green Wedges

Major breaks in the physical structure of the urban environment formed by combinations of green spaces such as parks, playing fields and woodlands.

Hard Landscaping

Open areas covered in hard, artificial surfaces such as brick, concrete or tarmac, and used for a variety of uses such as car parking, paths and playgrounds. See *Soft End Use*.

Hectare

A unit of area equivalent to 10,000 square metres (100 metres by 100 metres) or 2.471 acres.

House Builders' Federation

An Association forming a sector of the National Building Employers Confederation. The Yorkshire regional branch represents the interests of the private house builders operating in Leeds.

Household

Either one person living alone or a group of people (who may or may not be related) living at the same address with common house-keeping.

Household Forecast

The Department of the Environment periodically produces forecasts of the likely number of households in certain categories based on the age and marital status of 'household heads'. These forecasts use the results of *OPCS population projections*.

Houses in Multiple Occupancy

A residential unit inhabited by two or more *households* sharing at least some, but not necessarily all, facilities (e.g. cooking and cleaning). Under the *Use Classes Order 1987* a house can accommodate up to six people, who need not be related, sharing all facilities without the need to seek planning permission. Shared student houses are an example.

Housing Action Area

An area of housing and social stress where improvement of housing was encouraged by higher levels of grant and environmental improvements. Powers to operate these were terminated under Part VII of the Local Government and Housing Act 1989, effective from March 1991.

Housing Investment Programme

The system by which Central Government allocates finance to Local Housing Authorities. An HIP document is prepared each year. It sets out proposals for future spending, including the coordination and distribution of finance for housing, and is submitted to the DoE to bid for Government approval for the level of spending required by the Programme.

Housing Renewal Area

Introduced by the Local Government and Housing Act 1989 to replace *General Improvement Areas* and *Housing Action Areas*. They are intended to cover areas consisting of a minimum of 300 houses where improvements will uplift and bring new life into predominantly residential areas. A wide range of social and community issues can be addressed as well as housing matters.

GLOSSARY

Industrial Improvement Area

An area declared under Sections 4, 5 and 6 of the Inner Urban Areas Act 1978 by designated Metropolitan District Councils for which powers are available to assist industry and commerce and to finance environmental improvements. Leeds is a designated District under these powers.

Infilling

The filling-in by building development of a gap, ripe for development, within an established built-up area, settlement, or group of buildings.

Informal Recreation

Activities for which participants need no specific skills or equipment, e.g. walking and picnicking. The activities tend to exclude team sports or organised events.

Infrastructure

The distribution network of urban services essential for development, e.g. roads, trunk sewerage, gas and water mains, electricity and telephone lines.

In-Migration

The number of people or *households* moving into an area, e.g. Leeds Met. District.

Leeds Development Corporation

An organisation set up by Central Government under Sections 134 and 135 of the Local Government, Planning and Land Act 1980 for the purposes of regenerating a specific area which shows high levels of urban decay. The LDC has certain Planning powers: it can determine planning applications but is not a development plan making authority.

Leeds Initiative

A partnership between the City Council, the private sector, the University and Polytechnic and Central Government to co-operate in the promotion of the City of Leeds. It provides a forum for the main sectors of Leeds economic and cultural life to co-ordinate and to identify common aims in

the development of the City as an attractive place to live and work, and as a City of European importance.

Leeds Metropolitan District

The area of land over which Local Government powers are administered by Leeds Metropolitan District Council (Leeds City Council).

Leeds Nature Area

Site of local or District-wide importance for the enjoyment, study or conservation of wildlife, geological features and landforms. In neighbourhoods lacking in sites of natural interest, areas of greatest potential are designated to provide sites of natural interest close to peoples' homes.

Light Industry

Industrial processes which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. Such uses are now contained within Class B1 of the *Use Classes Order 1987*.

Listed Building

A building included in a list approved by the Secretary of State under Planning (Listed Buildings and Conservation Areas) Act 1990 in view of its architectural or historic interest. In consequence, the building is subject to special restrictions relating to its alteration or demolition.

Local Nature Reserve (LNR)

Site of special interest within the District for the conservation, study or enjoyment of its flora, fauna, geology or landforms, and in which the City Council has a legal interest. Local Nature Reserves are a statutory designation operated by local authorities in consultation with the appropriate national conservation agency;

Main urban area

Continuous built-up area of Leeds\Horsforth\Pudsey.

