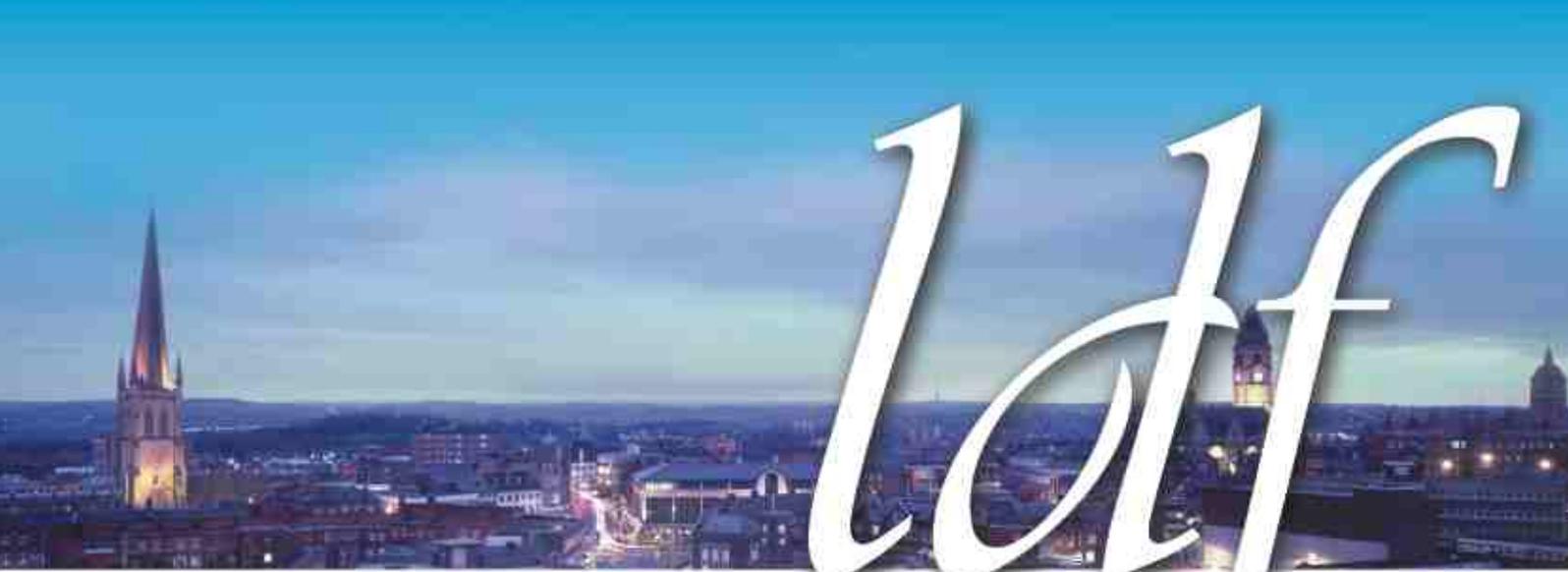


A NEW VISION FOR DEVELOPING CENTRAL WAKEFIELD

Initial Statement of
Pre-Submission
Consultation



WAF

Central Wakefield Area Action Plan

Initial Statement of Pre-Submission Consultation

Information

This Initial Statement of Pre-submission Consultation is available to view and download on the Council's web-site at www.wakefield.gov.uk/ldf. Copies are also available free of charge from the address below or by ringing (01924) 306630.

Wakefield Metropolitan District Council
Major Projects
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دیکھو سنو

اگر آپ کو اس لیفلٹ کی کاپی آڈیو کیسٹ، بڑی
لکھائی، بریل یا کسی اور زبان میں اس کا ترجمہ
چاہیے تو ہمیں اس نمبر پر فون کریں:

(01924) 306630

INITIAL STATEMENT OF PRE-SUBMISSION CONSULTATION

1.0 INTRODUCTION

Consultation on the Local Development Framework

- 1.1 Legislation which came into effect in 2004¹ introduced a new type of development plan, known as a Local Development Framework (LDF), and made changes to the way in which plans are drawn up. One of the central aims of the new planning system is to strengthen community involvement in the preparation of development plans. When preparing documents which form part of the LDF, local planning authorities must carry out consultation and engage with communities and stakeholders. The minimum requirements which authorities must achieve are set out in regulations².
- 1.2 Authorities are also required to prepare and publish a Statement of Community Involvement (SCI) which explains when consultation will take place, who will be consulted and what will be done to engage different groups and the general public at each stage. The Council and its partners are fully committed to community engagement in the delivery of services and the Wakefield District Partnership already has in place a Community Engagement Framework. A draft SCI which fits into the wider framework was submitted to the Secretary of State in July 2005. A public examination of objections was held in December 2005. After making any amendments made necessary by the examination inspector's report, the Council adopted the SCI on 8 February 2006.
- 1.3 When submitting LDF documents to the Secretary of State an authority must include a Pre-submission Consultation Statement showing how consultation has been undertaken during preparation of each document and how this complies with both the minimum requirements of the regulations and its own SCI.

The Purpose of this Document

- 1.4 This initial Statement of Pre-submission Consultation relates to the consultation carried out in the early stages of preparing the Central Wakefield Area Action Plan (AAP). It sets out what was done to consult different agencies, organisations and residents of the District, and how this meets the requirements of Regulation 25 (relating to Pre-submission Consultation) and complies with the relevant parts of the SCI. It also describes how the results of consultation have been taken into account in the next stage of preparing 'Preferred Options Reports' for the Area Action Plan. This statement has been issued to accompany this report. A full Pre-submission Consultation

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

² Regulations 25 & 26 of the Town & Country Planning (Local Development) (England) Regulations 2004

Statement will be prepared at the next stage when the Area Action Plan is submitted to the Secretary of State in 2007.

1.5 Initial consultation was carried out in two stages:

Early community engagement – Autumn 2004
Consultation on Issues & Options – June to July 2005

2.0 **EARLY COMMUNITY ENGAGEMENT – AUTUMN/WINTER 2004/05**

2.1 The Council began preparation of the Central Wakefield Area Action Plan in September 2004 in accordance with the timetable set out in the draft Local Development Scheme³. Early engagement centred around making people aware that the Council was starting work on the AAP as part of the Local Development Framework (LDF), outlining what the AAP is and establishing the important issues they want it to tackle. The actions undertaken comprised:

- Publishing a leaflet outlining the new LDF process and the AAP; People were asked to put forward their views on the key issues that should be included in the AAP. – September 2004;
- Presentations were made to the following at which leaflets were distributed:
 - Lightwaves Leisure Centre (North Wakefield Community Group) – 7 September 2004;
 - Balne Lane Community Centre – 10 September 2004;
 - The Agbrigg Community Centre – 27 September 2004;
 - SRB6 Partnership Board – 14 October 2004;
 - St Swithun's Community Centre (Eastmoor Community Group) – 24 November 2004.

Attendees were asked for their views on the key issues that should be included in the Area Action Plan – September to October 2004.

- Exhibition boards together with leaflets were on display in the Wakefield Town Hall and the Wakefield City Management Office giving information about the LDF and AAP and requesting people's views on the key issues – October 2004;
- AAP Officers were present at the Wakefield District Partnership 'Vision-On' Stakeholder event to raise awareness of the LDF and the AAP and to answer questions - 23 October 2004;
- Setting up introductory Area Action Plan pages on the Council's website linked to the Council's LDF web pages – 6 January 2005.

³ The Local Development Scheme (LDS) identifies which LDF documents the Council is preparing and the programme for each. A draft LDS was approved by the Council in September 2004 and, following some changes and consideration by the Secretary of State, the final version became effective from 1st July 2005.

