

A NEW VISION FOR DEVELOPING CENTRAL WAKEFIELD

**Preferred Options
Report**



WAF

Central Wakefield Area Action Plan

Information

This Central Wakefield Area Action Plan DPD Preferred Options Report and its accompanying Sustainability Report are available to view and download on the Council's website at: www.wakefield.gov.uk/ldf. Copies are also available to view at main libraries and Council offices and can be obtained free of charge from the above address or by ringing (01924) 306630. If you would like to talk to a planning officer working on the LDF about any aspect of this document please contact the Major Projects Team on (01924) 306763.

If you would like an extract or summary of this document on cassette, in large type, in Braille or any other format, please call the Major Projects Team on (01924) 306630.

دیکھو سنو

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1 Introduction and Explanation

1.1 The Local Development Framework

- 1.1.1 The Council is introducing a new type of plan, known as the Local Development Framework (LDF), to guide the use of land and new development throughout the District. It is being prepared under new Government legislation for development plans and will replace the Unitary Development Plan First Alteration (UDP) which was adopted in January 2003. The new LDF system is described in more detail in Appendix 1 to this report whilst a glossary of terms used can be found in Appendix 3.
- 1.1.2 The LDF will include policies and proposals for the development and use of land in the District for the period to 2021. It will be closely linked to Wakefield District Partnership's Community Strategy, *Fast Forward*, addressing issues which relate to land use and development in different parts of the District, with the overall intention of making it a more attractive and prosperous place to live. The LDF will also provide the policy framework for determining planning applications.

1.2 The Central Wakefield Area Action Plan

- 1.2.1 Whereas the Unitary Development Plan was a single document, the LDF will be made up of separate Local Development Plan Documents. This report relates to the Central Wakefield Area Action Plan Development Plan Document. Wakefield City has been identified as the main driver of the District's economy and as such, there is significant pressure for development and change within the city. The Area Action Plan will:
- Define the vision for Central Wakefield to 2021;
 - Set out proposals and policies to achieve the vision and develop the strategy set out in the Core Strategy;
 - Include a map(s) showing land allocations and designations.
- 1.2.2 The current Development Plan, the UDP First Alteration, sets out the role of the city centre and broad aims for its development and enhancement. Much of this approach and the policies that were approved to further it, still hold good. Consequently, the Preferred Options Report includes a number of proposals and policies that are drawn from the UDP.

1.3 The Preferred Options Stage - Community Engagement

- 1.3.1 Stakeholder and community involvement is a fundamental requirement of the new planning system. Details of how the community and stakeholders will be involved in the preparation of Local Development Documents are contained in a separate document – the Statement of Community Involvement (SCI). More details are given in Appendix 1.
- 1.3.2 In June and July 2005 the Council carried out widespread consultation with statutory bodies, local organisations and groups and individual citizens on the issues that the Central Wakefield Area Action Plan should address and the opportunities for dealing with them. It published an 'Issues and Options Report' to stimulate discussion and debate.
- 1.3.3 A total of 323 separate comments were received from 46 different respondents. These comments have been considered and taken into account in the current stage of preparing this document. A short summary of the views put forward at the Issues & Options stage is included in the explanation accompanying the policies in this report. A fuller report of the Issues & Options consultation as it relates to the Central Wakefield Area Action Plan DPD is published separately and can be viewed on the Council's website at www.wakefield.gov.uk/ldf.

1.3.4 This is the latest round of public engagement that the Council is undertaking, in line with the proposals in the SCI and fulfilling statutory requirements. The purpose of the 'Preferred Options' stage is for the Council to seek the views of the community and stakeholders on the proposals it is recommending for the Area Action Plan. The aim is to encourage public involvement before decisions are made about the content of the final document to be submitted to the Secretary of State.

1.4 Structure of the Preferred Options Report

1.4.1 The Core Strategy Preferred Options Report, published in January 2006, sets out the strategic issues facing the District which need to be tackled and the current national, regional and local policy framework. It also sets out the Council's preferred options for the LDF's core vision, objectives, development strategy and strategic policies and explains why each has been chosen. The Development Control Policies Preferred Options Report also published in January 2006, sets out the detailed policy approach on how individual planning applications will be assessed to contribute to meeting these objectives.

1.4.2 The Central Wakefield Area Action Plan Preferred Options Report sets out the vision for the plan area and includes policies and proposals that will contribute to achieving that vision. Development and other relevant proposals will be considered in the context of the Core Strategy and Development Control Policies with the Area Action Plan providing more specific and detailed guidance.

1.4.3 Figure 1 explains how the Area Action Plan relates to other strategies, which influence its context and its relationship to other parts of the LDF.

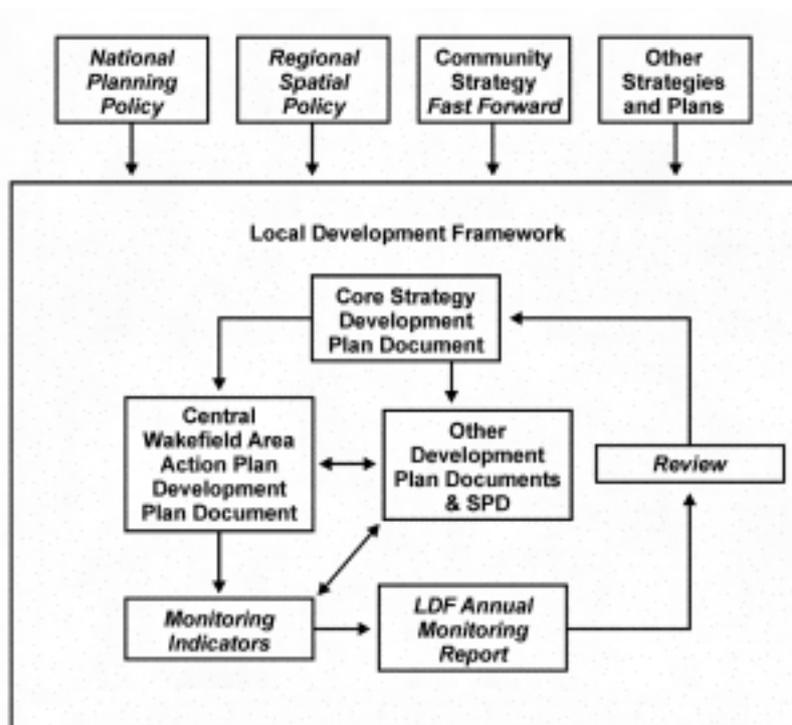


Figure 1 Relationship of the Central Wakefield Area Action Plan DPD to other Documents

1.4.4 The context described in the next chapter effectively limits some of the options for the Central Wakefield Area Action Plan. Where there are considered to be no reasonable alternatives to the approach favoured by the Council the term 'Preferred Approach' has been used. Where there is a choice to be made between different options, the report sets out the option favoured by the Council as the 'Preferred Option'. The alternative options that have been considered are then outlined together with a brief explanation of why each has been rejected. These are termed 'Rejected Options'.

1.5 Sustainability Appraisal

- 1.5.1 To ensure that the LDF's policies and proposals will create sustainable development, each of its documents must comply with the requirements of the EU Directive on Strategic Environmental Assessment (SEA) and must be subject to Sustainability Appraisal (SA). This means testing objectives, strategies and policies at each stage of the process to assess their potential impact on environmental, economic and social objectives and, where necessary, making changes to ensure sustainability. The Sustainability Report, which accompanies this Preferred Options Report, fulfils these requirements, and should be read in conjunction with this report. Copies are available on request and can be accessed on the Council's website.
- 1.5.2 A Scoping Report and Initial Sustainability Appraisal Report were issued for the Issues and Options Consultation in 2005. The Initial Sustainability Report appraised both the proposed objectives and the various options for policies and action put forward at that time. The outcome of the Initial Sustainability Appraisal has been taken into account when choosing the preferred options at this next stage. Appendix 2 shows how the preferred options included in this report were assessed in terms of sustainability, where an equivalent proposal was included at the Issues & Options stage. The latest Sustainability Report appraises the policies/proposals as they appear in this report.

1.6 How Do I Get Involved ?

- 1.6.1 We are writing to:

- consultees identified in the Council's Statement of Community Involvement;
 - all those who responded to the Issues and Options Consultation;
 - anyone else who has asked to be kept informed about the preparation of the Area Action Plan;
- to let them know that the Central Wakefield Area Action Plan Preferred Options Report and the accompanying Sustainability Report are available for comment.

If you are aware of anyone else who may wish to be informed please let us know and we will write to them.

We need your views. If you have comments on the Council's preferred options for the policies and proposals put forward in this report or if you wish to suggest alternatives, please:

- comment online at <http://consultation.limehouse.co.uk/index.do?identifier=wakefield>; or
- download a copy of the document and a comments form at <http://www.wakefield.gov.uk/ldf>; or
- fill in the enclosed comments form and return it to the address below; or
- e-mail your comments to majorprojects@wakefield.gov.uk

You can also comment on the Sustainability Report in the same way.

- 1.6.2 **All comments should reach us by 5.00 p.m. on Thursday 22nd February 2007.**

Send your comments to:

Wakefield Metropolitan District Council
Major Projects
Regeneration Services
PO Box 92
Newton Bar
Wakefield
WF1 1XS
Fax: (01924) 306614

- 1.6.3 If you wish to be kept informed of progress in preparing the LDF and be notified of future consultation stages tick the relevant box on the form or e-mail us with details and we will add your name and address to our mailing list.

1.7 What Happens Next ?

- 1.7.1 All comments received during this 6 week period of consultation will be considered carefully by the Council and will be taken into account in preparing the final version of the Central Wakefield Area Action Plan DPD to be submitted to the Secretary of State, which is due to take place in 2008.
- 1.7.2 Whilst everyone's views matter and are taken into account it is not always possible to meet everyone's wishes and aspirations. Difficult choices will have to be made about the strategy and policies to be put forward. To help you know how the Council has responded to your views a report of the Preferred Options consultation will be issued with the final Central Wakefield Area Action Plan. If, when the Plan is submitted to the Secretary of State you think that your views have not been reflected adequately there will be an opportunity to make a formal representation which will be considered by an independent inspector at a Public Examination. Further details about this will be given at the time of submission.
- 1.7.3 Details of the timetable for preparing each LDF document, including the points at which engagement will take place, are shown in the Local Development Scheme (LDS). The LDS has been adopted by the Council and agreed by the Government Office and is available to view on the Council's website or from the above address. More details about the LDS are given in Appendix 1 "The New Development Plan System".

2 Context

- 2.0.1 Preparation of the Central Wakefield Area Action Plan will take place within the context of the entire Local Development Framework, particularly the Core Strategy and Development Control Policies document. This DPD once adopted will need to be read in conjunction with these other documents particularly for issues where there is a District-wide approach. The LDF has in turn been prepared within the context provided by Government planning policy statements and guidance, the Regional Spatial Strategy (RSS), new draft RSS and Wakefield's Community Strategy, Fast Forward.
- 2.0.2 The current Regional Spatial Strategy supports national planning guidance on creating sustainable development. It gives priority for regional regeneration initiatives and programmes to South Yorkshire and the Coalfields and includes a spatial strategy which (among others):
- Aims to concentrate development in the region's main urban areas (Wakefield City in this District).
- 2.0.3 New draft RSS will propose overall regional policies providing high-level direction and providing the rationale for sub-area policies. They will be based around the Regional Settlement hierarchy. The LDF Core Strategy has drawn up a settlement classification. Wakefield City is classified as an Urban Area; it is the largest settlement in the District and the only sub-regional centre. The development strategy should seek to enhance the City's role as a sub-regional centre within the Leeds City Region and to ensure that more new development takes place within the Wakefield urban area than in other places. The city centre should be the focus of new retailing, leisure, commercial office and cultural developments in the District to support the high priority afforded to the urban renaissance of the centre in the Community Strategy.
- 2.0.4 The wider Wakefield City area, which includes the area covered by the Central Wakefield Area Action Plan, has been identified as the main driver of the District's economy. Wakefield has also been part of Yorkshire Forward's Urban Renaissance Initiative. The Council has set out a vision for Wakefield City, which received general endorsement through the Issues and Options consultation. Specific comments suggested that the role of the City as a base for education should be included.
- 2.0.5 It is proposed that the following be adopted as a vision for Wakefield City:

In 10 years time, Wakefield will be a distinctive, vibrant city, the heart of the District's economy, making a real contribution to the prosperity and diversity of the Yorkshire and Humber Region.

The city, within the 'Emerald Ring' will be a place for people with a strong emphasis on pedestrian priority and high quality public space. The public transport system will allow quick and convenient access to and around the city.

Traffic passing through and around the centre will do so within an attractive street environment, which provides strong links between the centre and the surrounding communities.

The City will be a thriving commercial centre presenting a distinctive retail offer, modern office accommodation, a range of quality residential opportunities and a mix of excellent leisure facilities and educational facilities.

Commercially, Wakefield will have fully exploited the benefits of its proximity and accessibility to Leeds City Centre and the national transport network making it attractive to investors seeking excellent development opportunities in a great location.

- 2.0.6 The achievement of the vision for Central Wakefield is one of the Council's priorities and this is reflected in the deployment of its resources. Within Regeneration Services, the Major Projects Service is tasked with the progression of the implementation of major projects across the District, a number of which will be located within the Plan area. The Urban Centres Management and Economic Development Service will work with Council colleagues and a range of external partners to focus upon sustainable improvements to create a safer, cleaner, more attractive and viable city centre.
- 2.0.7 The Spatial objectives for the LDF are set out in the Core Strategy Preferred Options Report. The Area Action Plan will include a set of objectives to help measure the success of the Plan. They are drawn from the Core Strategy objectives and have been influenced by the consultation on the Issues and Options

Report and the Initial Sustainability Appraisal. The following objectives have been identified as the preferred approach, and Appendix 2 "Area Action Plan Objectives and Preferred Options - Links to higher level Strategies" shows how the proposed objectives and the preferred options relate to aims and priorities in higher level strategies:

1. To reduce through traffic and achieve equality of access to the benefit of all users of the centre by:
 - making the city centre more pedestrian friendly and traffic free;
 - promoting development without compromising the quality and accessibility of the public realm by all people;
 - ensuring that people moving around the City Centre are safe and feel secure from the threat of crime;
 - reducing the need/desire to travel by car;
 - encouraging a modal shift from cars to public transport, cycling and walking.

This will contribute to Core Strategy objective 4.
2. To protect and enhance the historic built environment.

This will contribute to Core Strategy objective 9.
3. To protect and enhance the natural environment.

This will contribute to Core Strategy objective 10.
4. To promote high quality design and materials in new developments.

This will contribute to Core Strategy objectives 9 and 11.
5. To meet the housing needs/requirements for central Wakefield.

This will contribute to Core Strategy objective 5.
6. To encourage city centre living.