GLOSSARY

Metro

The name adopted by the West Yorkshire Passenger Transport Executive. The Executive is responsible for implementing the policies of and is funded by the *West Yorkshire Passenger Transport Authority*. These include the promotion of all public transport services, concessionary fares, tendered/subsidised bus services and agreements with British Rail covering subsidised local rail services.

Monitoring

Continuous survey aimed at discovering and measuring significant deviations from a plan or its underlying assumptions.

Net Out-Migration

The difference between the number of people or *households* leaving an area (e.g. Leeds Met. District) and the numbers moving into the area where the number leaving is greater than the number moving in.

Objectives

Translation of a general aim into more specific statements towards achievement of that aim.

OPCS Population Projections

Periodically the Office of Population Censuses and Surveys (OPCS) produces sets of population projections for England and Wales, regions and local authority areas. These use up-to-date information on births, deaths, fertility and migration.

Options

One of a series of alternative plans from which a choice has to be made.

Planning Brief

A plan and written matter relating to a particular site of limited area which provides a co-ordinated planning context for individual projects. They cover detailed land use (including provision of community facilities), location of buildings and spaces, traffic circulation, landscape needs and related matters. They thereby ensure that City-wide and local planning policies are carried out in the development process.

Planning Obligation

A planning obligation can arise when a developer either enters into an agreement with the planning authority under S.106 of the Town and Country Planning Act 1990 or otherwise produces a proposal to carry out works which are not included in a proposed development for which planning permission is sought.

Pocket Park

A small area of land (less than 0.4 hectare or 1 acre) which serves a dual function of providing a wildlife habitat and an open recreational area for the benefit of a local community.

Policy

Chosen course of action, in pursuance of an aim, which guides a continuing process of decision making.

Pollution

In the Environmental Protection Act 1990, pollution is not directly defined but a well used definition of pollution is cited and is as follows:

“The introduction by man into the environment of substances or energy liable to cause hazards to human health, harm living resources and ecological systems, damage to structures or amenity, or interference with legitimate use of the environment.”

Holdgate, M.W.

A Perspective on Environmental Pollution (Cambridge 1979)

Proposal

Chosen course of action, usually for the development or other use of land.

Proposals map

Obligatory component of UDP which shows planning information as accurately as the scale permits on a base reproduced or prepared from an OS map.

GLOSSARY

Rechar Programme

A European Community financial support programme for the economic restructuring of coal mining areas, mostly in regions already eligible for European Regional Development Fund (ERDF) assistance under Objectives 1, 2 and 5B of the EC Structural Funds. Rechar funds can be used for the improvement of the physical and social environment of coal mining areas and the promotion of alternative economic activities.

Reclamation

The treatment of *derelict land* to make it capable of beneficial use.

Redevelopment

The demolition and rebuilding of parts of built-up areas.

Regeneration

Bringing older, built-up areas up to modern standards through a process of refurbishment and improvement, and where necessary *redevelopment*.

Regional Aggregates Working Party

A group consisting of representatives from the aggregates industry, Central and Local Government which assesses the supply and demand for aggregates in the Region (North, South and West Yorkshire).

Rehabilitation

On-site renovation of buildings with emphasis on rebuilding of internal fabric and retention of external walls.

Revenue Budget

Expenditure of a recurring or minor nature which is charged to the accounts in full in the year in which it is incurred, e.g. wages, salaries, vehicle and building running costs, loan repayments, etc. Such expenditure is financed chiefly from fees and charges, Government grants, Business Rates and the Community Charge.

Review

Re-examination of validity of information and assumptions on which a plan is based which may lead to alteration.

Rounding off

The building up of indentations into the built-up area of a settlement thereby leading to a more regular consolidated pattern of development.

Shopping Frontages Policy

Used as a basis for determining proposals for changes of use of ground floor premises from retail to non-retail use. It attempts to achieve a balance of facilities within a centre, taking account of the character and role of the centre.