3.0 CONSULTATION ON ISSUES & OPTIONS – 9 JUNE TO 29 JULY 2005

- 3.1 To help people understand the range of matters which the AAP must tackle, the Council published an 'Issues & Options Report' for consultation and comment in June 2005. Its purpose was to explain some of the issues facing Central Wakefield and the choices which need to be made. It was intended to generate discussion and debate about the problems which the initial AAP will need to address and the opportunities for dealing with them. It was recognised that not everyone would wish to read the full report so the main issues were set out in a summary.
- 3.2 People and groups were invited to comment on the Issues & Options Report, initially between 9 June and 22 July 2005, although the time period was extended to 29 July because of the late arrival of the documents. An Initial Sustainability Appraisal was also issued for comment. This looked at the various options put forward in the Issues & Options Report against a range of criteria to assess whether each is sustainable. A number of organisations showing interest in the LDF as a district-wide plan did not receive AAP documents, but were informed of progress and given information on how they could obtain AAP documents if they so wished.
- 3.3 Wide ranging consultation on the Issues & Options report was undertaken. A schedule of the actions and events is set out in Appendix B.

Response to the Issues & Options Report

- 3.4 The AAP Issues & Options Report asked 30 questions under headings:

- The Vision for Central Wakefield
- Transport
- Urban Design/Built Environment
- Housing
- Economy and Employment
- Culture, leisure, Tourism & the Evening Economy
- Miscellaneous

A form for commenting on the 30 questions was included with the Issues & Options Report and also could be downloaded from the Authority's web pages. Forms could also be obtained from the Wakefield City Regeneration Team.

- 3.5 A total of 632 separate comments were received in response to the Issues & Options Report from a total of 48 respondents. They included members of the public, landowners, agents, various internal and external agencies and local councillors. All the comments have been summarised on a database. The following table shows the number of comments received by broad theme:

The Vision for Central Wakefield	27
Transport	142
Urban Design/Built Environment	117
Housing	67
Economy and Employment	100
Culture, Leisure, Tourism & the Evening Economy	104
Miscellaneous	64
Other comments received not specific to particular questions	11
Comment received relating to the LDF Core Strategy	1

Summary of Comments

3.6 The majority of the comments referred to in paragraph 3.5 were made in response to questions asked in the Issues & Options Report. Appendix C summarises the comments made about each question and sets out a brief response about how these comments have been addressed in the Preferred Options Report. A number of comments received were not specific to the questions asked in the Issues & Options Report. Amongst these the following main issues were raised:

- Options regarding businesses appropriate to the city centre and the high street.
- Traffic flow impeded by two bottlenecks: Leeds Road and Wentworth Street. Need to be made one-way, with a link from Marsh Way to Wood Street/Bond Street.
- General lack of engagement with the community by the Council.
- Suggested
- Policy for development in proximity to Waste Water Treatment Works.

Workshop

3.7 A workshop was arranged for agencies, organisations, businesses, community groups, local members, local MP and interested residents to raise awareness about the LDF and the AAP and engage them in the process of considering Issues & Options (See Appendix B).

3.8 A short paper titled 'Ideas/Proposals for Inclusion in Preferred Options Report' was sent out to all those who confirmed attendance at the workshop.

3.9 Facilitation of the workshop was carried out by Icarus Collective who designed the format of the workshop around the Issues and Options Report and the above mentioned note.

- 3.10 More than 70 people attended and 9 discussion groups were formed, each containing a mix of representation and a designated person to facilitate discussion.
- 3.11 The 9 groups initially concentrated on various transport issues for a set time. This was followed by the 9 groups discussing a choice of issues from the following subjects:
- Housing
 - Urban Renaissance and the Built Environment
 - Culture, Leisure, Tourism and the Evening Economy
 - Economy and Employment
 - Areas Subject to Change
- 3.12 Notes were taken at the workshop and a summary of views expressed at the event is shown in Appendix D.

Sustainability Appraisal

- 3.13 The Planning and Compulsory Purchase Act (2004) requires a Sustainability Appraisal (SA) to be carried out on Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). The Environmental Assessment of Plans and Programmes Regulations (2004) which implements the EU Strategic Environmental Assessment (SEA) Directive, requires SEA of a wider range of plans including LDFs. SEA and SA are very closely linked and have been undertaken as a single process for the LDF.
- 3.14 The first stage of the SA/SEA process was the production of a Scoping Report in April 2005. This set out the scope and framework for the later Sustainability Appraisal Report, determined through a review of planning documentation and baseline information, and established objectives for the SA. Consultation on the Scoping Report was undertaken for a five week period in May and June 2005. The following bodies were consulted.
- British Waterways
 - CABE
 - Countryside Agency
 - DIAL
 - English Heritage
 - English Nature
 - Environment Agency
 - First Wakefield
 - Groundwork Yorkshire & Humber
 - LSC for West Yorks
 - Mid Yorkshire Chamber of Commerce and Industry
 - Mid Yorkshire NHS Trust
 - SUSTRANS
 - Wakefield City Centre Management
 - Wakefield Civic Society
 - Wakefield District Biodiversity
 - Wakefield District Housing
 - West Yorkshire Ambulance
 - West Yorkshire Ecology
 - West Yorkshire Fire Authority
 - West Yorkshire Police
 - West Yorkshire Strategic Health Authority
 - Yorkshire & Humber Assembly

- Yorkshire & Humber Tourist Board
- Yorkshire Wildlife Trust
- Yorkshire Forward

3.15 As a result of a response from English Nature, the SA Framework was modified for the next stage, the appraisal of options. The changes made are identified in Section 9.5 of the Central Wakefield Area Action Plan Initial Sustainability Appraisal Report.

3.16 Using the Scoping Report, an initial Sustainability Appraisal of the Issues & Options Report was carried out. The Initial Sustainability Appraisal Report was published in June 2005 to accompany the Issues & Options Report and was subject to the same consultation arrangements. A total of 8 comments were received about this document. These together with the Council's responses are summarised in Appendix E. The main points arising were:

- Quality is as important as quantity – more housing could lead to poor residential environments;
- Creation of the Emerald Ring could have impacts on the historic environment;
- Additional objectives for AAP to reflect those in SA:
 1. Encourage resource efficient development that minimises water usage and reduces waste output during and after construction.
 2. Development along the river corridor should enhance and not just protect the water environment surrounding wildlife habitats.
 3. Promote on site remediation of contaminated land to reduce the need to transfer contaminated soils to landfill or elsewhere off site.
 4. Minimise and reduce flood risk through appropriate development and by avoiding development in high risk flood zones.

4.0 MOVING TO PREFERRED OPTIONS

4.1 The comments received in response to the Issues & Options Report have been analysed and taken into account, along with the points raised in the workshop, in formulating the Preferred Options Reports for the Area Action Plan. Where appropriate, policies and statements have been included to address the relevant issues. This report is being published to accompany the Preferred Options consultation to clarify how the results of the Issues & Options consultation have been taken into account.

4.2 The comments made about the Initial Sustainability Appraisal of the Issues & Options Report will be addressed in the Sustainability Report of the Area Action Plan which is published separately.

APPENDIX A

CONSULTATION LIST FOR PRE-SUBMISSION CONSULTATION

(References in brackets are to the Statement of Community Involvement Appendix 2)

Specific Organisations

(SCI Appendix 2.1)

Government Office for Yorkshire and the Humber (GOYH)
Yorkshire & Humber Assembly
The Highways Agency
Yorkshire Forward
The Planning Inspectorate
The Environment Agency
English Heritage Yorkshire Region
Royal Commission on the Historic Monuments of England
English Nature
Countryside Agency for Yorkshire & The Humber
Strategic Rail Authority
Mobile Operators Association
Yorkshire Cable Planning Dept
British Telecom Plc
West Yorkshire Strategic Health Authority
British Gas Transco District Office
Transco District Office
Yorkshire Electricity YEDL
Yorkshire Electricity
Yorkshire Electricity c/o Turner & Partners
National Power plc
Powergen
Innogy plc
National Grid Transco
Yorkshire Water Services Ltd
Knottingley To Gowdall Internal Drainage Board

Specific Organisations (Adjoining Councils)

(SCI Appendix 2.1)

Kirklees Metropolitan Council
Barnsley Borough Council
Doncaster Metropolitan Borough Council
City of Bradford Metropolitan District Council
Calderdale Metropolitan Borough council
Leeds City Council

General Organisations (Community Groups)

(SCI Appendix 2.2)