This will contribute to Core Strategy objectives 3, 5 and 7.
7. To regenerate the local economy by encouraging office and retail development within Central Wakefield.

This will contribute to Core Strategy objectives 1, 2, 3 and 7.
8. To regenerate the local economy by encouraging office and retail development within Central Wakefield.

This will contribute to Core Strategy objectives 6 and 8.
9. To increase the attractiveness of Central Wakefield for residents, workers, tourists and visitors.

This will contribute to Core Strategy objective 11.
10. To promote a vibrant evening economy for a wide range of age and social groups.

This will contribute to Core Strategy objectives 3, 6 and 8.
11. To enhance the public realm.

This will contribute to Core Strategy objectives 9 and 11.
12. To re-attract shoppers previously lost to other retail centres.

This will contribute to Core Strategy objectives 1, 2, 3, 6 and 7.

3 The Plan Area

- 3.0.1 The consultation on Issues & Options brought forward various suggestions for extending the geographical area to be covered by the Plan such as Pinderfields Hospital, the former power station site, Thornes Park, Clarke Hall and older residential areas around the City centre. There is no doubt these are important sites, but they are some distance from the city centre and to include them would vastly increase the area to be covered by the Plan. These areas/sites will be covered by other DPDs and it is possible that some respondents believed there would be no “planning” for them. The **preferred option** is to retain the boundary as identified in the Issues & Options report with one amendment – take the boundary between Doncaster Road and Barnsley Road along Belle Isle Avenue instead of through the former Calderford’s site.

Policy CW 1

The Plan Area

The area covered by the Plan will be as identified in the Issues & Options Report with one amendment - the boundary will run along Belle Isle Avenue (between Doncaster Road and Barnsley Road) instead of through the former Calderford's site.

Rejected option

1- Extend the area of the plan to cover the wider Wakefield City Centre area (Agbrigg to Newton Bar, Eastmoor to Lupset).

Reason – The plan area would be too large to enable the requisite level of detailed consideration of the issues.

- 3.0.2 The area covered by the Central Wakefield Area Action Plan can be split into two identifiable areas:
- The area within the existing inner ring road (the proposed Emerald Ring, see 4.5 and 4.6 and policies CW2 and CW3), where the Council will seek to promote pedestrian priority and restrict vehicular penetration. It contains the majority of the City’s retail outlets and includes office, food and drink and other business premises.
 - The outer area, where there is more residential development and business premises are less dominant. A higher degree of vehicular penetration is acceptable, although to date this has been met with a desire for traffic calming measures.
- 3.0.3 Plan no. 1 – Proposals shows the area covered by the Central Wakefield Area Action Plan.

4 Transport

4.1 Introduction

- 4.1.1 The Core Strategy policy CS1 sets out the principles determining the location of development and confirms that *“most new development should take place within the urban areas, with major developments located in the largest settlements.....In particular, new development should be located within Wakefield City and other town centres, taking advantage of existing services and high levels of accessibility”*.
- 4.1.2 Major new development in central Wakefield has already commenced, or is about to commence, in the Key Development Areas (KDAs) at the Waterfront, Marsh Way, and Westgate. This will lead to greater movements and demands on the transportation system which together with a further concentration of development in the plan area is likely to exacerbate the transport issues which have already been identified. The challenge is to maximise accessibility whilst addressing the issues that have been identified.

4.2 The Main Transport Issues within the Plan Area

- 4.2.1 *Congestion* - At peak times there are a number of existing locations where congestion is already an issue within the plan area. In particular, queues build up around the Girls' High School and Queen Elizabeth Grammar School on the northern edge of the plan area. Queues also build up around the following junctions:

Westgate / Drury Lane / Smyth Street (traffic signals)

Bull Ring / Northgate (traffic signals)

Wood Street / Marygate (traffic signals)

Bond Street / Bell Street (traffic signals)

Ings Road / Denby Dale Road (roundabout)

Ings Road / Kirkgate (traffic signals)

Kirkgate / Marsh Way / Peterson Road (roundabout)

Marsh Way / Jacob's Well Lane / Union Street (roundabout)

- 4.2.2 *Air quality* - The city centre is an area of concern where congestion has led to the declaration of an Air Quality Management Area. Measures to reduce congestion are therefore essential.
- 4.2.3 *Safety* - Safety is a particular concern on Westgate with late night pedestrian casualties a problem. Problems associated with vehicular accidents at the Ings Road / Denby Dale Road roundabout are another concern.
- 4.2.4 *Accessibility* - Pedestrian and cycle access to the city centre within the current 'ring-road' is limited by the existing road layout. Subways are perceived to be unsafe to use, particularly after dark. At-grade pedestrian crossing facilities are often poorly located and delay pedestrians.
- 4.2.5 Pedestrian access between both rail stations and the bus station is poor for a number of reasons: lack of clear and obvious routes between the stations; inadequate signage; safety issues due to subways; poor lighting and surface treatments at some points along the routes, etc.
- 4.2.6 Special regard should be paid to the requirements of disabled people, which should be addressed in all proposals.

- 4.2.7 The Core Strategy reviews trends in transport and travel during recent decades, sets out transport objectives and puts forward a range of policies.

4.3 The Objectives for Central Wakefield

- to make the city centre more pedestrian friendly and traffic free;
- to promote development without compromising the quality and accessibility of the public realm by all people;
- to ensure that people moving around the City Centre are safe and feel secure from the threat of crime;
- to reduce the need/desire to travel by car;
- to encourage a modal shift from cars to public transport, cycling and walking

- 4.3.1 Working towards the objectives will address the issues that have been identified. Therefore, the main thrust of the vision for transportation in the City Centre is the reduction in through traffic and equality of access to the benefit of all users of the centre.

4.4 Responses to the Issues and Options Consultation

- 4.4.1 Many of those responding to the Issues and Options consultation supported making the city centre more pedestrian friendly and traffic free. Although there were some comments that provision should be made for disabled and mobility-impaired people to park near to their destinations.

- 4.4.2 The vast majority supported the identification of both pedestrian and cycle routes into and across the plan area. Particular comments were made regarding safe pedestrian routes to/from car parks and public transport interchanges. Many comments supported the principle that new at-grade crossings replace subways.

- 4.4.3 There was support for the principle that a programme of public transport improvement measures should be introduced. Generally, the Park and Ride concept was supported. Significant support was demonstrated for the shuttle bus to link public transport interchanges, the retail parks, the city centre and Pinderfields Hospital.

- 4.4.4 Taxis were recognised as an essential element of the City's public transport provision and support was given to a review of taxi rank provision.

- 4.4.5 A variety of views was expressed concerning car parking in the central area. There was concern that a balance should be struck between affordability and availability. There was a significant focus on the distribution of car parks. It was recognised by several respondents that the principle of commuter/long stay parking could be at locations on the periphery of the central area, perhaps in new multi-storey car parks. Many comments were received regarding the need to retain central short-stay spaces for shoppers, and mobility impaired visitors. Comments were received concerning an improved city-wide signing system across the City and possible changes to current pay and display arrangements at off-street car parks.

- 4.4.6 The majority of comments in relation to leisure use of local waterways focused on the need to improve the footpath network in and around the waterfront area for both pedestrians and cyclists. These links were seen as essential for the waterfront's development and link to the central area. Environmental, ecological issues and fishing access were also mentioned. In order to encourage water-based leisure transport, it was suggested that appropriate pedestrian access and mooring points be incorporated into all the waterfront schemes.

4.5 Measures to Achieve the Objectives

- 4.5.1 The following measures will contribute to the achievement of the objectives for Central Wakefield:

- Creation/Completion of the Emerald Ring

- Implementation of the Northern Gyrotory System
- Restrictions on Traffic and Bus Priority/Improved Public Transport
- Improved provision for Pedestrians and Cyclists
- Car Parking Strategy

- 4.5.2 In order to achieve the reduction in through traffic in the central area it is necessary to complete what is currently a partial inner ring-road, as proposed by Koetter Kim in their report '*Wakefield: Developing the Vision*', and change its nature to the *Emerald Ring* - a tree lined road or street with pedestrian/cyclist crossing points at grade, giving easy accessibility from surrounding residential areas. The concept of the Emerald Ring has been the subject of widespread discussion and has gained significant support through the Urban Renaissance Initiative. Traffic will also be restricted within the Emerald Ring giving priority to buses and vehicles requiring access.
- 4.5.3 The balance between long and short stay car parking provision in the centre will also be changed to reduce the amount of long stay.

4.6 Creation/Completion of the Emerald Ring

- 4.6.1 Wakefield currently has a partial inner ring-road: Marsh Way – Kirkgate – Ings Road. This allows through traffic to use inappropriate streets in the city-centre. The Westgate Key Development Area will connect Westgate to Bell Street (alongside County Hall) and the ring-road will be completed by linking Bell Street to Marsh Way with a one-way gyrotory system utilising Bond Street, Wentworth Terrace and Rishworth Street. This will give the opportunity to review the provision and scale of public space to the front of County Hall.
- 4.6.2 It is not only proposed to complete the inner ring-road but also to change its nature - from in part an urban motorway to a tree lined road or street. The road will include footways/cycleways alongside, pedestrian/cyclist crossing points at grade, development up to the back of the footways (avoiding large areas of car parking between the road and buildings) and active frontages at ground level fronting the road wherever possible. Various highway improvements to the Emerald Ring are included in the LTP2. New development will be of high quality design and materials.
- 4.6.3 The **preferred option** is to include the following policies in the Area Action Plan to create/complete the Emerald Ring to enable measures to be implemented to reduce through traffic, increase pedestrian priority and make the central area more traffic free. The strategy is illustrated on Plan No.2 - Road Hierarchy.

Policy CW 2

Complete the Emerald Ring

The Council will create the Emerald Ring and complete it by linking Bell Street to Marsh Way with a one-way gyrotory system consequently creating further areas of pedestrian priority within the Emerald Ring.

Rejected Option

1 - Do not complete/create the Emerald Ring

Reason – This option would subject users of the city centre to noise, fumes and physical dangers caused by traffic, and would prevent/negate improvements to the public realm within the Emerald Ring. It would also undermine the benefits of the developments that will take place as part of the Renaissance programme in Wakefield.

Policy CW 3

Emerald Ring - Design Principles

The Emerald Ring will be constructed and maintained in accordance with the following design principles:

- ***it will be a tree-lined road or street;***
- ***there will generally be an absence of continuous central reservations;***
- ***there will be provision for pedestrians/cyclists alongside;***
- ***there will be pedestrian/cyclist crossing points at grade;***
- ***roundabouts will, wherever possible, be replaced by signal controlled junctions.***

Rejected Option

1 - The Emerald Ring will be constructed and maintained as a conventional ring-road where the priority is to move traffic quickly and environmental, pedestrian and cyclist considerations are secondary.

Reason – This option would retain the ring-road as a barrier to the residents and uses/users on either side.

4.6.4 Policies in relation to the design of development in the vicinity of the Emerald Ring are set out in the Urban Design section (5.10).

4.7 The Northern Gyratory System

4.7.1 Access to/from the central area to/from the north is currently via Leeds Road and Wentworth Street both of which carry traffic in two directions. The West Yorkshire Local Transport Plan 2006/07 to 2010/11 (LTP2) makes a financial commitment to the concept of a gyratory system. The overall objective of the scheme is to reduce traffic delays particularly in the peak hours and to permit bus priority facilities (lanes, etc.) that enable better access for buses to/from the city centre. It also aims to improve conditions for pedestrians and cyclists. The Northern Gyratory System proposes to implement a one-way system: Leeds Road – south (in) and Wentworth Street – north (out). This will allow the introduction of a bus priority lane and cycle lane on each road.

4.7.2 Traffic heading north via Marsh Way will use Northgate/Rishworth Street/Bond Street/Wentworth Street to continue northwards. Traffic heading east or south-east via Westgate KDA will use Bell Street/Bond Street/Wentworth Terrace/Northgate to join Marsh Way.

4.7.3 Further work needs to be carried out to refine and test this proposed gyratory in order to confirm that it will deliver the required improvements.

4.8 Restrictions on Traffic and Bus Priority/Improved Public Transport

4.8.1 Complementary to completing the Emerald Ring is restricting the penetration of traffic into and along various streets. However, whilst reducing general traffic there is a need to consider bus access to, and routes within the Emerald Ring to ensure that public transport is an attractive alternative to travel by car by maintaining accessibility, and service reliability. Restrictions on traffic within the Emerald Ring will allow improvement to the physical environment and make the streets safer and more hospitable for pedestrians and cyclists. The following streets are considered appropriate for measures to restrict traffic:

- Wood Street
- Westgate
- Kirkgate
- Marygate
- Northgate
- Bull Ring
- Smyth Street
- George Street

Policy CW 4

Restriction of Traffic within Emerald Ring

Traffic will be restricted within the Emerald Ring on the roads shown on Plan No 2 'Road Hierarchy'.

Rejected Option

1 - Do not restrict traffic on streets within the central area.

Reason – This would mean that the opportunity to improve the physical environment, improve conditions for pedestrians and cyclists, and improve bus accessibility and reliability would be missed.

- 4.8.2 The Council, together with other agencies, and partners will investigate the viability of introducing a shuttle bus service linking the main transport gateways, major existing and proposed destinations in the central area, and Pinderfields Hospital.
- 4.8.3 *Rail Stations* - Westgate Rail Station will be re-constructed, re-located and improved as part of the Westgate Key Development Area Scheme. The station already provides excellent links to Leeds, Edinburgh and London and the capacity of services will be improved.
- 4.8.4 Kirkgate Rail Station is currently in very poor condition. The service to Leeds and Sheffield has been improved. The station is well located to serve Wakefield Waterfront including The Hepworth. The fabric of the station and the facilities for passengers are in need of improvement. It is proposed that improvements to the station be secured and alternative uses be found for any underused buildings. The station is a listed building and this must be taken into consideration in formulating/implementing changes. Therefore, the station and its environs are included in a Special Policy Area (see 10.6)
- 4.8.5 *Taxis* - Taxis are recognised as an essential element of the City's public transport provision. The provision and location of taxi ranks will be reviewed as major developments in the central area are implemented and completed.

4.9 Pedestrians and Cyclists

- 4.9.1 There is a need to ensure that pedestrian routes are safeguarded, developed and enhanced to maximise safety and the opportunity for walking into and around the central area. In particular, linkages between the main transport gateways and destinations in the Central Area need to be addressed.
- 4.9.2 A district-wide network of cycle routes will be established. The Area Action Plan shows proposed new routes as far as the Emerald Ring. The Emerald Ring includes a cycle route around it. Cyclists will be able to cross the Emerald Ring at traffic light controlled crossings at ground level. The existing underpasses/subways will be taken out of use. North-south and east-west cycle routes through the central area will be developed using streets where through motor traffic (other than buses) is progressively removed. The destinations of cyclists entering the central area will be dictated by the location of cycle parking. There is a need to identify future cycle parking locations and develop cycle routes to serve these.

