

EAST LEEDS EXTENSION NORTH QUADRANT HEADS OF TERMS FOR SECTION 106 AGREEMENT

1. Affordable Housing

- provision of 15% affordable housing or commuted sum to be delivered based on the 15% calculation either on or offsite in a manner to be agreed with the Local Planning Authority

2. Public Open Space Provision

- The provision of onsite green space to meet the requirements of UDP Policy N2:1 and N2:2 and SPG4 in the manner set out within the Design & Access Statement
- The setting up of a management company to maintain and manage the onsite public open space where this is not dedicated to either the Highway Authority or Drainage Authority
- The provision of a commuted sum in lieu of onsite provision of green space to meet the requirements of UDP Policy N2:3 and SPG4 to be utilised by the Council to provide for recreation and playing field provision in the vicinity of the site

3. Education

- To provide 2ha of land for a two form entry primary school, a financial contribution towards the construction of the two form entry primary school and a financial contribution towards offsite secondary education provision in accordance with the Council's SPG11 and the standard DF of E multiplier. Subject to the total cost of education provision (including the provision of land for the two form entry primary school valued at residential land value) not exceeding the financial contribution required by the development in accordance with SPG11 and the DFE multiplier

4. Transportation

- East Leeds Orbital Route – Timing and Delivery

That part of the East Leeds Orbital route, associated with the development of land at North Quadrant, will include the provision of the section of ELOR between the A58 and A64 as well as roundabouts on the A58, Skeltons Lane and A64. The junctions will be brought forward to coincide with the respective areas of phased development and to tie-in with the proposed internal road network. The timing of the construction of the of the ELOR main carriageway associated with the North Quadrant will take account of the timing of other sections of the ELOR associated with the adjacent development sites.

The whole of the North Quadrant section of the ELOR will be brought forward before the completion of the North Quadrant development.

- Off-Site Highway Improvements

Prior to occupation of any dwellings, mitigation would be implemented at the following existing Outer Ring Road junctions, to address any short to medium-

term impacts of the proposed development, before the wider highway benefits of the ELOR are experienced:

- A6120/A58 roundabout;
- A6120/A64 roundabout; and
- A6120/Barwick Road roundabout.

A number of existing highways will be subject to Traffic Regulation Orders to prohibit the movement of vehicular traffic, the detail and timing of which will be agreed with the local highway authority. These include:

- Coal Road, at its junction with the ELOR
- Skelton Lane
- Red Hall Lane, at its junction with the A58

In addition, a financial contribution of £XXX will be provided by the applicant to be used for local traffic management measures to mitigate the possible adverse impact of development related traffic on the local road network.

- Public Transport Provision

Extension of existing services is the most flexible way of providing public transport accessibility as the phases of the North Quadrant site are built out.

The bus service extensions for the North Quadrant are set out below:

- Service 49 – to be extended to terminate in the North Quadrant site (north of Skeltons Lane) and would provide high frequency services into the city centre; and
- Service 56 – to be extended to serve Skeltons Lane, pass through the North Quadrant site and Grimes Dyke site and rejoin the existing route 56 on York Road.

The above service extensions will be of a frequency of XX buses per hour in the peak periods and YY buses per hour during the off-peak periods. The routes will pass within 400 metres of all dwellings in the development area, at all stages of build out.

The appropriate level of bus infrastructure, including bus stop facilities and temporary turning areas within the site, will be agreed with the local highway authority and Metro.

To support the wider Integrated Public Transport Strategy, serving the whole of the East Leeds Extension, a financial contribution of £XXX will be made towards the following (as detailed in the joint AECOM, Leeds CC and Metro Report “*East Leeds Extension- Integrated Public Transport Strategy*”, dated XXX 2012):

- A park and ride facility at Grimes Dyke to serve local residents, by various access modes, and to intercept existing radial traffic on the A64;

- Bus priority measures along the proposed Park and Ride route, between the Park and Ride site and existing measures along the A64 in to the city centre; and
 - An associated feeder bus loop connecting local residents with the Park and Ride site and other local services.
- Travel Plan

In accordance with Leeds City Council Supplementary Planning Document “*Travel Plans*”, a Travel Plan has been prepared and agreed with Leeds City Council, Metro and the Highways Agency.

The agreed Travel Plan includes the following measures and associated financial contributions:

| Travel Plan Measure | Unit Cost (£) | Total Contribution (£) |
|---------------------------------|--------------------------------|-------------------------------|
| Travel Plan Coordinator | £10,000 per annum for 8 years. | £80,000 |
| Leeds CC Travel Plan Monitoring | £2,400 per annum, for 5 years. | £12,000 |
| Metrocard | | £1,000,000 |

5. Employment and Training Initiatives