Age Concern Wakefield District
Yorkshire Mesmac
VAWD (Voluntary Action Wakefield District)
VOX
RASA
NACRO
WAWA (Wakefield Asian Welfare Association)
Wakefield Asian Community Forum
DIVA (Development Initiative for Voluntary Arts)
Special Abilities
Markazi Jamia Mosque
Central Jamia Mosque
Swaffia Mosque
Zakria Mosque
Brunswick Street Mosque
CLG for Ethnic Minorities
Next Generation Community Youth Project
Help the Aged
Citizens Advice Bureau (Wakefield District)
Groundwork Wakefield
Lupset Community Partnership
North Wakefield Community Group
Federation of Small Businesses (Wakefield Branch)
First The Development Agency for Wakefield
Wakefield College
Wrenthorpe Community Association
Agbrigg & Belle Vue Allotment Association
DIAL Wakefield
Wakefield Mosque Committee
SCOPE
Kirkhamgate Community Association
Ossett Town Centre Steering Group
Royal British Legion
Wakefield & District Environmental Action Forum
Wrenthorpe Environmental Society
Wakefield Society for the Blind
Asian Women's Association
Aysgarth Community Association
Chevin Housing Association
Coal Industries Social Welfare Organisation
Barnsley Dial-a-Ride & Community Transport
Eastmoor Community Project
Federation of Neighbourhood Watch
Wakefield and District Sports Association
Joint Group Users and Carers
Jubilee Hall
RRAID Action Group

St Catherine's Church Centre
Lupset Community Centre Association Ltd
St Peter & St Paul's Community Association
Community Assembly
Portobello Tenants and Residents Association
Ward 3 Partnership
Horbury Town Centre Partnership

Government Departments

(SCI Appendix 2.3)

Department for Education & Skills c/o GOYH
Department for Transport c/o GOYH
Department for Trade and Industry c/o GOYH
NHS Executive Northern & Yorkshire
HM Prison Service Headquarters
Home Office
Defence Estates Ministry of Defence
Officer of Government Commerce
Yorkshire & The Humber Regional Housing Board c/o GOYH
Department for the Environment, Food & Rural Affairs c/o GOYH

Additional Organisations

(SCI Appendix 2.3)

Diocese of Wakefield
Wakefield Naturalists' Society
Wakefield District Bio-diversity Group
British Geological Survey
British Waterways North East Region
CABE
Centre for Ecology & Hydrology
Church Commissioners
Civil Aviation Authority (Safeguarding Department)
Civil Aviation Authority
The Coal Authority
Commission For Racial Equality
Crown Estates
Council For The Protection Of Rural England
RSPB
Friends of the Earth
The National Trust
The Woodland Trust
Equal Opportunities Commission
Forestry Commission
Health and Safety Executive
The House Builders Federation (Yorkshire, North West and North East Regions)
The Housing Corporation
West Yorkshire Learning & Skills Council

Metro
Arriva Yorkshire
National Playing Fields Association
West & South Yorkshire Playing Fields Association
Network Rail
Network Rail Property
Post Office Property Holdings
Rail Freight Group
Road Haulage Association
Northern Region Freight Transport Association
Transport 2000 (West Yorkshire Group)
Sustrans
English Welsh & Scottish Railways
Freightliner Ltd
G B Railfreight Ltd
GNER
Midland Mainline
Arriva Trains Northern
Virgin Trains
Sport England (Yorkshire)
Women's National Commissions
The Disability Rights Commission
National Gypsy Council

Additional Organisations (Joint Services)
(SCI Appendix 2.3)

West Yorkshire Police
West Yorkshire Police Architectural Liaison Officer
West Yorkshire Fire Service
WYMAS
West Yorkshire Ecology Service

Additional Organisations (Civic Societies)

Wakefield Civic Society

Additional Organisations (Chambers of Trade and Commerce)
(SCI Appendix 2.3)

Mid-Yorkshire Chamber of Commerce & Industry Ltd

Other Organisations
(SCI Appendix 2.4)

Council for British Archaeology
English Partnerships
National Farmers Union
Ramblers Association
Yorkshire Tourist Board

West Yorkshire Archaeology Service
Wakefield West Primary Care Trust
Wakefield Job Centre
AMEC
Coalfield Regeneration Trust
Wakefield Job Centre Plus
Harworth Estates
SHE
Liquorice Trust
UK Coal Mining Ltd
Wakefield Learning Partnership
Wakefield City Centre Management

WMDC Councillors

(SCI Appendix 2.4)

Members of Parliament and Members of the European Parliament

(SCI Appendix 2.4)

Developers and Organisations who have requested to be consulted

(SCI Appendix 2.4)

Citizens who have requested to be consulted

(SCI Appendix 2.4)

**General Organisations Expressing interest in the LDF as a District Wide Plan
(Receiving Notification Letter without Documents)**

Knottingley Civic Society
Pontefract Civic Society
Castleford Civic Trust
Normanton Civic Society
Ossett Civic Society
Horbury Civic Society
Featherstone Chamber of Trade
Castleford Chamber of Trade
Horbury and District Chamber of Trade
Normanton Chamber of Trade
Pontefract Chamber of Trade
Selby District Council
Eastern Wakefield Primary Care Trust
Hemsworth Arts & Community College
Castleford Job Centre Plus
Ferrybridge Community Centre
Fryston Local Action Group
Crofton Community Centre
Cutsyke Community Group
Woodhouse Community Centre
SANS (Sharlston and Streethouse) Community Development
SESKU Community Partnership

Sharlston Community Centre Management Group
South Pontefract Community Partnership
Castleford Town Centre Partnership
Normanton Environmental Society
Pontefract and Castleford Federation of Small Businesses
RCG Tenants and Residents Federation
Residents Against Toxic Sites (RATS)
Royal British Legion, Horbury, Sitlington and Ossett branch
Save Horbury Heritage Group
Wakefield & District Environmental Action Forum South Kirkby
Ackworth and District Riding Club
Ackworth Footpath Group
Airedale Community Forum
Castleford & District Naturalists Society
Castleford Heritage Group
Featherstone Historical Society
Fitzwilliam Community Action Group
Frickley Country Park Regeneration Group
Glasshoughton Community Forum
Hemsworth & District Partnership
Horbury and District Historical Society
Kinsley & Fitzwilliam Community Resource Centre
Knottingley Town Hall Community Centre
Lock Lane Community Centre
Minsthorpe Community College
Ossett Historical Society
Pontefract & District Archaeological Society
St Mary's Project
Thorpe Audlin Community Association
Upton & North Elmsall Community Forum
Castleford Riverside Community Group
Pontefract Heritage Group
Horbury, Ossett and Sitlington Regeneration Group
AIRE Environmental Group
Pontefract and District Rail Action Group
Pontefract Town Centre Partnership
Castleford Town Centre Partnership
Pontefract Local History Society
Havercroft, Ryhill & South Hiendley Community Partnership
Kinsley & Fitzwilliam Community Regeneration Partnership
South Hiendley Community Association
SESKU Environment Group

APPENDIX B

ACTIONS AND EVENTS DURING ISSUES & OPTIONS CONSULTATION 9 JUNE TO 29 JULY 2005

ACTION/EVENT	DATE
Notices in Wakefield Express Group newspapers	9/10 June 2005
Item in the Council's newspaper 'The Citizen'	Summer 2005 edition
Item in the Council Employees' Newsletter 'Insight'	June 2005 edition
Letters sent to communities and organisations expressing an interest in the LDF as a District-wide Plan, advising of the AAP Issues & Options Report and the Summary Report and how they can be obtained.	9 June 2005
Letters sent to national, regional and local bodies (see Appendix A) enclosing copies of the Issues & Options Report, the Summary Report, the Initial Sustainability Appraisal and Comments Form. (Complies with the minimum requirements of Regulation 25(1)).	9/14/15 June 2005
Copies of the Issues & Options Report, the Summary Report, the Initial Sustainability Appraisal and Comments Form made available for inspection at Council offices and main libraries.	Available throughout consultation period
Copies of the Issues & Options Report, the Summary Report, the Initial Sustainability Appraisal and Comments Form available to view and download via the Council's website.	Available throughout consultation period
Workshop with agencies, organisations, businesses, community groups, local members, local MP and interested residents (79 persons attended)	30 November 2005