Policy CW 5

Development of Pedestrian Routes

Pedestrian and cycle routes shown on Plan No. 1 - Proposals, and Plan No. 3 - Pedestrian Routes will be protected, developed and enhanced.

Rejected Option

1 - Do not protect, develop and enhance pedestrian and cycle routes.

Reason – This would mean the opportunity to maximise walking and cycling to and within the central area would be missed.

4.10 Car Parking

- 4.10.1 The draft RSS, Core Strategy, and the adopted Parking Standards SPG set out policies on parking. The Council's adopted Parking Strategy concludes that when the Trinity Walk (formerly known as the Marsh Way development) and Westgate developments are complete there will be a demand for access to Wakefield which cannot be met by the current and envisaged supply of parking in the city centre. Simply building extra parking in the city centre, above that associated with developments, is contrary to the aims and objectives of the LTP, therefore there will be a need to change the way existing parking stock is used.
- 4.10.2 The Strategy proposes that the Council will:
- Undertake a full review of the parking provision for Council employees and develop a Council travel plan – the objective will be to reduce the number of parking spaces for Council staff within the Emerald Ring and encourage travel to work by a range of modes of transport other than private car and also to encourage car sharing.
 - Introduce Decriminalised Parking Enforcement to enable the Council to directly control parking enforcement including residents' parking restrictions. This will have the effect of reducing illegal parking with a consequent improvement in traffic flow and reduction in congestion.
 - Look into developing park and ride and /or edge of centre parking and to form partnerships with third party organisations to optimise parking space.
 - Remove smaller car parks and replace with larger facilities e.g. – Rodney Yard, Woolpacks Yard, Cheapside.
 - Introduce variable message signing (VMS) as a means of providing directional signage for locating off street car parks with 'free space'.
 - Review the charges for parking and the car parking price structure – Council-operated public car parks within the Emerald Ring will generally be short or medium term facilities, with long stay parking being provided along or outside the Emerald Ring.
 - Further develop parking provision for/in consultation with disabled people.
 - Widen secure car park status.
- 4.10.3 During the plan period the Strategy will be progressed and specific proposals developed and brought forward for implementation. In accordance with paragraph 4.10.1 above; the demand for more car parking will not be met by increasing car park provision, particularly long stay. During the plan period the Strategy will be progressed and specific proposals developed and brought forward for implementation. The proposals will be implemented through a variety of powers and programmes. The CWAAP relates, in particular, to those proposals which have implications for future land use. In addition to changing the distribution and size of car parks the intention is to locate long-stay car parking around/outside the Emerald Ring with good accessibility to the city centre. Short-stay car parking will be located within the Emerald Ring.
- 4.10.4 The **preferred options** are therefore:

Policy CW 6

Number of Car Parks

The total number of public car parks will be reduced and replaced with a smaller number of larger facilities.

Rejected option

1 - The total number of car parks will be maintained.

Reason – There would be significant areas of land used for car parking which would be better used for uses in line with the strategy for the regeneration of the city.

Policy CW 7

Location of Car Parks

Long-stay car parks will be located around/outside the Emerald Ring with good accessibility to the city centre. Short-stay car parking will be located within the Emerald Ring.

Rejected Option

1 - Long-stay car parking will be located within the Emerald Ring.

Reason – This option would encourage commuter travel by car into the city centre. It would also allow commuters to take up car parking spaces that could be used by shoppers, people on business and other visitors.

4.11 Waterways

- 4.11.1 The waterways within the Area Action Plan area are an important leisure transport resource. There is a need to ensure that there is appropriate pedestrian access to and adjacent the waterfront area and that mooring points are incorporated into developments that have a waterfront frontage. These issues are addressed in the Waterfront Special Policy Area (see 10.4).

5 Protection and Enhancement of the Built and Natural Environment

5.1 Introduction

- 5.1.1 Wakefield is identified as the main centre in the District in which social and economic activities take place and as such, it should provide a quality environment that is attractive, safe, and easily accessible and serve the needs of those who use it. The geographical area covered by the Central Wakefield Area Action Plan is largely urban by character, with only a few natural open areas. Wakefield has an important historic built environment with many significant historic buildings, streets and spaces of quality within the plan area. The City retains much of the original medieval street pattern, particularly around the top of Westgate, providing a sense of local distinctiveness and character. Wakefield's built environment, including its skyline, strategically important local views and key vistas contributes significantly to the character of the city centre. Key to improving its attractiveness is to ensure that all proposals, including new build, are well designed and of a high quality. The design of buildings and spaces within the plan area should also contribute towards creating a safer and more accessible environment for all.
- 5.1.2 The Development Control Policies Preferred Options Report includes policies on Archaeology, Development Affecting Historic Locations (Historic Parks and Gardens, Historic Landscapes, and Sites of Historic Battles), Listed Buildings, Conservation Areas, Buildings of Local Interest, Protected Sites of Ecological or Geological Conservation, Ecology of Water Bodies, Protection of Trees and Wildlife Habitat Network. From consultation undertaken on the Issues and Options Report (Development Control Policies) there is a considerable amount of support and consensus on the importance of protection and enhancement of the District's built and natural assets, and the need to ensure policies are adequate. Similar support was expressed through the consultation on the Issues and Options Report for the Central Wakefield Area Action Plan.
- 5.1.3 The designation of sites of archaeological value and conservation areas is by processes that are not part of the development plan process. Consequently, the specific archaeological sites and conservation areas within the plan area are not included as options for comment/amendment by the Central Wakefield Area Action Plan.
- 5.1.4 The Council is currently developing the Urban Renaissance Initiative for Wakefield City. To facilitate this, in 2002 architects Koetter Kim were appointed to assist in developing a long-term vision for the urban renaissance of the city. In 2004, two documents were produced by Koetter Kim, '*Wakefield: A Strategic Framework for the District*' addresses district-wide issues and '*Wakefield: Developing the Vision*'.
- 5.1.5 Parallel to the work undertaken by Koetter Kim was the programme of work carried out on the quality of urban space by urban quality consultants, Gehl Architects. This resulted in the production of the report *Wakefield Strategy Plan (December 2004)*.
- 5.1.6 When the documents highlighted in paragraphs 5.4 and 5.5 above were produced it was proposed that they were not to be formally adopted as Council Policy but rather that they be used to inform the Local Development Framework and guide the preparation and implementation of the local and district-wide programmes of action. On this basis, the documents have been used to inform the preparation of the Central Wakefield Area Action Plan.

5.2 Archaeology

- 5.2.1 The consultation of the Central Wakefield Area Action Plan Issues and Options Report did not result in any issues being raised. It is considered that policies relating to Archaeology are adequately covered by the Development Control Policies and so the **preferred approach** is to include the following policy in the Central Wakefield Area Action Plan:

Policy CW 8

Archaeological Sites

Policy HIS1 of the Development Control Policies Preferred Options Report shall apply to the following areas located on the proposals map as Class I and Class II sites of archaeological value, registered on the County Sites and Monuments Record:

CW8(1) Class I Chantry Bridge and Chapel, South End of Kirkgate

CW8(2) Class II St. John's Church and Grounds, Wakefield

CW8(3) Class II Wakefield Cathedral and Grounds, Wakefield

CW8(4) Class II Packhorse Bridge, Doncaster Road, Wakefield

CW8(5) Class II Old Grammar School, Wakefield

CW8(6) Class II Fall Ings Lock, Aire and Calder Navigation, Wakefield

5.3 Conservation Areas

- 5.3.1 Consultation on the Central Wakefield Area Action Plan Issues and Options Report resulted in support for the protection and enhancement of the built environment and for the architectural and historic qualities of the areas to be reviewed and appraised. The **preferred approach** is to include the following policy in the Central Wakefield Area Action Plan:

Policy CW 9

Conservation Areas

Policies HIS3, HIS5 and HIS6 in the Development Control Policies Preferred Options Report shall apply in the following existing conservation areas as shown on Plan 1 - Proposals:

CW9(1) St. John's Conservation Area

CW9(2) Wentworth Terrace Conservation Area

CW9(3) Wood Street Conservation Area

CW9(4) Cathedral Conservation Area

CW9(5) South Parade Conservation Area

CW9(6) Upper Westgate Conservation Area

CW9(7) Lower Westgate Conservation Area

CW9(8) Wakefield Waterfront Conservation Area

- 5.3.2 It is proposed that Conservation Area Appraisals be carried out in priority areas to provide accurate and comprehensive information to inform decision-making and investment. The preparation of a Historic Characterisation Statement for the plan area was also put forward as an option during the consultation process. However, it is considered that as the production of Historic Characterisation Statements require a high level of resources, and may not produce the level of protection needed for these potentially vulnerable areas, allocating the limited resources available to producing Conservation Area Appraisals would be

more beneficial. The conservation areas listed below have been identified as areas where there is significant pressure for development that may result in the loss of the architectural and/or historic qualities. The Council will carry out appraisals during 2006/07 in the following conservation areas.

- South Parade
- Upper Westgate
- Lower Westgate
- Wakefield Waterfront

5.4 Listed Buildings

- 5.4.1 A robust framework exists at national, regional and local level that supports and enables the protection and enhancement of 'Listed Buildings'. In addition, Policy HIS4 in the Development Control Policies Preferred Options Report shall apply to all Listed Buildings within the District. From consultation undertaken on the Central Wakefield Area Action Plan Issues and Options Report there is a considerable amount of support for the enhancement and protection of listed buildings within the plan area. There is also support for the identification of buildings not currently listed but which may be suitable for listing.
- 5.4.2 The **preferred option** is to include the following policy in the Central Wakefield Area Action Plan:

Policy CW 10

Support for Listed Building Designation

Appropriate support shall be given by the Council to amenity groups wishing to identify and prepare information relating to buildings within the plan area for submission to the Secretary of State for consideration for inclusion in S.1 Planning (Listed Buildings and Conservation Areas) Act 1990

Rejected Option

1 - Do nothing.

Reason – This approach would be contrary to the Council's commitment to encourage and enable public participation in progressing and influencing local issues.

5.5 Buildings of Local Interest

- 5.5.1 There are a number of buildings within the City that, whilst not listed do contribute significantly to the quality of the built environment. The Council also has a Buildings of Local Interest List, which aims to protect such buildings. From consultation undertaken on the Central Wakefield Area Action Plan Issues and Options Report, there is considerable amount of support for the enhancement and protection of Buildings of Local Interest within the plan area. Policy HIS7 in the Development Control Policies Preferred Options Report shall apply to all buildings within the plan area included in the Council's Buildings of Local Interest List.

5.6 Skylines and Important Views

- 5.6.1 The massing of development contributes to creating distinctive skylines in urban areas. The character of a skyline is composed of the massing of blocks and the shape of roofs, as well as by the height of buildings. Wakefield has a distinctive and attractive skyline principally defined by the spires of the Cathedral, Town Hall and St John's Church and County Hall. Due to the topography, in addition to the skyline, there are also important views of the City and the skyline from various key locations around the City.

- 5.6.2 Development proposals must consider the City's skyline and important views, particularly where the proposed development is one that significantly exceeds the height of its surroundings or is located on a prominent skyline ridge. In addition, a building should only stand out from the background of buildings if it contributes positively to views and vistas as a landmark.
- 5.6.3 Some existing buildings within the plan area have a negative effect on the City's skyline. Some others obscure the views of the City's key buildings from important view points within and around the City. Upon redevelopment of such buildings there will be a requirement to submit a detailed visual appraisal of any proposals' effect on the City's skyline and important views.
- 5.6.4 From consultation undertaken on the Central Wakefield Area Action Plan Issues and Options Report, there is considerable amount of support for the enhancement and protection of the City's skyline and important views. The **preferred option** is to include the following policies in the Central Wakefield Area Action Plan.

Policy CW 11

Skylines and Strategic Views

Development will not be supported if it obstructs or detracts from the view of the spires of the Cathedral, Town Hall and St John's Church and County Hall from the following key view points within and around the City:

- ***the entrances/forecourts of Kirkgate and Westgate rail stations and the bus station***
- ***the entrance/forecourt of the proposed new Westgate rail station***
- ***the approaches/crossings of the Emerald Ring by the main arterial routes.***

Rejected Option

1 - Do nothing

Reason – As a result of the Urban Renaissance Initiative a greater awareness and understanding now exists as to wider effects that some developments may have on the historic and general urban environment. It is considered appropriate to include a policy that seeks to protect and enhance these aspects through guidance and control.

Policy CW 12

Negative Visual Effect Buildings

Development proposals on sites currently occupied by existing buildings that have a negative effect on the City's skyline and/or obscure the views of the City's key buildings from important view points within and around the City must include a detailed visual appraisal of the proposal's effect on the City's skyline and important views. Such buildings include:

- ***8 Bond Street***
- ***Crown House***
- ***Rishworth Street Car Park***
- ***Carr House, Rodney Yard off George Street***
- ***Greenwood House, George Street***
- ***Primrose House, Lower Kirkgate***

Rejected Option

1 - Do nothing

Reason – As a result of the Urban Renaissance Initiative a greater awareness and understanding now exists as to wider effects that some developments may have on the historic and general urban environment. It is considered appropriate to include a policy that seeks to maximise the opportunity to enhance these aspects.

5.7 Vistas

- 5.7.1 Vistas create visual links between places. Wakefield has several significant vistas and it is considered important that development, including signage and advertisements, etc., does not detract from these vistas. From consultation undertaken on the Central Wakefield Area Action Plan Issues and Options Report, there is considerable amount of support for the enhancement and protection of the City's most significant vistas. The **preferred option** is to include the following policy in the Central Wakefield Area Action Plan.

Policy CW 13

Vistas

Development, including signage and advertisements, etc., will not be supported if it detracts from the following vistas:

- *The Civic Buildings viewed up Wood Street*
- *The Town Hall viewed from George and Crown Yard*
- *The Cathedral viewed from Bread Street*
- *The Cathedral viewed from Wood Street*
- *The Cathedral and precinct viewed from Little Westgate*
- *The Cathedral and precinct viewed from Lower Kirkgate*

Rejected Option

1 - Do nothing.

Reason – As a result of the Urban Renaissance Initiative a greater awareness and understanding now exists as to wider effects that some developments may have on the historic and general urban environment. It is considered appropriate to include a policy that seeks to protect and enhance these aspects through guidance and control.