Site of Ecological or Geological Importance (SEGI)

Site designated as being of county-wide importance for its flora, fauna, geology or landforms, as recommended by the West Yorkshire Ecological Advisory Service or the West Yorkshire RIGS (Regionally Important Geological Sites) Group. Within the District, SEGIs are designated by Leeds City Council as its part in the conservation of sites of county-wide scientific importance;

Site of Special Scientific Interest (SSI)

Site designated by English Nature as being of national or international importance for its flora, fauna, geology or landforms. This is a statutory designation operated throughout Great Britain;

Soft End Use

Uses such as parks, landscaped areas for nature conservation and open recreation areas, as opposed to 'hard' uses such as buildings or other artificial surfaces, e.g. roads and car parks.

Standard Industrial Classification

A classification issued by the Government Statistical Service which groups economic activities of a similar nature to assist in the analysis of Britain's economy. These groups are termed 'industries' although all types of economic activity are covered including the provision of goods

GLOSSARY

and services such as shopping, government entertainment, etc. It is revised periodically. The current version came into effect in 1980.

Strategy

Decisions in a plan which co-ordinate the aims and determine broadly how they will be achieved. Policies and proposals (qv) are developed from the strategy.

Tourism Development Action Programme

Joint strategy between Leeds City Council, British Waterways Board, Yorkshire & Humberside Tourist Board, English Tourist Board and Leeds Development Corporation. The TDAP is based upon the Leeds-Liverpool Canal, River Aire and the Aire & Calder Navigation within the City boundary and is designed to strengthen the tourist base of Leeds.

Town Cramming

In existing residential areas there is often pressure to increase the density of development by conversions, redevelopment or infilling on undeveloped plots of land or areas used for recreational greenspace. If this pressure is not checked the cumulative effect of such developments can damage the amenity and character of such areas. Local Planning Authorities are asked by the Department of the Environment (in PPG 3) to ensure that Development Plans include clear policies on the maintenance of such amenities, in relation to which planning applications will be considered.

Traffic Calming

Methods of slowing down traffic to improve safety and amenity particularly in relation to pedestrians. The measures can include narrowing the carriageway part of the street, including chicanes and road humps ('sleeping policemen'), changing the texture of the road surface, and removing routes through the area by the use of one-way streets etc.

Transport Policies and Programme

A document produced by the City Council each year as a bid to Central Government for a Transport Supplementary Grant and capital allocations to fund its proposals and policies for road improvements and new roads.

Tree Preservation Order

An order made and confirmed by the local planning authority which prohibits in the interests of amenity the cutting down, topping or lopping of trees, singly or in groups, or woodlands, without the local planning authority's consent.

Urban Forest

A forest area created close to the built-up area to secure environmental improvements and recreational opportunities. These are smaller in scale than 'Community Forests' which can be as big as 10,000 - 15,000 hectares, within which 30% - 60% of the land is planted with a predominance of broad-leaved trees.

Urban Fringe

A term applied to areas or pockets of generally open, often neglected, land on the edge of built-up areas.

Urban Green Corridor

Breaks in the urban environment formed by inter-connected areas such as parks, playing fields, woodlands and landscaped areas. Within the main urban area of Leeds these spaces exist as definable linear routeways and areas. They form part of a network linking urban areas to the surrounding countryside.

Urban Renewal Area

Areas of predominantly pre-1919 housing within which it is intended to target housing improvement grant funds and other forms of housing rehabilitation as well as complementary environmental improvement works.

Use Classes Order

Statutory Instrument 1987 No.764. This groups certain types of land use into Classes. Where a building or other land is used for a purpose contained in one of these Classes it can be used for any other purpose within that Class without requiring planning permission.

GLOSSARY

Washland

Area of floodplain where water is stored in time of flood. The floodplain comprises all land adjacent to a watercourse over which water flows at time of flood, or would flow but for the presence of flood defences where they exist. The limits of floodplain are defined by the peak water level of an appropriate return period event on the watercourse. On non-tidal rivers, this will normally be the greater of the 1 in 100 year return period flood or the highest known water level.