APPENDIX C

CWAAP ISSUES & OPTIONS CONSULTATION – SUMMARY OF COMMENTS RECEIVED

TOPIC	SUMMARY OF COMMENTS	COUNCIL'S RESPONSE
The Vision for Central Wakefield		
<p>Question 1: Should the city develop in the way set out in this vision? If not, how should the city develop?</p>	<p>There is general endorsement of the Vision as an aspirational statement of what Wakefield should become. It was suggested that the role of the city as a base for education should be included. Some comments reflected the desire to get down to the detail: to resolve transport and car parking issues, housing and social facilities, historic environment. There is some doubt as to if/when Wakefield can take that crucial step up to become a more sophisticated city. One comment stated that there was too much emphasis on pedestrian priority and the needs of the disabled/infirm should not be overlooked.</p>	<p>The Vision has been slightly amended to include reference to the city providing excellent educational facilities.</p> <p>It is not the purpose of the Vision to include detailed proposals.</p> <p>Pedestrian priority and the needs of the disabled are addressed as accessibility issues under the Transport heading.</p>

Transport		
<p>Question 2: How can the city centre become more pedestrian friendly and traffic-free</p>	<p>Many comments support the principle of <i>improvements to the <u>existing</u> pedestrian facilities</i> around the city centre, particularly the quality of the surfaces and of crossing points and longer crossing times. Some proposed that in the centre, priority be given to pedestrians rather than vehicles, with suggestions that the centre should exclude motor vehicle traffic altogether. Several respondents commented upon the pedestrianisation of Wood Street. In contrast, a few comments identified that elderly/disabled people cannot walk too far and rely on being able to park near to their destinations.</p>	<p>Completion of the Emerald Ring will allow traffic to go around the city centre. It is proposed that various streets are appropriate for restrictions to traffic.</p>
<p>Question 3: Should key pedestrian and cycle routes into the city centre be identified and established?</p>	<p>The vast majority supported the identification of both pedestrian and cycle routes into and across the plan area. Particular comments were made regarding <i>safe</i> pedestrian routes to/from car parks and public transport interchanges. Many comments supported the principle that new at-grade crossings be incorporated into the Emerald Ring design (to replace the subways), and priority be given to pedestrians at those points. City centre cycle routes were supported, but it was highlighted that they need to be segregated from both traffic and pedestrians, and should link into the district wide route network.</p>	<p>These routes have been identified. Proposed routes that form important links will be safeguarded and taken into account in development proposals.</p>

<p>Question 4: Should the increased use of public transport be encouraged by a programme of improvement measures such as bus lanes, shuttle buses and park and ride schemes?</p>	<p>There was support for the principle of a programme of public transport improvement measures to be introduced. However, many comments focus on the current low quality of public transport provision, which will need to be improved if it is to service the city's transport needs adequately.</p> <p>Generally, the Park and Ride concept was supported, with a reference to potential rail provision at Outwood and Sandal & Agbrigg stations. However, concern was raised with regard to the siting of P&R sites which could be detrimental to strategic routes and local neighbourhoods. Significant support was also demonstrated for the shuttle bus to link public transport interchanges, the retail parks, the city centre and Pinderfields Hospital.</p>	<p>The Northern Gyrotray System will facilitate the introduction of bus lanes and restrictions on traffic in the city centre will allow priority for buses. The provision of shuttle buses and park and ride facilities are being developed.</p> <p>The quality of public transport provision, whilst important, is outside the scope of the plan.</p>
<p>Question 5: How can we best organise the management and distribution of parking to serve the city centre?</p>	<p>A variety of views were expressed concerning car parking in the central area (within the Emerald Ring). There was concern that a balance should be struck between affordability, availability and economic activity. 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 Emerald Ring, perhaps in new multi-storey car</p>	<p>The Council's Parking Strategy proposes:</p> <ul style="list-style-type: none"> • a review of parking provision for Council employees; • decriminalised parking enforcement; • investigation of park and ride and/or edge of centre parking; • removal of smaller car parks and replacement with larger facilities; • introduction of variable message signing; • a review of charges and price structure; • development of provision in

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	<p>parks. However, many comments were received regarding the need to retain central short-stay spaces for shoppers, and for elderly and mobility impaired visitors. Comments were received concerning improved city-wide signing system across the city and possible changes to current pay & display arrangements at off-street car parks.</p>	<p>consultation with people with impaired mobility;</p> <ul style="list-style-type: none"> • wider secure car park status. <p>CW6 proposes a reduction in the number of car parks and the provision of larger facilities. CW7 proposes locating long stay car parks around/outside the Emerald Ring and short stay within the Emerald Ring.</p>
<p>Question 6: Does the location of taxi ranks need to be reviewed?</p>	<p>Taxis were recognised as an essential element of the city's public transport provision. Substantial support was given to a review of taxi rank provision. Concerns were highlighted regarding the current arrangements on Westgate, and the lack of ranks on Kirkgate, George Street and for the new Marshway development.</p>	<p>The provision and location of taxi ranks will be reviewed as major developments in the central area are implemented.</p>
<p>Question 7: How should the use of local waterways for leisure be encouraged?</p>	<p>The majority of comments 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 waterfronts development and link to the central area. Environmental, ecological issues and fishing access were also mentioned. In order to encourage water-based leisure transport, comments were received regarding appropriate pedestrian access and mooring points being incorporated into all the waterfront schemes.</p>	<p>Pedestrian access to and alongside the river/canal will be required in all relevant development proposals. Opportunities for moorings will be designed into proposals.</p>

	<p>and works on the historic streetscape. It was also commented that there should be greater use of existing planning powers to ensure the character of conservation areas is maintained in relation to advertisement control, paving, lighting, etc.</p>	
<p>Question 9: Are there any additional existing buildings within central Wakefield which should be considered worthy of designation as a Listed Building or as a Building of Local Interest?</p>	<p>Most people generally support the identification of potential listed buildings within the plan area although with the extremes of all old buildings should be safeguarded wherever possible to there already being a number of buildings already listed within the plan area.</p> <p>Many suggested that an audit/survey should be undertaken backed by further consultation and any relevant buildings could form the basis of a local list. It was commented that careful consideration should also be given to the existing stock of buildings as there may be some buildings not worth preserving and it may be acceptable to remove them for redevelopment. Also, too many old buildings being used as part of night-time economy instead of for tourist features or retail, commercial use.</p> <p>Buildings suggested for consideration include timber framed buildings in Westgate and Northgate, Kirkgate Station, George Street, West Parade, South Parade, cinema on Kirkgate, The Malt</p>	<p>Policy CW10 will provide support to amenity groups seeking to have buildings designated as a Listed Building or as a building of local interest.</p>