5.8 Landmark Buildings/Development

- 5.8.1 The siting of landmarks, gateways and focal points enhance existing views and vistas and create new ones, helping people find their way around the City. From consultation undertaken on the Central Wakefield Area Action Plan Issues and Options Report, there is a considerable amount of support for the identification of potential sites for landmark buildings/development.
- 5.8.2 For the purpose of this plan, a landmark building is defined as a building that stands out from what is usually an ordinary urban environment, adding focus to an area. Landmark developments may be created in many ways. All such developments must be of good quality design but there are other innovative methods that may be used to create a landmark development including use and type of materials; luminance; activity; use of open spaces; water or art features, and use of the building such as a public/civic building, public transport node or cultural venue, etc.
- 5.8.3 It is considered that landmark buildings/development at certain locations will significantly improve the immediate and wider area and contribute to the prosperity and attractiveness of the city centre as a whole. Within the plan area there are a number of sites that would be suitable for a landmark building/development. The **preferred option** is to identify these sites/locations and require development proposals to maximise this potential.

Policy CW 14

Landmark Sites/Development

The following sites/locations, as shown on Plan No.5 – Landmarks, Vistas and Views have potential for landmark buildings/developments. Development proposals will be required to maximise that potential.

- ***Junction of Marsh Way and Northgate***
- ***Junction of Marsh Way, Peterson Road and Kirkgate***
- ***Chantry Bridge/Junction of A61 and A638***
- ***Junction of Denby Dale Road and Ings Road***
- ***Junction of Westgate and Quebec Street***

Rejected Option

1 - Do nothing.

Reason – As a result of the Urban Renaissance Initiative a greater awareness and understanding now exists as to wider effects that some developments may have on the historic and general urban environment. It is considered appropriate to include a policy that seeks to protect and enhance these aspects through guidance and control.

5.9 Advertising

- 5.9.1 From consultation undertaken on the Central Wakefield Area Action Plan Issues and Options Report there is considerable amount of support for improved control over advertisements, particularly near listed buildings and in conservation areas. Policy BED7 in the Development Control Policies Preferred Options Report shall apply to all buildings within the plan area.

5.10 Urban Design

- 5.10.1 Good urban design is a vitally important factor in ensuring that Wakefield becomes a distinctive and vibrant City. Urban design not only relates to the buildings but also their layout and the general floor and streetscape, including street furniture and signage. Maintaining and enhancing urban spaces is also central to achieving this aim.
- 5.10.2 One aspect of the Urban Renaissance Initiative in Wakefield is the development of the concept of the Emerald Ring. In order to influence development in the vicinity of the Emerald Ring the **preferred option** is that the following policy is adopted:

Policy CW 15

Development in Vicinity of Emerald Ring

Development in the vicinity of the Emerald Ring will be constructed in accordance with the following design principles:

- *buildings will be constructed up to the back of footways, avoiding large areas of car parking between the road/footway and buildings;*
- *frontages to the Emerald Ring will generally be active at ground level;*
- *new developments, conversions and refurbishments will be of high quality design and materials.*

Such development will be expected to make a financial contribution to the construction of the Emerald Ring.

Rejected Option

1 - Each development in the vicinity of the Emerald Ring will be considered on its merits and will not make a financial contribution to the construction of the Ring.

Reason – To apply this policy would lead to further piece-meal development and not achieve the high quality development that is required on these prominent sites. Developments in the vicinity of the Emerald Ring will benefit from the improved physical environment and therefore should contribute to delivering it.

5.10.3 The Council seeks to promote and ensure good urban design throughout the District. Such design considerations should also ensure that a safe and secure environment that reduces the opportunities for crime is achieved. To support this policy CS4 has been included in the Core Strategy Preferred Options Report and policies BED1 and BED3 in the Development Control Policies Preferred Options Report.

5.10.4 The Urban Renaissance Initiative in Wakefield has reinforced the need for high quality design. To supplement the requirement to comply with policies CS4, BED1 and BED3 the Council will prepare an advisory document that illustrates good practice in design, construction and choice of materials.

5.11 Public Realm

5.11.1 The Urban Renaissance Initiative, including the informative reports identified in paragraphs 5.1.4 and 5.1.5 above, recognises the need to develop and enhance the public realm. Opportunities to do so are included in an Implementation Plan produced by the Council that covers priorities, phasing and resources. The public realm is one aspect of the streetscape. It is important that other aspects, particularly adjacent developments, are constructed/maintained in a complementary manner. The **preferred option** is to include the following policy in the Area Action Plan.

Policy CW 16

Development/Public Realm

Development within the Emerald Ring will be required to make a positive contribution to the public realm by virtue of its siting, design, materials and shall have regard to the hierarchy of quality in the Wakefield City Centre Streetstyle Design Guide.

Rejected Option

1 - Development will not be required to make a positive contribution to the public realm.

Reason – This would not assist in achieving the renaissance objectives for Wakefield.

- 5.11.2 The public realm is of benefit to and enjoyed by all users of the central area. Improvements to the public realm will enhance the appeal of Wakefield City Centre to potential investors and users and therefore it is reasonable that development should contribute to those improvements. The **preferred option** is that development within and in the vicinity of the Emerald Ring should make a financial contribution to delivering those improvements. The contributions will be aggregated and used as part of the funding package for the programme of public realm improvements within the city centre. The details of such a requirement need to be worked out and will be included in a Supplementary Planning Document that will deal with all types of developer contributions.

Policy CW 17

Financial Contributions to Public Realm

Development within, and in the vicinity of, the Emerald Ring will make a financial contribution, in accordance with the scale of contributions set out in the SPD relating to developer contributions, to the improvement of the public realm within that area.

Rejected Option

1 - Development will not be required to make a financial contribution to the improvement of the public realm within, and in the vicinity of, the Emerald Ring.

Reason – This would mean improvements to the public realm would be delayed and possibly not happen, to the detriment of the realisation of the vision and renaissance of Wakefield.

- 5.11.3 As part of the continuous development of the Urban Renaissance Initiative and building upon the documents mentioned in paragraphs 5.1.4 and 5.1.5 the Council commissioned consultants to prepare the Wakefield City Centre Streetstyle Design Guide to provide a clear strategy and guidance for enhancing the streets and spaces within Wakefield City Centre. The guide outlines how some of the suggestions contained in those documents should be implemented and provides guidance for the delivery of a high quality public realm.
- 5.11.4 The Wakefield City Centre Streetstyle Design Guide was approved by the Council in 2006. The guide does not cover the whole of the Central Wakefield Area Action Plan area only the area bounded by the Emerald Ring and includes the Westgate and Waterfront Key Development Areas and Kirkgate railway station.

- 5.11.5 The Guide contains a study of the current environment of the city centre and identifies its strengths and weaknesses. The positive and potential aspects of the city centre include: the high quality civic buildings; original medieval street pattern and urban grain; Cathedral and precinct area; unique skyline; strong links to art and culture; and the development of three major regeneration projects.
- 5.11.6 Similarly, the issues and weaknesses facing the city centre include: lack of character and coherence to the public realm treatment of the most important streets; poor gateways and sense of arrival; lack of connection/pedestrian linkages to the south of the City; inaccessible public realm and little coherence of surface treatment of many streets and spaces in the city centre.
- 5.11.7 The Guide has highlighted three overarching principles that should be integral to the design process and implementation of all elements within the public realm. These are:
1. *The creation of a people orientated City.*
 2. *The creation of a sense of identity for Wakefield by enriching the urban fabric.*
 3. *The creation of a spatial hierarchy, that provides a structure for the development of the public realm in a coherent manner over time.*
- 5.11.8 The Guide also sets out key objectives for the treatment of the public realm as follows:
- *achieve a high standard and quality of design that will be embraced by Wakefield's inhabitants and instills a sense of pride for the City,*
 - *enhance the character and usage of a space in a way that complements the rest of the city centre so that the network of street and spaces are legible and easy to understand,*
 - *provide a coherent and consistent public realm through the City whilst still allowing the flexibility to respond to the immediate environment and use of a space,*
 - *reinforce what makes Wakefield distinctive; respecting and reflecting both its heritage and aspirations remaining forward looking while still keeping in touch with its roots,*
 - *create a simple and uncluttered environment and allow the character of the existing buildings to come through,*
 - *create a public realm that encourages a diverse street culture and a place for people to work, live and visit,*
 - *create a functional and accessible streetscape,*
 - *create a robust and durable public realm that promotes cost effective and sustainable maintenance to ensure long term quality,*
 - *create a safe and inviting environment for Wakefield's inhabitants and visitors.*
- 5.11.9 The **preferred option** is to include the following policy in the Central Wakefield Area Action Plan:

Policy CW 18

Public Realm Principles and Objectives

The public realm will be developed and enhanced in accordance with the following principles and objectives derived from the Wakefield City Centre Streetstyle Design Guide, and set out below:

Principles

- 1. The creation of a people orientated City.***
- 2. The creation of a sense of identity for Wakefield by enriching the urban fabric.***
- 3. The creation of a spatial hierarchy, that provides a structure for the development of the public realm in a coherent manner over time.***

Objectives:

- achieve a high standard and quality of design that will be embraced by Wakefield's inhabitants and instills a sense of pride for the City,***
- enhance the character and usage of a space in a way that complements the rest of the city centre so that the network of streets and spaces are legible and easy to understand,***
- provide a coherent and consistent public realm through the City whilst still allowing the flexibility to respond to the immediate environment and use of a space,***
- reinforce what makes Wakefield distinctive; respecting and reflecting both its heritage and aspirations remaining forward looking while still keeping in touch with its roots,***
- create a simple and uncluttered environment and allow the character of the existing buildings to come through,***
- create a public realm that encourages a diverse street culture and a place for people to work, live and visit,***
- create a functional and accessible streetscape,***
- create a robust and durable public realm that promotes cost effective and sustainable maintenance to ensure long term quality,***
- create a safe and inviting environment for Wakefield's inhabitants and visitors.***

Rejected Option

1 - Public realm improvements will be implemented on an ad hoc basis according to their individual merits.

Reason – This would not lead to the creation of a sense of identity for Wakefield by enriching the urban fabric. Nor would it create a spatial hierarchy, that provides a structure for the development of the public realm in a coherent manner over time.

5.11.10 The principles and objectives set out in the Guide have informed the establishment of an ordering/ranking rationale for streets and spaces that will guide the quality of new provision, improvements and refurbishment. Consequently, the rationale has informed the preparation of Plan No. 4 – Streetstyle Quality. A materials matrix that sets out the types of materials to be used in particular locations is also included in the Guide and is set out overleaf.

5.11.11 The **preferred option** is to include the following policy in the Central Wakefield Area Action Plan:

Policy CW 19

Public Realm Hierarchy of Quality

The provision, improvement and refurbishment of the public realm shall be carried out in a manner that has regard to the hierarchy of quality as shown on Plan No. 4 - Streetstyle Quality and the Streetstyle Materials Matrix included overleaf.

Rejected Option

1 - Allow the provision, improvement and refurbishment of the public realm to be carried out in the most cost effective manner.

Reason – This would not have regard to the differences in character that exists in the various parts of the city centre.

Public Realm Element	Exemplar Quality		High Quality		Good Quality	
	Principal Streets and Spaces	Historic Yards	Major Streets and Spaces	Key Linkages	Emerald Ring	Standard Streets and Spaces
Surface Materials	Yorkstone paving Wide granite kerbs Granite/sandstone roadway setts Feature materials as highlights	Yorkstone paving Wide granite/sandstone kerbs Granite/sandstone roadway setts Feature materials as highlights	Yorkstone paving Wide granite kerbs Granite/sandstone setts in pedestrian areas: Tarmac in vehicular areas with granite/sandstone sett highlights	Yorkstone paving/concrete paving slabs Wide granite kerbs Coloured tarmac with granite/sandstone setts at focal points	Concrete paving slabs Wide concrete kerbs Coloured tarmac with granite/sandstone setts at focal points	Concrete paving slabs Wide granite kerbs Coloured tarmac with granite/sandstone setts at focal points.
Street Furniture	Exemplar quality 'off the shelf' street furniture Possible introduction of alternative materials and finishes, and variations on standard range	Exemplar/high quality 'off the shelf' street furniture Variety of contemporary and traditional styles designed sensitively to reflect the character of the area.	High quality 'off the shelf' street furniture Emphasis on higher quality and variety at focal spaces	High quality 'off the shelf' street furniture	High quality 'off the shelf' street furniture used only at the focal points	High quality 'off the shelf' street furniture used only at the focal points
Trees and Planting	Strong avenues of medium/large street trees Swathes of floral displays Hanging baskets	Small/medium sized street trees Potential for floral displays Hanging baskets Green Spaces	Medium/large street trees at focal spaces Swathes of planting at focal points Hanging baskets	Small/medium sized street trees at focal spaces Avenues of trees where possible Hanging baskets	Bold avenues of large street trees Linear green spaces hanging baskets at focal spaces	Trees and hanging baskets at focal spaces
Lighting	Bold avenues of high quality lighting 6-10m high columns, potential for dual columns to provide pedestrian scale lighting Creative lighting throughout	High quality pedestrian scale lighting 4-6m high columns Encourage building mounted lighting Creative lighting at focal points	High quality lighting 6-10m high columns, potential for dual columns to provide pedestrian scale lighting Creative lighting at focal points	High quality lighting 4-6m high columns Emphasise on avenues and well lit spaces	Emphasise on strong avenue of lighting 10-12m high columns Pedestrian scale lighting to footpaths	Good quality lighting 6-10m high columns
Water	Introduction of water features in principal spaces	Possible introduction of water features in focal spaces	Possible introduction of water features in focal spaces	None	None	None
Structures	Potential for canopies along frontages High quality 'off the shelf' bus shelters High quality kiosks	Potential for enclosed spaces through roof canopy	potential for canopy to frontages High quality 'off the shelf' bus shelters High quality kiosks	Potential for canopies at focal points	High quality 'off the shelf' bus shelters	High quality 'off the shelf' bus shelters
Public Art	Public art integral to space High quality standalone pieces	Public art integral to space High quality standalone pieces	Public art at focal spaces High quality standalone pieces	Public art at focal spaces, potential for cultural trails	Iconic art at gateways into the city	Public art at focal points

Table 5.1 Streetstyle Material Matrix

5.12 Natural Environment

- 5.12.1 The geographical area covered by the Central Wakefield Area Action Plan is largely urban in character with few areas of natural environment. The Development Control Policies Preferred Options Report provides protection to the Natural Environment through a range of policies in particular NAT5 (protection of trees) and NAT6 (development affecting trees). The natural environment of the Plan area will be enhanced by the creation of the Emerald Ring in accordance with the design principles set out in CW3. The Core Strategy Preferred Options Report includes Policy CS34 to protect the District's historic and natural assets. The Council has identified a Wildlife Habitat Network connecting sites of ecological and geological conservation within the District and linking to adjoining districts, where nature conservation interests will be protected and habitat creation and landscape management will be encouraged to improve bio-diversity and landscape quality.
- 5.12.2 Part of this Network is within the area covered by the Central Wakefield area Action Plan, namely the River Calder corridor as shown on Plan No 1 – Proposals. The **Preferred Option** is that this area be designated as part of the Wildlife Habitat Network. Proposals affecting it will be considered in accordance with Policy Nat 4 of the Development Control Policies Preferred Options Report which requires proposals involving land identified on the proposals plan to make provision for the retention of the network and protection of its wildlife links and ecological conservation value.