Waterways Corridor

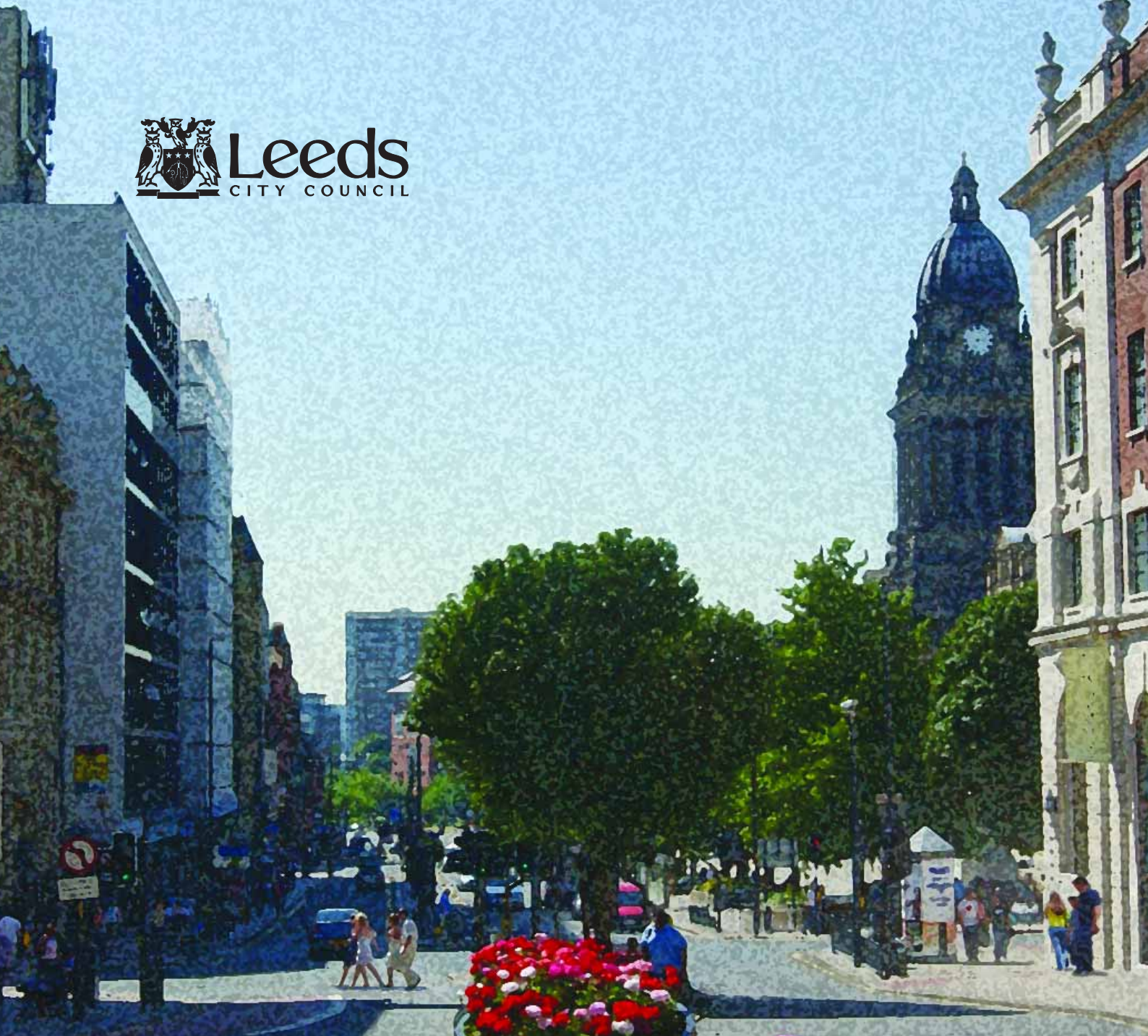
The linear stretch of land formed by the Leeds - Liverpool Canal, River Aire and the Aire & Calder Navigation.

West Yorkshire Passenger Transport Authority

A joint Board nominated by the District Councils of West Yorkshire to assess overall needs for public transport, to provide funds for subsidised services, promote coordination between services and to take action to increase convenience and availability of public transport services.

Written Statement

The document embodying UDP policies and proposals. Taken together with the *Proposals Map* it comprises the UDP for *adoption* by the local planning authority.



Development Department

Leeds UDP Review
Development Department
Leonardo Building
2 Rossington Street
Leeds
LS2 8HD
Email: planning.udp@leeds.gov.uk Fax: (0113) 247 6484

AN EXTRACT OR SUMMARY OF THIS DOCUMENT CAN BE MADE AVAILABLE IN LARGE PRINT, BRAILLE, ON AUDIO TAPE OR IN ETHNIC MINORITY COMMUNITY LANGUAGES