	<p>Kilns in Smyth Street and in Thornes Lane, Town Hall Chambers.</p>	
<p>Question 10: How can the Plan provide guidance on the main factors contributing to good and appropriate design in the Plan area?</p>	<p>The general comment was that greater understanding of the context in which development is to take place would help improve the quality of design and that guidance should be provided for developers, urban designers and planners on design quality, underpinned by coherent rationale and criteria. Although one comment was that design parameters should not be too prescriptive to allow for innovation and creativity over time as architectural styles change and the use of materials and sustainability requirements change. Conservation Area Appraisals would assist in identifying the key elements that contribute to their special character and Historic Urban Characterisation may also be useful in helping to provide a better understanding of the form and character of the area. Other comments made included preparation of supplementary planning guidance on public art and application of the % for art principle and the need for more activity to be brought into the city through events, markets, etc. Another design issue raised was that due to the nature of the historic layout, in the yards one building's back may be another one's front so it raises a number of issues, e.g.</p>	<p>Conservation Area Appraisals will be carried out – initially on 4 Conservation Areas.</p> <p>Preferred Options are put forward that are intended to offer guidance, protection and enhancement on a range of subjects such as skylines and important views, vistas, landmark buildings/development, urban design, public realm.</p>

	waste storage, air conditioning units.	
<p>Question 11: Should the Plan identify potential sites for landmark buildings? If so, are there any priority sites?</p>	<p>Most people expressed support for the designation of landmark buildings/sites, although it was raised that the term 'landmark building' should be clarified along with rationale for defining such sites/buildings. It was also suggested the plan should also identify sites where tall buildings may or may not be acceptable. Suggested priority sites include the former Skill Centre site, the Orangery, Crown House site, ABC cinema site, Clayton Hospital, Unitarian chapel in Westgate, Wood Street civic buildings, surface car park on Northgate, former JCT 600, former market site, land on Thornes side of river, Headland site, Charlie Browns.</p>	<p>It is considered that there are some sites that are worthy of having landmark buildings developed on them. They are located on the main arterial routes into the City, usually at the junction with the Emerald Ring.</p> <p>Policy CW14 will require the potential for a landmark building to be examined when proposals are brought forward.</p>
<p>Question 12: Should the Plan identify and evaluate key public and private spaces and provide guidance for their retention and enhancement? If so, are there any priority areas?</p>	<p>The people who commented supported the identification and evaluation of key open spaces in the city. An audit was suggested to identify the historic elements of the city that should be retained and extraneous signage and other street clutter that should be removed. A number also suggested that the plan should identify green areas where people may sit and seating areas in general. The suggested priority areas included, Key development areas, Wood Street, Kirkgate area, Cathedral, Bull Ring, grounds of the Orangery, Waterfront,</p>	<p>Improvement of the public realm will be achieved through the Public Realm Implementation Strategy.</p>

	South Parade, burial ground in Thornhill Street, St. John's Square, grassland to the east of Marsh Way.	
<p>Question 13: Are there areas within the city where you regard the amount and style of advertising to be intrusive?</p>	<p>Most comments stated that there needs to be more rigour in setting quality standards as well as in controlling the size and style of advertising, although a couple did say that there wasn't a problem. A few people commented on the inappropriate advertisements used in Westgate on listed buildings especially advertising banners hung from pubs relating to the promotion of clubland and also fast food. There were also a number of comments relating to the problem of 'A' frames. A suggestion was made that it was more a question of enforcement of what exists, as part of a general revival of planning and development control. Perceived problem areas include Westgate, eastern side of the Bull Ring, Westmoreland Street/Springs, Ings Road area and George Street.</p>	<p>Policy BED7 in the Development Control Policies Preferred Options Report will apply to proposals for advertisements in the plan area.</p>
<p>Question 14: How and where should the plan make provision for more people to live in central Wakefield including the city centre?</p>	<p>Most comments were supportive of increasing provision for people to live in central Wakefield however some warned against the over-provision of small units for singles/couples. Some comments referred to the need to achieve mixed communities in quality, sustainable environments, free from nuisance. Suggestions were made regarding how</p>	<p>Land at the junction of Stanley Road and Jacobs Well Lane is allocated for housing. Housing will also be one of the uses allowed in the Special Policy Areas at:</p> <ul style="list-style-type: none"> • The Waterfront • Trinity Walk • Westgate • Ings Road • Kirkgate Roundabout – Kirkgate

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	<p>and where to make provision: Small schemes in multiple locations; around Kirkgate Station; Borough Road; Charlotte St, Quebec St; Thornes Lane; Warrengate/Sun Lane; redundant buildings, upper floors of shops.</p>	<p>Station</p> <ul style="list-style-type: none"> • Clayton Hospital, WY Police HQ, Northgate Car Park
<p>Question 15: How many new dwellings are appropriate and what type?</p>	<p>Understandably, few comments included a maximum/minimum number for new dwellings, although one said no more than 100. Some comments supported 1-2 bed apartments, others family accommodation. Other characteristics included: good quality, style, affordable and low rise. Comments were made about avoiding over-saturation, particularly of apartments, and maintaining liveability and balance within communities.</p>	<p>Core Strategy Policy CS5 sets out the number of dwellings to be built in Wakefield District each year. This is broken down by settlement, but the number for Wakefield is not further broken down for Central Wakefield. Each development will have to take account of local needs in terms of size, type and tenure in accordance with Core Strategy Policy CS11. Provision for affordable housing will need to be made in accordance with Core Strategy Policy CS12.</p>
<p>Question 16: What should be done to protect and enhance residential environments?</p>	<p>Comments suggested that the physical environment should be enhanced by additional landscaping, care of trees, provision of open space. Others suggested increasing pedestrian priority and developing the Homezone concept. Keeping residential areas clean should be a priority. There is a fear of cramming further development into these areas. Similarly, there is seen to be a need to reduce/restrict the conversion from family houses to flats/HMOs. Comments suggest a reduction in the noise, crime</p>	<p>The Council's proposals for improving and making best use of the existing dwelling stock are set out in the Housing Strategy. It is not considered appropriate to include additional proposals in the Central Wakefield Area Action Plan.</p>

	and vandalism.	
Economy and Employment		
Question 17: Should we seek to adopt floor space targets for office developments?	Whilst there is no simple consensus on the question of the desirability, there is a clear view that increased office floorspace in the City centre is a necessary element of regeneration for the city. Criticism is made of out of town office parks as being unsustainable and contributing to motorway congestion problems. Views were expressed that office development should be phased to avoid empty floorspace – “empty offices don’t enhance a town”.	Office floor space will be agreed on a phased basis in each development.
Question 18: Which area(s) of the city, in addition to the Westgate Key Development Area, can best accommodate a reinvigorated new office quarter?	One suggestion was that Westgate area should get off the ground first, and then be expanded, rather than looking at the other side of town. Others favour areas south of centre including Kirkgate to assist in wider regeneration there including station and connections to waterfront. One suggestion was of mixed use redevelopment of Ings Road retail strip connecting Westgate and Waterfront office developments. Other suggestions include current site of Wakefield College city centre campus, redevelopment on sites of Crown House/Chantry House, Thornes Lane/Thornes Wharf, George St. area south of centre. Highways Agency suggest key locational steer should be	The Council is keen to see the Westgate development reach the implantation/ occupation stage. The Kirkgate Roundabout/Station area is considered to be appropriate for a new office quarter – replacing and enhancing the existing office space. Policy CW30 included this area as a Special Policy Area.

	accessibility by transport modes other than car.	
Question 19: Should the Plan seek to encourage the removal of heavy/polluting industrial use of the southern fringes of the Plan area?	Consensus view that it would be preferable to see heavy industry removed from this area but, subject to proviso that it should be done in such a way that allows it to relocate in Wakefield area. Suggestion that re-allocation for residential would help generate values needed to allow this. Industries should be encouraged to reduce their environmental impacts.	The Calder Vale and Thornes areas are to be retained as Employment Zones. There is considered to be a need for sites for such employment uses. The redevelopment of these sites for housing would also be in competition with the sites that already form part of the strategy for regeneration.
Question 20: How should the Plan treat the marginal areas around the centre allocated for business and industry, including the yard areas south of Westgate?	Strong support for allowing these mixed use areas to remain as small work spaces are popular and necessary. One suggestion that such areas need more support through policy instruments/zoning. View that they should be mixed to varying degrees with residential uses and must be non polluting and “good neighbour” uses. Could be regarded as areas likely to be subject to change.	One such area, at the junction of Stanley Road and Jacobs Well Lane, is allocated for housing. Land at Ings Road/George Street is included in a Special Policy area. Other areas are retained in their existing use as the premises are valuable for businesses/the local economy.
Question 21: Which areas(s) of the city centre should be the next focus for retail improvement and regeneration after the Marsh Way scheme?	Kirkgate area most commonly suggested though frequent comment that Marsh Way development should be sufficient to cover needs for the next ten years. Many comments stressing need to ensure continuing retail health of existing city centre and to “bond” new development with existing centre. Suggestion that Westgate leisure areas should be	Retail development should take place within the Retail Policy Area unless it can be shown that it cannot be accommodated in that area and it would not be detrimental to the viability of the core retail area.