Policy CW 20

Wildlife Habitat Network

The River Calder corridor as shown on Plan No 1 - Proposals is designed as part of the Wildlife Habitat Network.

Rejected Option

1 - The River Calder corridor is not designated as part of the Wildlife Habitat Network.

Reason – This would result in a break in the network and will prevent its continuity. This would be detrimental to the interests of ecological and geological conservation and would remove opportunities to restore and enhance existing habitats, create new priority habitats and manage the landscape to improve biodiversity and landscape quality.

6 Housing

6.1 Introduction

- 6.1.1 The strategy for housing, and development in general, is put forward in the Core Strategy. It is proposed that most new development should take place within the urban areas, with major developments located in the largest settlements of Wakefield, Castleford and Pontefract. The numbers of dwellings to be built in Wakefield District each year is set out in the Core Strategy Preferred Options Report which proposes that the largest amount of this new housing should be built within the largest urban centres – Wakefield, Castleford and Pontefract - in particular within the city and town centres, reflecting their overall sustainability in terms of the jobs and services available and their accessibility.
- 6.1.2 The Central Wakefield Area Action Plan needs to make provision for the building of new housing, in line with the Core Strategy policies. The numbers set out in CS5 have been apportioned on a settlement basis, but there has been no sub-division of the numbers for Wakefield to give a number for Central Wakefield (the area covered by the Area Action Plan). The consultation at Issues and Options stage showed support for enabling people to live in central Wakefield but yielded few comments suggesting minimum/maximum numbers for new dwellings. Some comments supported 1 and/or 2 bed apartments, others supported family accommodation. Other characteristics included good quality, style, affordable, low rise. Comments were made about avoiding over-saturation, particularly of apartments, and maintaining liveability and balance within communities. Consequently, this report does not propose a target figure of houses to be built in Central Wakefield over the plan period.
- 6.1.3 Proposals for housing will need to comply with Core Strategy Policy CS11 which requires account to be taken of local needs in terms of size, type and tenure and provide an appropriate mix of dwellings to meet those needs. Proposals will also need to comply with Core Strategy Policy CS12 which requires housing developments above certain thresholds to make provision for an element of affordable housing to meet identified need.
- 6.1.4 New housing within Central Wakefield will almost certainly be located on previously developed land, which is likely to be currently in use. It is therefore impossible to foresee every site/premises that will come forward for redevelopment. A number of locations were suggested at the Issues and Options consultation stage. The approach taken in this report is to identify sites suitable for housing and sites suitable for a range of uses which could include housing. The **preferred option** is to include the following policy in the Area Action Plan that allocates a site at Jacobs Well Lane/Stanley Road for housing.

6.2 Proposed Sites for Housing

Policy CW 21

Housing Site, Jacobs Well Lane

The following site is allocated for housing and related purposes:

- *Jacobs Well Lane/Stanley Road (3.1 hectares)*

This site will be on the outer edge of the Emerald Ring and is bordered on three sides by existing areas of residential development. Part of the site is the former gasworks/depot, part is the wholesale market and the remainder is occupied by a petrol station, public house and various other buildings.

Rejected Option

1 - Do not allocate the site for housing

Reason – The site is in a predominantly residential area and provides an opportunity to develop additional dwellings close to city centre amenities and jobs.

6.2.1 During the plan period, sites and premises may become available and be suitable for residential use. The Area Action Plan supports such developments provided they do not remove community facilities or employment opportunities.

6.2.2 Housing can be included in mixed use developments in the following areas:

- Ings Road
- Kirkgate Roundabout – Kirkgate station.
- West Yorkshire Police HQ/Clayton Hospital/Northgate Car Park
- Trinity Walk
- Westgate/Burton Street
- Waterfront

7 Existing Employment Areas

7.1 Introduction

- 7.1.1 There is a need to protect and enhance existing employment sites, including designated Employment Zones which have come under pressure from other forms of development and significant areas of former employment land have been lost to other uses, notably housing. Employment Zones currently provide a range of sites and premises of differing quality, including smaller and cheaper accommodation, which provide an important resource supporting the District's economy, helping local firms to expand and relocate. Many of the firms in these areas provide local services to other firms and are essential to the smooth running of the economy.
- 7.1.2 During the plan period one of the main drivers of the regeneration of the City will be the successful development of the KDA's and the city centre (area within the Emerald Ring). A major element of the development of the city centre, including the KDA's, is the increased provision of residential accommodation. Residential development within the Emerald Ring, outside the KDA's, will take place on designated sites and where opportunities arise on freestanding sites or within mixed developments. Any additional residential development outside these areas, on land designated for employment uses, would be in competition and could undermine this important element of the regeneration strategy. Any change in designation which could lead to additional residential development would have to be the subject of careful phasing within the plan period to avoid undermining this strategy.
- 7.1.3 Existing Employment Zones have been reviewed to ensure their continuing suitability for employment use. Where employment is still considered to be the most appropriate use, continued designation as an Employment Zone is proposed. The **preferred option** is that the following policy is included in the Area Action Plan.

Policy CW 22

Employment Zones

Policy CS19 of the Core Strategy Preferred Options Report and Policy EMP 1 of the Development Control Policies Preferred Options Report shall apply in the following areas designated as Employment Zones on the proposals map:

(a) Calder Vale

(b) Thornes Wharf

7.2 Calder Vale

- 7.2.1 There is no evidence to suggest that there is not continuing demand for land or buildings for employment use in the Calder Vale area of the (NWS 3) Employment Zone designated in the UDP, which is within the Central Wakefield Area Action Plan area. There are problems of compatibility with mixed uses, particularly residential, with existing employment uses. In addition residential development would be in competition with the Waterfront development and other city centre locations. Uses with high traffic generation could also pose access problems. In order to safeguard existing business and industrial development within Central Wakefield the Employment Zone designation should be retained.
- 7.2.2 Comprehensive redevelopment is not envisaged therefore the designation is not in conflict with the area being located in High Risk Flood Zone 3a and a sequential test is not considered appropriate. The draft PPS25: Development and Flood Risk classifies the proposed employment uses as "less Vulnerable" which are appropriate in Zone 3a. Any piecemeal redevelopment will need to comply with Policy EIC2 of the

Development Control Policies Preferred Options Report which requires a flood risk assessment, to demonstrate that the residual risks of flooding to people and property are acceptable and can be managed satisfactorily, and the development to make a positive contribution to reducing or managing flood risk.

Rejected Option

1 - Allocate this area as a mixed use zone

Reason – The area is required to provide land/buildings for employment use. The development of other uses such as residential and leisure would dilute the demand for space for such uses in the areas already identified as priorities for redevelopment.

7.3 Thornes Wharf

- 7.3.1 There is no evidence to indicate that there is not continuing demand for land or buildings for employment use in the Thornes Lane/Thornes Wharf area of the (NWS 3) Employment Zone designated in the UDP, which is within the Central Wakefield Area Action Plan area. The frontage to the river could be redeveloped to enhance the Waterfront development and be compatible with the retention of the EZ designation. The inclusion of a statement prescribing the type of employment use and the design quality expected for any development along the river frontage, which is both within and adjacent to the Wakefield Waterfront Conservation Area, would be appropriate. In addition residential and leisure development would be in competition with the Waterfront development and other city centre locations. This would particularly be relevant in the case of the Double2 site on Thornes Lane where a submission has been received from the owners proposing the site be allocated for mixed use. In order to safeguard existing business and industrial development within the Wakefield city area the Employment Zone designation should be retained.
- 7.3.2 Comprehensive redevelopment is not envisaged therefore the designation is not in conflict with the area being located in High Risk Flood Zone 3a (with a small piece of land at the southern end located in Zone 3c) and a sequential test is not considered appropriate. The draft PS25: Development and Flood Risk classifies the proposed employment uses as "less vulnerable" which are appropriate in Zone 3a. Any piecemeal redevelopment will need to comply with Policy EIC2 of the Development Control Policies Preferred Options Report which requires a flood risk assessment, to demonstrate that the residual risk of flooding to people and property are acceptable and can be managed satisfactorily, and the development to make a positive contribution to reducing or managing flood risk. It is not envisaged that built development will take place in the piece of land in Zone 3c.

Rejected Option

1 - Allocate this area as a mixed use zone

Reason – The area is required to provide land/buildings for employment use. The development of other uses such as residential and leisure would dilute the demand for space for such uses in the areas already identified as priorities for redevelopment.

8 Offices

- 8.0.1 The City Centre inset proposals contained in the UDP defined the Westgate Key Development Area as the best opportunity to establish a market for new high quality office development in Wakefield City Centre. Outline planning permission was granted in late 2005 for a substantial area of new office development focussed on a new railway station there, capitalising on the excellent transport links this will bring. Various locations were suggested for new office development at the Issues and Options consultation stage. Some of these are included in the Special Policy Areas, others are not considered appropriate as they are outside the Emerald Ring. Therefore, the main thrust of planning policy for future office development in the City will be to continue to seek to accommodate it in the City's core areas, that is, within/around the Emerald Ring. This will principally be the Westgate Key Development Area and the other Special Policy areas referred to in chapter 11. Therefore, the **preferred option** is to adopt the following policy:

Policy CW 23

New Office Floor Space

Demands for substantial new office floor space will be met within the Emerald Ring and/or in Special Policy Areas.

Rejected Option

1 - Demand for substantial new office space will be met within the Central Wakefield Area Action Plan area.

Reason – Most of the sites/areas outside the Emerald Ring are more suitable for other uses such as industry and residential

- 8.0.2 Whilst it is envisaged that significant new office development will be located within the Emerald Ring and/or in the Special Policy Areas, with regard to areas outside the Emerald Ring, the **preferred option** is to adopt the following policy:

Policy CW 24

Office Uses Outside Emerald Ring

In those parts of the Plan area outside the Emerald Ring not designated as Special Policy Areas it is anticipated that the existing office uses will continue as at present. Small scale extensions and redevelopment of such uses will generally be acceptable where it can be shown that there will be no adverse environmental and traffic consequences

Rejected Option

1 - Proposals for extensions and redevelopment will not be permitted.

Reason – Refusals of such proposals would stifle development and be detrimental to the regeneration of Wakefield.

9 Retailing

- 9.0.1 Wakefield City centre is the primary retailing centre within the District. The “Health Check” study undertaken in 2004 to examine the centre’s vitality and viability, identified a clear need for a widening of the range of high quality retail outlets. Customer and Business surveys examining retail choice and environmental quality identified a perception that there had been little or no improvement over the preceding five years. Businesses were aware of strengthening competition from nearby centres. The Council has long been aware of the need for major investment in the city centre and further retail development and environmental renewal is being pursued to improve the City’s offer, allowing it to more successfully compete with nearby centres.
- 9.0.2 The UDP has previously made provision for further retail development in the Markets/Marsh Way/Bus station area. The Trinity Walk scheme (previously known as the Marsh Way Development scheme) will fulfil the main strategic objective of significantly upgrading the city centre’s retail attractions and clawing back the substantial trade lost from the City’s catchment to competing centres. Full planning permission has been granted for this development and the developers, Simons Developments, are at this time making good progress towards implementation of the full scheme. Nevertheless it is essential that the statutory planning framework for the City centre continues to fully support and give priority to this key strategic scheme. The **preferred approach** therefore is to include the following policy, which is fully consistent with the sequential approach to retail development policy, in the Central Wakefield Area Action Plan.

Policy CW 25

Additional Retail Floor Space

Development of additional retail floor space within the Emerald Ring, which enhances and extends the City’s retail attraction, will be encouraged during the plan period. The priority location for any such development not accommodated in traditional shopping frontages is to the north and east of the existing retail area, but within the defined retail policy area, in the Markets/Marsh Way/Former Bus Station area.

- 9.0.3 The Trinity Walk scheme will meet the immediate need for a greatly improved retail offer and renewal of this part of the city centre. However, the Plan should also give consideration to the next focus for retail improvement. The Kirkgate area was most commonly suggested in the consultation on the Issues and Options Report. It is important to retain the compactness of the retail core and consequently the **preferred approach** is to include the following policy in the Central Wakefield Area Action Plan.

Policy CW 26

Additional Retail Floor Space Beyond Retail Policy Area

In accordance with Policy CS28 of the Core Strategy Preferred Options Report a Retail Policy Area is defined on the Plan within which retail development will be permitted and encouraged. Beyond this retail policy area, significant redevelopment for retail purposes will be supported only where it can be shown that the proposed development could not be accommodated within the retail policy area and would not be detrimental to the viability of the core retail area.

- 9.0.4 It is recognised that service uses add to the character and desirability of the shopping centre and their location in close proximity to major shopping uses is seen as desirable by shoppers. It is equally recognised that a profusion of non retail uses on given frontages can undermine the retail character of those frontages with consequent effect on pedestrian movement in the area to the overall detriment of that part of the centre. In order to maintain the attraction of the retail area the **preferred option** is to adopt the following policy:

Policy CW 27

Primary Shopping Frontages

The following shopping frontages as shown on the Plan shall be defined as primary shopping frontages and Policy S6 (this is a UDP policy that has been retained) shall apply wherein any ground floor non-retail use shall be restricted to classes A2, A3 and A4.

The Ridings Centre

Westgate: Nos 1- 49 & 2 – 38

Marygate: Nos 1 & 3

Bread Street – Both sides

Cross Square – Both sides

Bull Ring: Nos 1 – 23

Northgate: Nos 1 – 17

Kirkgate: Nos 2 – 104 & 1 – 71

Trinity Walk – the shopping frontages on the as yet unbuilt retail development to the north and east of the existing retail area.

Rejected Option

1 - The Plan will not define frontages as primary shopping frontages and there will be no restriction on ground floor uses.

Reason - The strategy for Wakefield is to improve the retail offer and re-attract shoppers lost to other facilities. To dilute the retail offer in any of the designated streets/areas would undermine that strategy.

- 9.0.5 There are a number of shops operating outside of the designated retail area. UDP policy is to view sympathetically proposals for the enhancement of individual units and allow specialist small scale retailing to be provided as part of refurbishment measures especially to properties in Conservation Areas. It is considered that such developments can provide a catalyst for renewal which otherwise would not occur. These circumstances still prevail and therefore the **preferred approach** is to include the following policy in the Area Action Plan.

Policy CW 28

Retail Development in Conservation Areas

Notwithstanding the provisions of policy CS28 the Council will view sympathetically proposals for the renovation and renewal of buildings, especially in conservation areas which contain elements of retailing provided that:

- ***The proposals do not materially alter the character of the area***
- ***The retail elements are of a small scale and do not of themselves involve significant new construction***
- ***The resultant shopping facilities will complement those within the designated retail area***
- ***The proposals form part of a wider scheme for renewal of properties which will enhance the environment of the immediate area***

9.0.6 The retail offer in Wakefield will be improved by the Trinity Walk development. Complementary to these and existing facilities in the Ridings shopping centre are the specialist independent retail outlets. The consultation at the Issues and Options stage revealed a clear view that such specialist retail provision is vital to the character and identity of Wakefield. There is a concentration of such shops in the Wood Street, Northgate, Marygate area and the **preferred option** is to include the following policy in the Area Action Plan to provide support and preserve the nature of the retail provision.

Policy CW 29

Specialist Retail Area

The premises within the area of Northgate, Bull Ring, Marygate and Cross Street as shown on the Central Wakefield Area Action Plan, will be identified as a Specialist Retail Area. Within this area the Council will seek to maintain and enhance the specialist nature of the area by:

- ***Opposing comprehensive redevelopment***
- ***Maintaining and enhancing the public realm.***

Rejected Option

1 - Do not designate the area a Specialist Retail Area.

Reason – The area may be subject to pressure for a form of development that is not conducive to the retention of the independent retail sector. Opportunities to support the area may be undermined.

10 Special Policy Areas

10.1 Introduction

- 10.1.1 The Council has identified a number of areas where pressure for change is likely to occur during the plan period. The Area Action Plan gives guidance on suitable uses and forms of development although there will be a need for more detailed regeneration briefs for these areas. The first three of these areas were proposed for comprehensive redevelopment in the UDP and the **preferred approach** is to include them in the Area Action Plan as Special Policy Areas in order to maintain the direction of guidance for their development. The last three areas are regarded as appropriate for further guidance for their future development and the **preferred option** is to include the following policy in the Area Action Plan.

Policy CW 30

Special Policy Areas

Special Policy Areas are defined on Plan No 1 as follows:

(a) Trinity Walk

(b) Westgate/Burton Street

(c) The Waterfront

(d) An area adjacent to Ings Road and north of the railway viaduct

(e) An area including Kirkgate Roundabout, Chantry House, Crown House, Kirkgate Station

(f) An area north-west of the city centre that includes the sites currently occupied by Registry of Deeds (Margaret Street), Clayton Hospital, West Yorkshire Police HQ (Laburnum Road), Northgate Car Park and adjoining land

10.2 Trinity Walk (formerly known as Marsh Way)

- 10.2.1 The Trinity Walk scheme, for which full planning permission is now in place, brings forward the investment and renewal proposed in the previous UDP City Centre Inset map for the Bus Station/Market/Marsh Way area. Formerly known as the Marsh Way scheme, it is a mixed use development on land currently occupied by the indoor and outdoor markets, part of the Marsh Way dual carriageway and the former bus station and gas works sites. This area has the potential to accommodate major renewal initiatives to enhance the vitality and viability of the city centre. New retail uses should be located on the land closest to the city centre within the Retail Policy area. The planning permission provides for retail development, including a department store and a supermarket, indoor and outdoor markets, a new public library, residential apartments, public realm improvements and the diversion of Marsh Way.
- 10.2.2 New development in this area must integrate fully with the city centre. In the bus station area the market re-development must provide a pedestrian friendly link with the city centre and the new development. Likewise, the new development must provide high quality pedestrian links to the surrounding residential areas.
- 10.2.3 The Elizabethan Gallery and the area around it should be enhanced and integrated into the development and activity surrounding it, as the centrepiece of a new public square.

10.3 Westgate/Burton Street

- 10.3.1 This is one of the prime sites in the region capable of attracting high quality city centre employment uses enjoying direct access to East Coast main line rail services. Replacement of the current Westgate station is proposed along with major track capacity increases. This will be a major attraction in bringing the site forward for substantial new office development. The site is immediately adjacent to the civic and retail quarters of the city centre and enjoys excellent public transport access. The exciting potential to create a revitalised new quarter in the city has been recognised by the English Cities Fund, which is leading the development of the site.
- 10.3.2 Outline planning permission for a mixed use development of offices, residential, a new rail station and ancillary retail, hotel and leisure uses was secured in September 2005. Given that the surrounding area includes the Wood street and Westgate Conservation areas and that the site includes and is surrounded by several notable listed buildings, the development must be of a very high standard in terms of its scale, quality, design and materials. The provision and enhancement of public spaces and the close integration of the development with the city centre are of paramount importance.
- 10.3.3 The immediate access to the site is poor, and a comprehensive approach to the development of the site will be necessary given the substantial infrastructure costs needed to open the whole site for development, including off site improvements. This will be secured by S106 and Development agreements.
- 10.3.4 Proposals for industrial, warehousing, supermarkets, retail warehousing or other large scale retail uses will not be appropriate. This area provides a tremendous opportunity to develop an office quarter. Consequently, the site should maximise this potential and the development should include a minimum of 26,000sq.m of office space. The northern part of the site will be suitable to accommodate new residential uses. Existing public car parking serving the Westgate area will be lost as part of the re-development and alternative provision should be made within the scheme.
- 10.3.5 The development of the site will include revised access arrangements as part of the Emerald Ring and footways and carriageways will be expected to accord with its design philosophy.

10.4 The Waterfront

- 10.4.1 The Wakefield Waterfront Area has been identified to have significant regeneration potential for mixed use development. The key objective is to re-unite the community with the waterfront creating a new and fashionable "quarter" of the city.
- 10.4.2 The site has the benefit of full planning permission for The Hepworth, a new art gallery for the city. Outline planning permission has been granted for residential, business, food and drink uses. Full planning permission has also been granted for Phase 1A which will focus on restoration of the Calder & Hebble Navigation Warehouse and new build around the Flood Lock area.
- 10.4.3 Given that the area has been substantially designated as a Conservation Area and includes several notable listed buildings, development work, refurbishments and environmental improvements must be of a very high standard in terms of scale, quality, design and materials. There is a need to improve the highway environment of the junction of the A61 and A638. Development proposals in this area should take account of the requirements of the Health and Safety Executive with regard to the nearby chemical works.
- 10.4.4 Most of the area is located within High Risk Flood Zone 3a. A Sequential Test has been carried out and there are no reasonable options available in a lower risk category because the circumstances of this case are that the area is already developed and its designation as a Special Policy Area is intended to achieve its redevelopment. If the area is not redeveloped the existing buildings and uses will remain. It is important that a precautionary approach is adopted to managing the flood risk whilst achieving the redevelopment of the area. As parts of the area already have the benefit of recent planning permissions flood risk assessment of a large part of the area has been carried out.

10.4.5 The draft PPS25: Development and Flood Risk classifies the proposed uses as "less vulnerable" (business, retail, food and drink) which are appropriate in Zone 3a and "more vulnerable" (residential) which should only be permitted if the Exemption Test is passed. With regard to the Exemption Test, the redevelopment of this area will make a positive contribution to sustainable communities as it is centrally located in a main urban area and is generally accessible to workplaces and other uses. It will also make a positive contribution to the LDF sustainable development objectives. Redevelopment will need to comply with Policy EIC2 of the Development Control Policies Preferred Options Report which requires a flood risk assessment, to demonstrate that the residual flooding to people and property are acceptable and can be managed satisfactorily, and the development makes a positive contribution to reducing or managing flood risk.

(a) The Waterfront 'Core' Area

10.4.6 The uses which could be accommodated through refurbished listed mill buildings and new development on that part of the area west of the A61 and north of Wakefield Lock (including the area between the A61 and A638 north of the canal) include: leisure and tourism, including a visitor centre and major new waterfront and gallery; employment uses, with business space for offices, high-tech and cultural industries; specialist retail, with a mix of restaurants, cafes and bars; a hotel catering for leisure and business; and residential accommodation. The demand for leisure and specialist retail uses would thus come into being as a consequence of the new character of the area as generally these uses would not be suited to a location in the retail policy area or edge of town centre. This part of the waterfront is identified as a Landmark Area, appropriate for Landmark development (see 5.8).

(b) Area South of Wakefield Lock

10.4.7 South of Wakefield Lock, including Belle Isle and including the area of land between the River Calder and the western side of Portobello Road as far as the railway. The area is currently mixed industrial use with many of the existing industries on cramped sites within a generally poor environment with local access problems. To the east of the site, along Portobello Road and Barnsley Road are existing residential properties.

10.4.8 The objective therefore is to make provision for residential use in this area as this would be more compatible with existing surrounding uses and is more directly associated with the river environment.

(c) The 'Skill Centre' Site

10.4.9 To the east of the A638 the 'skill centre' site (substantially the area between the River Calder and the Fall Ings Cut) is also part of the Conservation Area. It has the benefit of planning permission for mixed use primarily including offices, residential and amenity space. A high degree of public access and circulation is an essential element of the site.

(d) Other Areas within the Special Policy Area

10.4.10 In the following areas a more flexible policy approach will help to facilitate complementary regeneration and better linkage to the City but favoured uses will be in accordance with PPS6:

(i) The Thornes Lane Wharfe/Thornes Lane bank of the River Calder

(ii) Stennard Island and the disused Aire and Calder Navigation Cut

(iii) Areas surrounding and adjacent to Fall Ings Lock and Basins

(iv) Areas occupied by commercial premises, south of Fall Ings Cut and alongside Doncaster Road

10.4.11 Land use change within (a) The Waterfront Core Area, may stimulate proposals within the areas covered in (d) above. Should this occur, then, subject to detailed planning considerations, mixed use proposals, especially those which generate new quality employment will be considered on their merits. However, this will generally exclude new retail uses, and will be subject to the design and environmental controls referred to above.

10.5 Ings Road

- 10.5.1 To the south of Ings Road the area is currently occupied by a number of businesses, primarily retail, that are housed in fairly large buildings each with their own car park; the area to the north of Ings Road includes the Royal Mail sorting office and other uses. The area has been developed in a piece-meal manner and there is no design concept/theme evident. The area would benefit from comprehensive redevelopment embracing the principles of the Emerald Ring concept. The area around the Ings Road/Denby Dale Road junction is identified as a Landmark Area, appropriate for Landmark development (see 5.8).
- 10.5.2 To the south of Ings Road it is envisaged that property values would dictate that retail will remain the dominant use, with the concentration being on bulky goods rather than clothing and other high street products. There would be an opportunity to include an element of residential development and/or mixed use. The Council's Parking Strategy identifies a requirement to include a site for a public multi-storey car park within the area. This area in particular should be developed in a comprehensive manner. To the north of Ings Road mixed use would be appropriate excluding retail.
- 10.5.3 Most of the area is located within High Risk Flood Zone 3a. A Sequential Test has been carried out and there are no reasonable options available in a lower risk category because of the circumstances of this case are that the area is already developed and its designation as a Special Policy Area is intended to achieve its redevelopment. If the area is not redeveloped the existing buildings and uses will remain. It is important that a precautionary approach is adopted to managing the flood risk whilst achieving the redevelopment of the area.
- 10.5.4 The draft PPS25: Development and Flood Risk classifies the proposed uses as "less vulnerable" (retail, business, car park) which are appropriate in Zone 3a and "more vulnerable" (residential) which should only be permitted if the Exemption Test is passed. With regard to the Exemption Test in the draft PPS25, the redevelopment of this area, including an element of residential, will make a positive contribution to sustainable communities as it is centrally located in a main urban area and is generally accessible to workplaces and other uses. It will also make a positive contribution to the LDF sustainable development objectives. Redevelopment will need to comply with Policy EIC2 of the Development Control Policies Preferred Options Report which requires a flood risk assessment, to demonstrate that the residual risks of flooding to people and property are acceptable and can be managed satisfactorily, and the redevelopment makes a positive contribution to reducing or managing flood risk.
- 10.5.5 One principle of the Emerald Ring concept that requires careful consideration is that buildings should be sited up to the back of footways and any necessary car parking should be located to the rear of the buildings. To the South of Ings Road, Ings Beck runs through the area, largely under the existing car parks. A detailed evaluation will be required to ascertain the future route and form of Ings Beck and the impact on the future layout of the development.

Rejected Option

1 - Do nothing – allow piecemeal development.

Reason – This is a prominent area and an opportunity to make a significant improvement to the built environment will be missed.

10.6 Kirkgate Roundabout/Kirkgate Station

- 10.6.1 The main characteristic of this area is the depressing and hostile environment. The area is dominated by the roundabout and dual carriageways (Kirkgate and Marsh Way). The multi-storey concrete office blocks do nothing to improve the environment of the area. It is disconnected from the rest of the city centre by the roundabout, pedestrian links are currently via subways through the roundabout.

- 10.6.2 The area is well-placed; near to the centre of the city, near to the Waterfront and including a rail station; to emerge as a redeveloped office/business quarter. The multi-storey office blocks could be demolished, the roundabout removed and subways/hole filled in to enlarge the developable area. New office buildings including an element of residential could be developed. The development will be required to observe the principles of the Emerald Ring concept. That part of the site near to the roundabout is identified as a Landmark Area, appropriate for Landmark development (see 5.8).
- 10.6.3 Kirkgate station is in a poor state of repair and visitor facilities and the entire visitor/passenger experience is depressing. The station buildings, car park and approach require enhancement. The station is a Listed Building and any proposals will need to take this into account. Opportunities to introduce new uses into the underused station buildings will be explored. The pedestrian links from the station to the city centre and to the Waterfront will be enhanced – made clearer, safer and more environmentally pleasing.
- 10.6.4 Development proposals for this area will have regard to the fact that there is a substantial resident population in the area.
- 10.6.5 Implementation of improvements to Kirkgate station is needed urgently and the Council will need to encourage the owners/operators to put together a package of measures as well as carrying out improvements to the public realm. The redevelopment of the existing office blocks and the alterations to the road, roundabout and subways is likely to be in the later stages of the plan period and will require public/private sector co-operation.
- 10.6.6 Consultation at the Issues and Options stage indicated support for the (re)development of an office quarter in this area and general dissatisfaction with the state of Kirkgate station.

Rejected Option

1 - Maintain the status quo with no significant redevelopment of the area and a continuation of the deterioration of Kirkgate station.

Reason – This would ignore the opportunities available in the area, including the land that could be made available for development by removing Kirkgate Roundabout. It would not achieve an improved built environment by removing the two multi-storey office blocks. Passengers would be disinclined to use the station.

10.7 Registry of Deeds/Clayton Hospital/West Yorkshire Police HQ/Northgate Car Park

- 10.7.1 These sites are located close together on the north-western side of the city centre and are likely to be subject to change in the future as their existing uses are reviewed by their owners.