	reclaimed for retail.	
Question 22: How can the specialist small-scale retail sector best be encouraged?	Frequent suggestion that keeping rents and other costs down is crucial. Need to stimulate overall demand in the city which depends on success of Marsh Way scheme in re-establishing Wakefield as an attractive destination offering levels of choice now expected. Wakefield does suffer from lack of choice and speciality. View that new market area will assist here. Clear view that such specialist retail provision is vital to character and identity.	The Council has no control over private rents. Policy CW29 designates a Specialist Retail Area to oppose comprehensive redevelopment and maintain/enhance the public realm.
Culture, Leisure, Tourism and the Evening Economy		
Question 23: Is there an adequate range of leisure and cultural facilities available within central Wakefield? If not, which additional facilities are needed and where?	Most comments state that there is not an adequate range of facilities – there are too many pubs and clubs. There are some suggestions to diversity/improve the range of facilities:- More restaurants, a concert hall, a spiritual building (non-specific in terms of religion), indoor tennis courts, cultural industries, meeting rooms for the voluntary sector.	The proposed new central library at Trinity Walk and the new art gallery, The Hepworth, will significantly enhance cultural facilities. The Renaissance of Wakefield will increase demand for quality restaurants provided by the private sector. In recent years quality leisure facilities have been provided just outside the plan area.
Question 24: Is there an adequate range in quality and quantity of overnight tourist accommodation in the city?	Most comments stated either that there was not an adequate range or that they did not know. The general view is that good overnight accommodation is an essential element of attracting visitors to the City.	The proposals for the Westgate area include a hotel which will be an asset to the city and its visitors.
Question 25: Is there an appropriate mix in evening leisure facilities within central Wakefield?	Most comments stated there was not an appropriate mix – too many pubs, clubs and takeaways. Some of these	There are likely to be many activities that take place in a low-key manner eg bridge clubs, literary and history groups, support

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	questioned whether there was sufficient demand for other, more specialised, facilities. A few comments stated that the mix was appropriate.	groups, voluntary groups. These need to be encouraged by measures outside the scope of the Area Action Plan.
Question 26: Are these facilities located correctly within central Wakefield?	The main point made is that the concentration of pubs and clubs in the Westgate area is detrimental to other uses/users. It has “forced out” some other uses and resulted in the area being “dead” during the day. It also deters some people from using the theatre in the evening. An alternative view is that these pubs and clubs are where they are because there is customer demand for them.	CW31 aims to raise standards and design out the potential for crime, rather than reduce or limit the number of pubs and clubs in the Westgate area.
Question 27: Are there any factors that discourage you from visiting central Wakefield at night?	Most comments referred to the anti-social behaviour that is caused by those visiting the “fun” pubs and nightclubs. Linked to this are the comments that refer to not feeling safe in the city centre during the evening, including the need for safe transport/car parking facilities. Other people have commented that the leisure offer is too narrow and does not cater for minority interests. One person, aged 70, said he regularly walks up Westgate at 9 or 10 pm without fear of aggravation!	Central Wakefield Area Action Plan Policy CW31 will address this issue. Other strategies/bodies also have a responsibility for dealing with crime and anti-social behaviour.
Miscellaneous		
Question 28: Should any areas be identified as ‘areas’ likely to be subject to change’, and if so,	Most comments accept the principle of the designation. Areas suggested are: <ul style="list-style-type: none"> • Ings Road 	Areas likely to be subject to change have been designated ‘Special Policy Areas’ <ul style="list-style-type: none"> • Wakefield Waterfront

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<p>which?</p>	<ul style="list-style-type: none"> • Lower kirkgate • “Westgate Run” • Kirkgate station area • Ings Road/Westgate/George Street • Wakefield Shirt Company and Council land on Thornes Lane Wharf • Clayton Hospital • Caldervale • Wakefield College site on Margaret Street 	<ul style="list-style-type: none"> • Trinity Walk • Westgate • Ings Road • Kirkgate Roundabout, Chantry House, Crown House, Kirkgate Station • Clayton Hospital, West Yorkshire Police HQ (Laburnum Road) and Northgate Car Park
<p>Question 29: Is the geographical area to be covered by the Action Area Plan appropriate?</p>	<p>Most comments state the Plan area is appropriate. A few stated it should include:</p> <ul style="list-style-type: none"> • The older residential areas around the city centre • Arterial roads • Power station site • Pinderfields Hospital • Thornes Park • Clarke Hall 	<p>The area covered by the Plan has been amended slightly to run along Belle Isle Avenue from Barnsley Road to Sugar Lane/Doncaster Road.</p>

<p>Question 30: Should other issues and options be included in this report?</p>	<p>The open space off Balne Lane.</p> <p>There are many suggestions for issues to be included in the Plan:</p> <ul style="list-style-type: none"> • Improve public transport • Better promotion of Wakefield • Too many take-aways, hairdressers, cafes, pubs • Environmental issues • Street cleaning and noise • Extend the homezone • Chasely Hotel (poor condition) • Building styles and materials • Doncaster Road – dual carriageway • More toilets • Coach facilities • Better street furniture • One comment states the Plan must move to action. 	<p>Many of these suggestions are outside the scope of the plan. Some will be addressed, in part, such as bus priority measures should improve public transport.</p>
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APPENDIX D

CENTRAL WAKEFIELD AREA ACTION PLAN

WORKSHOP

WEDNESDAY 30TH NOVEMBER 2005
5PM – 8PM

ELIZABETHAN GALLERY, BROOKE STREET, WAKEFIELD

The workshop was held as part of the consultation process related to the preparation of the Central Wakefield Area Action Plan.

An Issues and Options Report and Sustainability Report were published in June 2005 and subject to public consultation during June and July. The next stage is to prepare a Preferred Options Report and Sustainability Report and publish them for public consultation early in 2006.

A short paper titled “Ideas/Proposals for Inclusion in Preferred Options Report” was sent out to all those who had confirmed they intended to attend the workshop.

Facilitation of the workshop was carried out by Icarus Collective who designed the format of the workshop around the Issues and Options Report and the above mentioned note.

Over 70 people attended and 9 discussion groups were formed each containing a mix of representation and a designated person to facilitate discussion.

The programme for the workshop was:

5.20 Transport Session

The 9 groups each concentrated on different transport issues for 20 minutes. Each group covered 3 issues in the hour.

One or more key recommendations were listed for each transport issue, printed in bold in the note. The groups discussed whether they agreed, disagreed or wished to modify them. Other key recommendations were also added, not in bold.

6.20 Break

Incorporating a post and prioritise session.

During the break the sheets were pinned up on the wall for comment using the traffic light system:– green-support; yellow-partial support; red-do not support.

6.40 Five other themes.

Each of the 9 groups discussed for half an hour one issue from the five other themes, then people chose another issue for half an hour.

Housing

Two groups each carried out a SWOT analysis and then considered the key recommendations, whether they agreed, disagreed or wished to modify.

Urban Renaissance and the Built Environment

Two groups each considered a set of issues and identified what works well and what doesn't work well. They then considered the key recommendations.

Culture, Leisure, Tourism and the Evening Economy

Two groups each carried out a SWOT analysis and then considered the key recommendations.

Economy and Employment

A group considered the key recommendations.

Areas Subject to Change

Two groups considered the issues and opportunities presented by the listed areas. They then considered the key recommendations.

The notes show the points added during the workshop not in bold.

7.40 Post and prioritise session.

At the end of the workshop the sheets were again pinned up for comment by the traffic light system. Unfortunately, due to lack of time the prioritisation exercise was only partially completed.

7.55 Next steps

It was explained that the points made during the workshop would be written up and sent out to those attending. They will be taken into consideration in the preparation of the Preferred Options Report.

Transport : Pedestrian Priority	Support G=green Y=yellow R=red
Key Recommendations	
<p>Within the Emerald Ring, priority to be given to pedestrian movements. Pedestrian priority areas to be extended in the following areas:</p> <ul style="list-style-type: none"> • Wood Street • Westgate • Kirkgate 	G7
<p>Kirkgate } Pedestrianised but with small bus/PT access The Springs } including request stops</p>	G5 Y1 R1
Wood Street – Full (in due course)	G7 R2
Link from city centre to waterfront	G7 Y1
Westgate – partial closure (evening only)	G1 Y3
Vehicle Control within Pedestrian areas. Need “controlled routes” for emergency vehicles, etc at certain times.	G3 Y1 R1
Adequate street furniture and seating for people with mobility issues.	G4
Pedestrian pick-up points in the city for <u>private cars</u> .	G4 Y1 R1
Pedestrian crossing-links to Cathedral retail park.	G6
Transport : Buses	
Key Recommendations	
<p>Where highway network development permits, bus priority measures to be introduced in preference to general motorised traffic. Priority areas:</p> <ul style="list-style-type: none"> • The Springs - and appropriate enforcement/timings on parking/loading, etc restrictions/integration with Marsh Way redevelopments. • Westgate/Horbury - but subject to detailed planning. 	G7 Y3

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Road	
<ul style="list-style-type: none"> • Ings Road - subject to widening. • Doncaster Road - plus restrictions, tidal flow, detailed planning. 	
Dewsbury Road (extension)	G1
The Springs – no extra bus priority measures needed.	G3
Westgate/Horbury Road } Ings Road } no bus priority measures Doncaster Road }	R3
Transport : Parking	
Key Recommendations	
Park and ride schemes will be explored in the longer term. Sooner rather than later.	G4
Coach drop off/pick up points will be provided within the vicinity of Drury Lane and Northgate and at the Hepworth Gallery. Bus station/Bull Ring. Agree in principle need to debate further the location.	G2
Long stay car parking will be primarily located towards the Emerald Ring/periphery of the plan area. Still concerned regarding conflict between commuters and inner city residents.	G2 Y2
Enforcement of traffic orders particularly regarding the Girls' High School and QEGS.	G4
Both long-stay coach and lorry parking will remain on Quebec Street, until such time as they can be re-located outside the plan area.	G1
Parking policy for new developments within the Emerald Ring will remain unchanged, in that no long stay private parking provision is expected to be provided on-site. OK for commercial developments. Residential to have limited quality designed parking opportunities.	G1 Y1
Ensure sufficient disabled parking.	G4
Park and ride should link to cycle networks.	G2
Parking policy for new developments within the Emerald Ring will	G3

remain unchanged, in that no long stay private parking provision is expected to be provided on site.	R2
Park and ride scheme will be explored in the longer term. Define more specifically what park and ride means and give a definite timescale to the study.	G8
Both long-stay coach and lorry parking will remain on Quebec Street, until such time as they can be re-located outside the plan area.	G2 R1
Coach drop-off/pick-up points will be provided in the vicinity of Drury Lane and Northgate and at the Waterfront gallery.	G3
There is a need for long-stay parking in centre – regulated by price.	G1 R4
Long stay parking to be primarily located towards the Emerald Ring/periphery of the plan area.	G3 R1
There needs to be flexibility in respect of the provision of new developments and parking being included.	G1 Y1
Needs to be (further) consultation with local people/businesses in/around Waterfront re: parking issues.	G3
Any park and ride scheme should use brownfield sites not greenfield.	G2 Y1 R3
Park and ride bus route needs to be a 'priority' route for bus/bus land.	G4
There needs to be sufficient/convenient disabled parking in City Centre that is effectively marshalled.	G2
Transport : Highway Network	
Key Recommendations	
The Northern gyratory system to provide a one-way system using Northgate, Wentworth Street and Rishworth Street. Plus possible safe environment for cyclists, pedestrians. Consider site options.	G5 Y1
Adopt and implement the Emerald Ring concept. The ring will be designed as a tree lined urban street (Boulevard), incorporating substantial pedestrian crossing facilities and providing a route for vehicles, cyclists, and pedestrians around the city centre. It will identify the periphery of the city centre, and link with a northern gyratory system, improving the highway network. Support with effective park and ride.	G4 Y1

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Make it safe for pedestrians.	
Control lorry traffic. HGV ban in rush hour.	
Put more bus lanes and services and pedestrian routes on main roads.	G1
Deal with bottlenecks beyond Emerald Ring <ul style="list-style-type: none"> • Aberford Road • Doncaster Road • Westgate 	G1
Control traffic speed on larger roads: Doncaster Road. Introduce speed cameras	
Build relief road and use other roads to relieve city centre as a solution to problems.	G2 R1
Restriction of through traffic – reduction of volume.	G3
Transport : Rail Facilities	
Key Recommendations	
Kirkgate Station to be improved <ul style="list-style-type: none"> - more secure and safe/more staff/better lighting, etc. - Disabled access to be improved - No demolition just enhanced - Improved taxi rank/facilities 	G7
Integrated transport between Westgate, Kirkgate and Bus Station. <ul style="list-style-type: none"> - Hopper buses: Day and Night/frequent (constant loop) - To other destinations, eg Airports, York, etc (ie improved services) 	G9
Westgate Station to be re-constructed. <ul style="list-style-type: none"> - Better disabled facilities/Access - New Bridge and Lift/Escalators - 24 hour access - Supervised 	G4
Increase capacity on commuter trains (ie more carriages)	G5
Westgate: Improve first class waiting/Business facilities Internet facilities, etc	G1

Transport : Cycling	
Key Recommendations	
<p>Safe cycling routes and secure cycle parking will be identified through the city centre, linked to the district cycle network.</p> <p><u>Safe</u> Segregation, clearly signed, traffic calmed routes, well lit, cars and pedestrians.</p> <p><u>Secure</u> Lockers</p>	G5
<p>New developments (office and apartments) should make provision for secure cycle parking and showers within the scheme and make allowance for new routes.</p>	G4
<p>Avoid pedestrian/cyclist conflict, ie no cycling in pedestrian areas.</p>	R3
Transport : Taxis	
Key Recommendations	
<p>The provision of taxi ranks to be reviewed in line with changing demands and major regeneration developments within the plan area. A revision of taxi ranks arrangements will be undertaken on:</p> <ul style="list-style-type: none"> • Westgate • Northgate (a potential new location?) - round by the Bull Ring • Union Street • George Street (a potential new location) - not near residential • Providence Street – new rank 	G3 Y1
<p>Branding taxis to Wakefield. See taxis as a critical and important part of public transport. Better licensing. Break up the ranks, better to have more than a few big ones.</p>	G3 Y2
Transport : Changing Travel Choice	
Key Recommendations	
<p>Increase bus patronage on Quality Bus Corridors entering the city. With priority. Improve quality of buses.</p>	G4 Y1
<p>Reduce the overall proportion of car-based trips entering the Emerald Ring by 2010/2011.</p>	G2 Y1 R1

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Bring forward park and ride (at supermarkets). Linkage with trains and buses.	G6 Y1
Provide safe cycling routes and secure cycle parking through the plan area, with a target of increasing cycle trips by 20% by 2010/11.	G4 Y1
Traffic management: Reduce/remove through traffic Increase pedestrianisation	G6 Y1 R1
Congestion Charging? (Extreme solution)	G4 Y1 R7
Increase rail use by 12% by 2010/11. And more capacity on trains. If more stations – improve security, parking/accessibility at Kirkgate and Westgate. Provide bus interchange (integrated transport).	G13
Increase availability of bus hoppers to move across city centre. (Affordability issue).	G7 Y1
Pool of mobility scooters/car for use in city centre (management issues).	Y2
Car sharing clubs.	G4 Y1