(a) The Registry of Deeds

- 10.7.2 The site could be developed for a range of uses including residential, institutional or offices. The Registry of Deeds building is on the Council’s Buildings of Local Interest list and therefore its retention is desirable, however, a structural survey may be required to ascertain the condition of the building. A replacement site for the service is actively being sought and therefore this site should become available in the early to mid part of the plan-period.

Rejected option

1 - Allocate the site for housing.

Reason – Residential use would be acceptable, however other uses would also be acceptable hence the multi-use designation.

(b) Clayton Hospital

10.7.3 The site will be vacated, presumably following the construction of the new hospital at Pinderfields. The site could remain in institutional use, including education, or alternatively it would be suitable for residential use. Some of the existing buildings are of architectural/historic value and are likely to be worth retention in any redevelopment scheme. A survey/appraisal will be required as part of any scheme.

Rejected option

1 - Proposed clearance of the site and development for residential.

Reason – Residential use would be acceptable but a survey/appraisal of the existing buildings is required before the extent of demolition can be determined.

(c) West Yorkshire Police HQ

10.7.4 The sites on Laburnum Road/Bond Street are likely to be vacated as part of a review of Force requirements. The tower block on Bond Street could remain in office use or be redeveloped/refurbished for residential use. The site on Laburnum Road could be redeveloped for housing. Some of the existing buildings may be worthy of retention and therefore a survey/appraisal will be required as part of any scheme.

Rejected option

1 - Develop the site for commercial office/business uses.

Reason – The use of the site as the police headquarters, which includes offices, is an historic use which has evolved over many years. The priority is to locate significant new office space in the Westgate and Waterfront schemes and then in the Kirkgate area.

(d) Northgate Car Park

10.7.5 The car park and adjoining plots of land are part of the Key Development Site allocated in the UDP that also included the site of the new bus station. The car park will be closed and, along with adjoining plots of land, would be appropriate for mixed use development including residential, leisure and institutional uses. That part of the site at the junction of Marsh Way and Northgate is identified as a Landmark Area, appropriate for Landmark development (see 5.8). The current use of the land as a car park allows pedestrian access from the bus station to Rishworth Street and then to the Civic Quarter. The development of the area will need to make provision for these pedestrian movements without undo inconvenience to pedestrians.

Rejected option

1 - Allocate the site for retail use, including extending the retail policy area.

Reason – There is already provision for a large increase in retail floorspace in the city centre. This additional allocation would exceed projected demand and spread/dilute retail facilities across the city centre.

11 Culture, Leisure, Tourism and the Evening Economy

11.0.1 Most respondents to the consultation on the Issues and Options commented that there is not an adequate range of facilities or appropriate mix of cultural and evening leisure facilities. There is concern about the concentration of pubs and clubs in the Westgate area and the behaviour of some customers discourages some people from visiting Wakefield in the evening. There is also a general view that good accommodation is an essential element of attracting visitors to the city, but there is currently limited provision.

11.0.2 A wide range of cultural, leisure, tourist and evening facilities/activities are catered for within central Wakefield. Most are centrally located within or along the Emerald Ring making them accessible by a range of modes of transport.

11.0.3 Cultural facilities are/will be located at:

Westgate/Drury Lane	Wakefield Theatre Royal and Opera House
	Drury Lane Library
	The Orangery
	The Proposed Art House
Wakefield Waterfront	The Hepworth
Trinity Walk	New Central Library
Wood Street	Wakefield Museum
Kirkgate	Wakefield Cathedral
Brook Street	Elizabethan Gallery
King Street	Wakefield Media & Creativity Centre

11.0.4 Leisure facilities are/will be located at:

Marsh Way	Lightwaves Leisure Centre
Sun Lane	Swimming Pool
College Grove	Sports Pitches and Club House
Denby Dale Road	Bingo Hall
Westgate Retail & Leisure Park	Multiplex Cinema and Bingo Hall

11.0.5 Pubs and clubs are concentrated in the Westgate area, although there are pubs located elsewhere in the Plan area.

11.0.6 The Council and its partners are striving to enhance the range of cultural facilities on offer in Central Wakefield. The Hepworth and the new central library will be significant improvements to the quality of cultural facilities available in the area. Further improvement and diversification of facilities will largely be achieved by private sector investment. This will be supported/encouraged by the following range of actions:

- The Trinity Walk scheme will improve the retail offer in Wakefield;
- The Westgate Key Development Area will improve the office sector and include a new hotel;
- The Waterfront Scheme, including The Hepworth, will improve the cultural and tourism offer in Wakefield;
- A programme of public realm improvements;

- City centre management – the city centre will be kept well maintained and clean, properly signed, safe and well lit;
- The Council will provide advice and support relating to the identification of sites and premises, sources of funding, planning and other regulations

These actions should raise the profile of the City, diversify the profile of visitors and workers with more in the higher socio-economic groups and improve the physical environment of the central area.

11.0.7 A difficult issue to deal with is the concentration of pubs and clubs in the Westgate area and the actual and perceived damage to the image of the city and its effect on potential visitors. To ensure that all city centre visitors and users may do so safely, physical and management measures must be put in place to provide a safe and secure environment in and around such premises. The **preferred option** is to include the following policy in the Area Action Plan :

Policy CW 31

Evening Economy

Proposals for new/refurbished nightclubs, public houses, restaurants, cafes, bars and music venues will be accompanied by a statement detailing measures to establish and maintain a safe and secure environment in and around such premises.

11.0.8 The intention is to raise standards and design-out the potential for crime. Such an approach will need to be accompanied by good management practices at the various venues and the co-ordination of services/action delivered by public agencies.

Rejected Option

1. Do not grant planning permission for new nightclubs, public houses, bars and music venues in the Westgate area as designated on the Area Action Plan.

Reason – This policy would not raise standards and design out the potential for crime.

Appendix 1 The New Development Plan System

In September 2004 the Government introduced changes⁽¹⁾ to the way in which local planning authorities prepare the development plan for their area. The content and format of plans will also be different. Wakefield's Unitary Development Plan First Alteration (UDP), which was adopted by the Council on 17th January 2003, will be replaced by a Local Development Framework (LDF)⁽²⁾.

Whereas the UDP was a single document, the LDF will be made up of a number of separate Local Development Documents (LDDs) some of which will be part of the Statutory Development Plan (known as Development Plan Documents (DPDs)) whilst others will be non-statutory Supplementary Planning Documents (SPDs), replacing current Supplementary Planning Guidance. DPDs will progressively replace the adopted UDP. SPDs include site development briefs and guidance on topics such as affordable housing.

Also, under the new system, the Regional Spatial Strategy for Yorkshire & the Humber to 2016, issued by the First Secretary of State in December 2004, now forms part of Wakefield's Statutory Development Plan, alongside the UDP. The Development Plan is the basis upon which all planning decisions are made. New RSS is being prepared by the Yorkshire & Humber Assembly (YHA); a draft was issued for consultation in January 2006 and has been subject to an Examination in Public. The Panel's report is awaited. In future, new RSS, together with Development Plan Documents in the Council's LDF, will comprise the Development Plan for the District. The strategy and policies in the LDF must generally conform to those in RSS. Figure 2 shows the relationship between the various documents.

Under the new arrangements there must also be a clear link between the LDF and Wakefield's Community Strategy, *Fast Forward*. The LDF will address the spatial elements of *Fast Forward*, especially those which relate to the use and development of land. It will also need to take full account of the land-use consequences of other policies and programmes of the Council and stakeholders, and will not be restricted to matters which are implemented through the planning system.

The Local Development Scheme

To keep people informed about progress in preparing the new LDF the Council has prepared a 'Local Development Scheme' (LDS) which sets out the programme for producing Local Development Documents over the next three years. The LDS provides summary details of the content of each document which will make up the initial LDF, their relationship to each other and the timetable for their preparation. It includes "consultation milestones" to make clear to the public about opportunities to get involved with the plan-making process and to let them know the likely dates for community engagement.

The LDS for 2006 has been approved by the First Secretary of State and adopted by the Council in September 2006. The LDS can be viewed on the Council's website at www.wakefield.gov.uk/ldf. It includes proposals to prepare the following documents:

Development Plan Documents

- Core Strategy
- Site Specific Policies & Proposals
- Development Control Policies
- Waste
- Central Wakefield Area Action Plan

Supplementary Planning Documents

- Designing for Community Safety Guide

Non-Development Plan Local Development Document

- Statement of Community Involvement

1 Part 2 of the Planning and Compulsory Purchase Act, 2004.

2 See Glossary of Terms in Appendix 3

Progress on the LDS programme will be reviewed annually as part of the LDF Annual Monitoring Report (AMR) (see paragraph below) and the scheme will be revised, as necessary, to reflect the need for new or amended Local Development Documents to keep the LDF up to date.

Saved Plans

In the period between commencement of the new development plan system and the completion of the first Local Development Documents, the legislation allows local authorities to 'save' automatically policies and proposals in existing development plans for a period of three years, until September 2007.

Current planning policies and proposals for the District are contained in the UDP. The UDP is considered still to be relevant and up-to-date and its policies and proposals will be 'saved' initially until April 2008, to allow the first LDDs to be completed. Some UDP policies and proposals will be saved for longer to be replaced in later DPDs not programmed in the current LDS. Until replaced the UDP policies and proposals will form part of the LDF and, along with the RSS, will continue to be the statutory Development Plan for Wakefield Metropolitan District. The full UDP text and maps can be viewed on the Council's website at www.wakefield.gov.uk/udp. Alternatively, copies can be obtained from the Council.

Community Engagement

Stakeholder and community involvement is a fundamental requirement of the new planning system. The Council has prepared a Statement of Community Involvement (SCI) which explains how the community and organisations can take part in preparing the LDF and in decisions on planning applications. It explains when consultation and engagement will take place, who will be consulted and what will be done to engage different groups and the general public at each stage. The SCI is a Local Development Document and was subject to public consultation and a public examination.

The SCI is linked closely to the Council's Community Engagement Framework. The Council consulted on an Initial Draft SCI and then on a Draft SCI in 2005. Changes were made as a result of comments received and the amended SCI was submitted to the First Secretary of State in July 2005 and adopted in February 2006. The Secretary of State appointed an independent Inspector to hold a public examination to consider the soundness of the SCI and any representations made. As part of the examination the Inspector held a hearing on 1st December 2005. The Inspector made binding recommendations about changes he considered are necessary and the final SCI was adopted by the Council in February 2006. The SCI can be viewed on the Council's website at www.wakefield.gov.uk/ldf. Future consultation on the LDF will be carried out in accordance with the SCI.

Monitoring

Once Local Development Documents are adopted it will be necessary to monitor whether their policies and proposals are being implemented as intended and how effective they are in meeting the LDF vision and objectives. The Council is required to publish the results of its monitoring in an Annual Monitoring Report (AMR). The report must be submitted to the Secretary of State by the end of December each year, reflecting the situation at the end of the previous March and will be available publicly. The first AMR was published in December 2005.

The AMR assesses:

- whether the policy targets set out in Local Development Documents are being met, or are on the way to being met, and, if not, the reasons why;
- what impact LDD policies are having on other targets set at national, regional or local level;
- whether any policies need to be replaced to meet sustainable development objectives;
- what action needs to be taken if policies need to be replaced or altered to reflect changes in national or regional policy.

As a result of monitoring, the Council will consider what changes, if any, need to be made to any LDDs.

The Government has issued guidance⁽³⁾ on the scope and content of AMRs which includes a number of LDF Core Output Indicators that each authority should monitor. Appendix 2 shows how these national core output indicators will be used to monitor proposed Core Strategy policies.

3 Local Development Framework Monitoring: A Good Practice Guide, ODPM, 2005.

The AMR will also assess progress in preparing the LDF over the year compared to the targets set out in the LDS. If the Council is falling behind schedule or has failed to meet a target, the AMR will set out the reasons for this. If the timetable needs to be changed, or if a new document is to be produced, the LDS will be amended and resubmitted to the First Secretary of State for consideration.

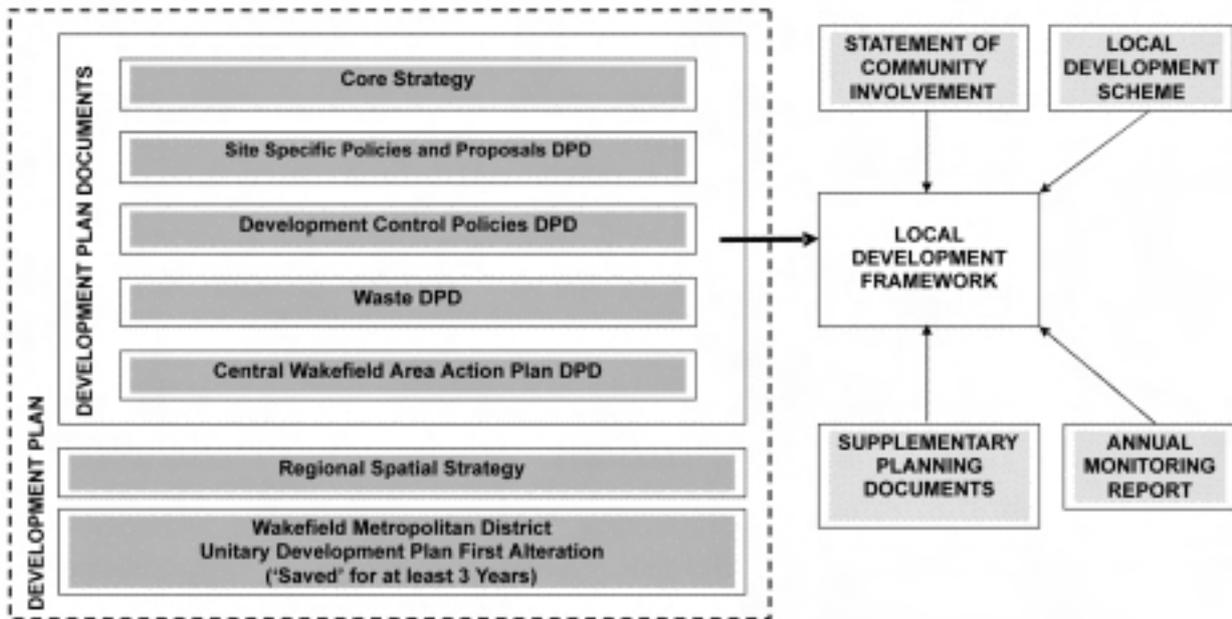


Figure 2 Wakefield Local Development Framework and Development Plan

Appendix 2 Links to Core Strategy and Initial Sustainability Appraisal

Community Strategy Themes	LDF Core Strategy Objectives	LDF Core Strategy Policies	Central Wakefield AAP Objectives	Central Wakefield AAP Preferred Options Local Indicators & National LDF Core Output Indicators	Findings of Initial Sustainability Appraisal at Issues & Options Stage
				CW1 - The Plan Area	Option SD1 - Enlarging the boundaries of the AAP can benefit the community of the residential areas now included as they will be able to voice their opinion on the development of the area that they are likely to be the prime users of. Furthermore it will enable the planners to increase the number of beneficiaries and positive effects of the range of measures proposed (e.g. on transport) therefore increasing the effects of the measures. Option SD2 - Excluding residential areas may hinder the effectiveness of certain measures proposed for the AAP. For instance, decreasing the population benefiting from the measures envisaged to tackle car use could mean that the desired reduction in pollution levels might not be achieved. Furthermore, the plan might not obtain a broad base acceptance and endorsement and might not address sufficiently the needs of the area. Also the effectiveness of some measures may reduce if there is a smaller uptake.
<ul style="list-style-type: none"> We are safe and feel safer We live in attractive environments by improving our places 	4, 7	CS24	1, 9, 11	CW2 - Complete the Emerald Ring Date by which Emerald Ring will be completed	Option T1 - The option performs very well against social and environmental objectives, and it has an overall neutral/beneficial economic impact in the medium - long term. However, should also consider how accessibility to services can be guaranteed. The current cycle parking will need to be reviewed for availability.
<ul style="list-style-type: none"> We are safe and feel safer We are healthy and look after ourselves We live in attractive environments by improving our places 	4, 7, 11	CS4 CS22	4, 9, 11	CW3 - Emerald Ring - Design Principles % of works to the Emerald Ring that will be in accordance with the Design Principles	Option T1 Option T2 - The option performs very well against social and environmental objectives and it is overall neutral/beneficial in terms of economic impact. Designated cycle routes will be required within the pedestrian areas and the current cycle parking provisions will need to be reviewed for availability. There will be opportunities to improve biodiversity along pedestrianised routes with the use of high quality landscaping and improvements to urban drainage through the use of SUDS. NB: the successful implementation of this option will be dependent on the introduction of the Emerald Ring around the City Centre.
<ul style="list-style-type: none"> We are safe and feel safer We are healthy and look after ourselves 	3, 4, 8	CS22 CS23	1, 2, 9, 11	CW4 - Restriction of traffic within Emerald Ring No. of vehicles entering/leaving central cordon	Option T3 - The option performs very well against social and environmental objectives, and it is overall neutral/beneficial in terms of economic impact. Consideration will need to be given to ensuring pedestrians and cyclists are separated on routes. Option T1 Option T2

Community Strategy Themes	LDF Core Strategy Objectives	LDF Core Strategy Policies	Central Wakefield AAP Objectives	Central Wakefield AAP Preferred Options Local Indicators & National LDF Core Output Indicators	Findings of Initial Sustainability Appraisal at Issues & Options Stage
<ul style="list-style-type: none"> We live in attractive environments by improving our places Developing a dynamic local economy 					<p>Option T4 - This option performs very well against social and economic objectives. This option would contribute to improve the bus transport service and therefore it may stimulate the increase in the use of the service. It would also mean improved accessibility to various facilities for households without a car. This option can lead to environmental benefits, however, measures will need to take into account potential side effects on congestion if (reduction of car lanes) or green space (if enlargement of roads).</p> <p>Option T5 - This option includes the provision of services most likely to guarantee replacement for, or at least reduction in length of, car trips. This option performs well against economic and social objectives. Although overall it is positive for the environment it could result in some negative impacts with regard to the sites chosen for parking.</p>
<ul style="list-style-type: none"> We are safe and feeling safer We are healthy and look after ourselves We live in attractive environments by improving our places 	3, 4	CS22	1, 9, 11	<p>CW5 - Development of pedestrian routes</p>	<p>Option T2</p> <p>Option T3</p>
<ul style="list-style-type: none"> Developing a dynamic local economy 	4	CS26	1, 9	<p>CW6 - Number of car parks No. of car parks/spaces to be removed and provided</p>	<p>Option T6 - The positive effects of this option are linked to improved accessibility and to reduction of car usage by users of long term car parks. Additional benefits will be gained from new development on some sites. However, there is a risk that more cars would use the short term car parking spaces (e.g. shoppers). In summary, there are some social benefits, however uncertainty surrounds effects on economic and environmental objectives.</p>
<ul style="list-style-type: none"> Developing a dynamic local economy 	4	CS26	1, 9	<p>CW7 - Location of car parks % of long-stay public car parks located around/outside the Emerald Ring</p>	<p>Option T7 - This option will have considerable positive effects on economic, social and environmental objectives. The positive effects of this option are linked to the reduction of car traffic in the city centre. However, to ensure maximum accessibility and take-up, the long-stay car parks should be provided with a dedicated transport link to and from the city centre (e.g. park & ride and shuttle at peak hours).</p>
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	9	CS34	2, 9	<p>CW8 - Archaeological sites</p>	<p>Not appraised as this policy is a preferred approach.</p>
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	9	CS34	2, 9	<p>CW9 - Conservation Areas</p>	<p>Not appraised as this policy is a preferred approach.</p>

Community Strategy Themes	LDF Core Strategy Objectives	LDF Core Strategy Policies	Central Wakefield AAP Objectives	Central Wakefield AAP Preferred Options Local Indicators & National LDF Core Output Indicators	Findings of Initial Sustainability Appraisal at Issues & Options Stage
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	9	CS34	2, 9	CW10 - Support for Listed Building designation % of requests provided with appropriate assistance	<p>Option UD1 - This option will have positive social effects for the community environmental benefits through enhanced and protected built heritage; however, effects on the economy are uncertain. The definition and protection of the city's historic built environment will contribute to the cultural attractiveness of the area to its community and to visitors. The measures to ensure that new developments are respectful of heritage uses and controls on the use of buildings will help in addressing the need for ensuring protection whilst addressing the issues of development of the area. The end result should be the enhancement of the distinctiveness of the city with respect to other towns and cities.</p> <p>Option UD2 - this option will bring positive social and environmental effects and will certainly contribute to the cultural attractiveness of the city to its community and visitors. Potential increase in visitor numbers will need to be managed in a sustainable manner, e.g. by providing public transport services.</p>
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	9		2, 9	CW11 - Skylines and Strategic Views % of development proposals that comply with CW11	<p>Option UD1/Option UD4 - The option will ensure conservation or enhancement of the distinctiveness of the city, making it a place to be proud of and providing a sense of identity. Landmark buildings can draw in investment and in turn increase employment. There will also be opportunities to enhance the ecological value of the city by ensuring the provision of noticeable natural features.</p>
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	9		2, 9	CW12 - Negative visual effect buildings	<p>Option UD1 Option UD4</p>
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	9		2, 9	CW13 - Vistas	<p>Option UD1 Option UD2 Option UD4</p>
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	9		2	CW14 - Landmark sites/development	<p>Option UD4</p>
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	9, 11		4, 9	CW15 - Development in vicinity of Emerald Ring	<p>Option UD3 - Overall the option will bring significant positive and environmental benefits to the plan area. This option would provide developers with guidance on good design. Urban design relates to the buildings within the city, their layout, floor and streetscape, including street furniture and signage. It is expected that guidance on sustainable design and construction specifications will also be included.</p>
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	9, 11		4, 9	CW16 - Development/Public Realm	<p>Not appraised. Appraisal to be carried out at Preferred Options sustainability stage.</p>

Community Strategy Themes	LDF Core Strategy Objectives	LDF Core Strategy Policies	Central Wakefield AAP Objectives	Central Wakefield AAP Preferred Options Local Indicators & National LDF Core Output Indicators	Findings of Initial Sustainability Appraisal at Issues & Options Stage
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	9		4, 9	CW17 - Financial contributions to public realm % of relevant developments that make a contribution	Not appraised. Appraisal to be carried out at Preferred Options sustainability stage.
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	9,11		4, 9	CW18 - Public Realm principles and objectives	Not appraised. Appraisal to be carried out at Preferred Options sustainability stage.
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	9,11		4, 9	CW19 - Public Realm hierarchy of quality % of improvements in accordance with the hierarchy of quality	Not appraised. Appraisal to be carried out at Preferred Options sustainability stage.
<ul style="list-style-type: none"> We live in attractive environments by improving our places 		CS34	3	CW20 - Wildlife Habitat Network	Partially appraised by Option UD7 - This option provides good social and environmental benefits whilst remaining neutral with regard to the economy. It will allow for an increase in biodiversity and improve the natural attractiveness of the environment. Green corridors and a green lung will provide additional recreational and leisure pursuits, encourage walking and help to promote good health.
<ul style="list-style-type: none"> We live in attractive environments by improving our places 	3,5	CS6 CS7 CS11 CS12	5	CW21 - Housing Site, Jacobs Well Lane 2a(ii)	Option H2 - Mixed developments contribute to providing a vibrant community whose needs are satisfied locally, with the added advantage that less car trips are required. Likely effects on the environment should be limited as much as possible through incorporation of sustainable construction principles in the design and building of the developments. Option H3 - Providing housing within the city centre provides incentives for the regeneration of the centre and maximises use of existing facilities, buildings and brownfield sites, whilst minimising the risk of using Greenfield sites. Option H4 - This option addresses the issue of providing for the housing needs of the whole community. In addition, the integration and mix of development will bring further indirect social benefits and increase the variety of skills available for employment.
<ul style="list-style-type: none"> Developing a dynamic local economy 	3,7	CS19		CW22 - Employment Zones	Not appraised. Appraisal to be carried out at Preferred Options sustainability stage.
<ul style="list-style-type: none"> Developing a dynamic local economy 	3,6,7	CS16	7	CW23 - New office floor space 4a, 4b	Option EC2 - Identifying and setting aside other areas of the city for office development will contribute to wider spread regeneration, including employment and economic growth. However care must be taken to ensure a balanced development and limitation of the associated rise in pollution. Site selection should consider proximity to public transport, local facilities and Greenfield land or encroaching on existing public realm.
<ul style="list-style-type: none"> Developing a dynamic local economy 	7		7	CW24 - Office uses outside Emerald Ring	Not appraised. Appraisal to be carried out at Preferred Options sustainability stage.

Community Strategy Themes	LDF Core Strategy Objectives	LDF Core Strategy Policies	Central Wakefield AAP Objectives	Central Wakefield AAP Preferred Options Local Indicators & National LDF Core Output Indicators	Findings of Initial Sustainability Appraisal at Issues & Options Stage
<ul style="list-style-type: none"> Developing a dynamic local economy 	3,6	CS28	7, 12	CW25- Additional retail floor space 4a, 4b	Not appraised as this policy is a preferred approach.
<ul style="list-style-type: none"> Developing a dynamic local economy 	3,6	CS28	7, 12	CW26 - Additional retail floor space beyond retail policy area. Amount of completed retail development outside retail policy area 4b	Not appraised as this policy is a preferred approach.
<ul style="list-style-type: none"> Developing a dynamic local economy 	6	CS28	7, 12	CW27 - Primary shopping frontage	Not appraised. Appraisal to be carried out at Preferred Options sustainability stage.
<ul style="list-style-type: none"> Developing a dynamic local economy We live in attractive environments by improving our places 	3,6	CS28	2, 9	CW28 - Retail development in conservation areas	Not appraised as this policy is a preferred approach.
<ul style="list-style-type: none"> Developing a dynamic local economy 	3,6	CS28	7, 12	CW29 - Specialist retail area	Option EC6 - This option is an opportunity to boost the local economy by both encouraging entrepreneurship and by making the city an attractive and diversified place for shopping. Overall car usage should decrease as locals will need to travel less distance to get supplies. This should outweigh trip generation from any influx of additional shoppers who are attracted to the specialist outlets.
<ul style="list-style-type: none"> Developing a dynamic local economy We live in attractive environments by improving our places 	3,6,7	CS28 CS29	5, 6, 9	CW30 - Special Policy Areas 2a(ii), 4a, 4b	Some parts of this policy are a preferred approach and have therefore not been appraised, other parts will be appraised at Preferred options stage.
<ul style="list-style-type: none"> Developing a dynamic local economy 	3,6,8	CS32	8, 10	CW31 - Evening economy 4a, 4b	Option CL1 - This will favour local economy and will provide facilities to the community - new facilities will need to be built and managed with sustainability in mind (provision of transport services, minimisation of resource use and site selection etc.) Option CL4 - Appraised relocating existing evening facilities but did not identify clear benefits. Option CL5 - Appraised removing factors that may discourage people from visiting Central Wakefield at night.

Table 2.1 Links to Core Strategy and Initial Sustainability Appraisal

Appendix 3 Glossary of Terms

AMR	Annual Monitoring Report – a report which the Council is required to prepare showing progress in preparing Local Development Documents compared to targets in the Local Development Scheme, and monitoring the implementation and effectiveness of its policies and proposals in Local Development Documents.
DPD	Development Plan Document – a Local Development Document which forms part of the statutory development plan, including the Core Strategy, Proposals Maps and Area Action Plans.
LDD	Local Development Document – comprising two main types, Development Plan Documents and Supplementary Planning Documents, which together form the Local Development Framework.
LDF	Local Development Framework – the portfolio of Local Development Documents which sets out the planning policy framework for the District.
LDS	Local Development Scheme – a three year project plan setting out the Council’s programme for the preparation of Local Development Documents, reviewed annually in the light of the Annual Monitoring Report.
LTP	West Yorkshire Local Transport Plan – the statutory long-term transport strategy for the county and five year action plan which is used by the Department for Transport (DfT) to allocate funds for local transport improvements. Prepared by a partnership of the five West Yorkshire local authorities and Metro. The second LTP (known as LTP2) for the years 2006/07 to 2010/11 will be submitted in March 2006.
RSS	Regional Spatial Strategy – the statutory replacement for Regional Planning Guidance prepared by the Yorkshire & Humber Assembly and issued by the First Secretary of State in December 2004. It forms part of the Council’s statutory development plan. New Draft RSS will be issued for consultation in January 2006.
SCI	Statement of Community Involvement – sets out the Council’s vision and strategy for the standards to be achieved in involving the community and stakeholders in the preparation of all Local Development Documents and in decisions on planning applications.
SPD	Supplementary Planning Document – a Local Development Document which is part of the Local Development Framework but does not form part of the statutory development plan. Supplementary Planning Documents elaborate upon policies and proposals in a Development Plan Document or the saved Unitary Development Plan and include development briefs and guidance documents.
SPG	Supplementary Planning Guidance – guidance which elaborates upon policies and proposals in the Unitary Development Plan. Supplementary Planning Guidance can not be ‘saved’ but can still be relevant if related to a policy or proposal in a saved plan or a Development Plan Document. Supplementary Planning Guidance will need to be replaced by Supplementary Planning Documents.
UDP	Unitary Development Plan First Alteration – the statutory development plan for the District adopted by the Council in January 2003 which will be ‘saved’ initially for three years from the date of commencement of the new planning system. Its policies and proposals will be replaced eventually by new Development Plan Documents.