Housing 1

<p style="text-align: center;"><u>Strengths</u></p> <p>Wakefield District Housing accommodation is available/affordable eg Kirkgate Flats. Good quality private housing – improving image eg St Georges/Primrose Hill. College/Police sites are areas where people would want to live.</p>	<p style="text-align: center;"><u>Weaknesses</u></p> <p>Local people have been driven out by expensive stock. Nowhere for families on low incomes to live. Influx of asylum seekers, etc to take property (Benefits system again) Right to buy outstripping new affordable housing provision – so stock disappearing. College/Police – adding to existing traffic congestion.</p>
	<p>Right to buy is drying up therefore poor housing left – people waiting on WDH to do them up.</p>
<p style="text-align: center;"><u>Opportunities</u></p> <p>Commuters can be persuaded to spend locally it improves city/provides jobs, etc. Affordable housing provision Kirkgate – yes to housing but affordable/ family Kirkgate – advantages: - Proximity to railway station - Central, access to facilities</p>	<p style="text-align: center;"><u>Threats</u></p> <p>Driving out of local people from city centre. Kirkgate – arrogant attitude of private housing developer/landowner to when development will take place – responsibility for site safety, etc. Kirkgate – don't build on station site. Loss of WDH property due to "right to buy". Affordability of city centre generally. Commuters take properties and don't contribute to local economy/community.</p>

Housing 2

<p style="text-align: center;"><u>Strengths</u></p> <p>Creates jobs re building and maintenance. Supports local economy. Doesn't increase traffic/may decrease. Really good area(s) for housing. People near jobs/facilities</p>	<p style="text-align: center;"><u>Weaknesses</u></p> <p>Immediate area more traffic congestion. Very serious shortage of housing. Affordable housing – linked to earnings. Not enough investment in housing – run down properties.</p>
<p style="text-align: center;"><u>Opportunities</u></p> <p>Create affordable mixed housing. Chantry good opportunities for "city centre living". Create social facilities at the same time</p>	<p style="text-align: center;"><u>Threats</u></p> <p>Yuppie housing – loss of local community. Local "boat" people may lose mooring. Creating "gated living". Police/college may move to less</p>

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as creating housing. Chantry will act as bridge between waterway and city centre.	accessible locations.
Housing	Support
Key Recommendations	
New housing development will primarily be achieved through mixed-use developments. Is this mixed housing/or mix of housing/shops, etc *It's the latter.	
It is an objective to achieve mixed-communities in terms of income, age, family size/composition and the plan will seek to achieve this through policies on appropriate sites. But not all jumbled up together.	Y1
Allocate new housing developments to other none polluted sites rather than Transco and other similarly polluted areas.	
Provide good quality/high density housing in the city centre for all social groups.	G2
Don't lose sight of the need for green spaces and cultural environment – including safe play spaces.	G5
There will be few purely residential allocations. However, the plan will allocate for housing the remainder of the Transco gas storage site/depot not taken into the Marshway development.	
The need to provide affordable housing for local people in the city centre.	
Housing needs good physical links eg pedestrian walk ways connecting it to city centre.	G2
Good design taking account of parking, aesthetics.	

Urban Renaissance and the Built Environment 1

	Works Well/Good Examples	Doesn't work well/bad example
Protection of views skylines, etc	Street level view and sight lines need to be preserved. Protect views: Enhance skylines, retain vistas, quality design, enhance yard areas. Distinctive skyline. Towers in Marshway Scheme (residential) should be made bigger – more distinctive. Retain County Hall skyline – Westgate Development.	
Overall Design of Central Wakefield materials, layout, massing, spaces, building heights, floorscape, street furniture, accessibility, usage.	Traditional design – solid brick – some stone – keep traditional but new build should be bold and new – wow factor. Nice core but peters out – Traditional use should be re-instated. Reflect history in design of new buildings. Protect key vistas. Linking buildings to spaces. Compare/contrast (glass next to brick). Aesthetic and functional how do we move through – renaissance drives it. Not just what it looks like but how it is used.	1950's Market, Kirkgate, Northgate. Bread Street should be improved.
Protection and creation of Open Space	Space around buildings important to setting of building. Space only any good if it is enclosed.	Create new ones not enough Bull Ring not suitable. Spaces not utilised – car parks.
Pedestrian links and Routes	No Subways!!	Marshway subways barrier to walking to Wakefield. Safe routes to centre from residential areas. Need route down to waterfront.
Protection of Buildings		Westgate – listed buildings used as pubs – Fabric of buildings not

	Works Well/Good Examples	Doesn't work well/bad example
		being preserved – features being lost. Shopfronts obscuring architectural features. Banners.
The Emerald Ring	Safe, well lit, secure (CCTV). Ings Road – car parks to rear – buildings to edge of footway.	

Urban Renaissance and the Built Environment 2

Protection of views, skylines, etc	“The only city with a Skyline” Pevsner. Good views from Silcoates Hill and from Crofton (A638/GNER). Protect Town Hall skyline with eye catching paintings.	Skyline in city ruined by WMDC owned tower block refurbishment, telecom rentals, etc. New buildings in modern materials. Reflect light and spoil view. Newton Hill – Govt. Inspector recommended hill top be retained – advice ignored.
Overall Design of Central Wakefield materials, layout, massing, spaces, building heights, floorscape, street furniture, accessibility, usage.	Wakefield's yards are a great feature – but many are “sad” and rundown. Need to retain and improve. Preserve old cobbles and buildings where possible. Like ginnels/alleys, encourage pedestrian routes – like Shambles in York.	Views of city centre – 3 spires Looks good from railway viaduct but near ground between railway and Cathedral spoils it. High buildings should be in a sympathetic colour. Some areas hotch potch. Conflicting neon signs on old buildings look awful.

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<p>Protection and creation of open space, eg Crown Court, Bull Ring, Cathedral Precinct.</p>	<p>Gardens on South Parade. Hard Standing for resident's cars, rather than in streets. Remove cars from back of Museum. Have a green area – like when Wood Street was closed in 2003. Space in front of Cathedral should be preserved (enforce litter laws). Knock down Chantry House and Crown House create more green open public spaces in the city.</p>	<p>Replace the ugly 60's and 70's buildings, eg Chantry House. Crown Court – remove cars, plant some trees and shrubs, benches.</p>
<p>Pedestrian links and Routes</p>	<p>Signage not bad Improve subways with security and safety measures. Attractive paintings along links and routes. Good lighting in links and routes.</p>	<p>Subways filled in and barriers removed to enable pedestrians to cross the road. Uneven paving. Demolish derelict buildings, eg Launderette on Park Lodge Lane.</p>
<p>Protection of Buildings, eg Potential additional listed buildings, buildings of Local Interest, landmark/potential sites, Tall buildings, public/private spaces.</p>	<ol style="list-style-type: none"> 1. Bond Terrace 2. St John's Square and St John's North 3. Gissings House 4. Rishworth Street <p>Façade at Eastwoods hardware building. The whole area from Kirkgate Station to Brunswick Street.</p>	<p>Neglect of early Victorian houses on Burton Street. More consideration of and revision of Conservation Areas – a neglected area! No positive policy on trees – eg, planning, TPO's, design policies. Westgate run – Nightclubs, neon signs, plastic banners on beautiful old buildings. Large business signs.</p>
<p>Emerald Ring</p>	<p>Areas linking together effectively.</p>	

Urban Renaissance/Built Environment	Support
Key Recommendations	
Views and vistas. Protect key skylines – long distance and street level.	G5
Skyline of spires – enhance this.	G1
Overall design. Quality of new design. Complement not copy.	G1
Open spaces Create new spaces. Improve existing. Better/appropriate use.	G3
Pedestrian links. <ul style="list-style-type: none"> • Connect to outer areas (waterfront) • Safe routes • Permeability 	G2
Protection of buildings. Internal use of listed buildings.	Y3
Emerald Ring We like it!! Make it happen	G2
Preserve and enhance the yards in the Westgate area.	G2
Improve pedestrian links to Waterfront from the city centre.	G1 Y1
Support for Emerald Ring concept including removal of subways.	G3
Identify and protect key vistas and reiterate historical views.	G3
Review of conservation areas and tree policy.	
Consider the quality of all designs and potentially an iconic building.	G2
Use quality materials for pedestrian routes (not necessary to always be the same).	G2
Create more open spaces within the centre.	

Culture, Leisure, Tourism and the Evening Economy 1

<p style="text-align: center;"><u>Strengths</u></p> <p>Walkable Good buildings – heritage Visiting families/friends Pubs/clubs CCTV Theatre Royal Speciality markets Many societies meeting early evening More restaurants Night marshals Tourism</p>	<p style="text-align: center;"><u>Weaknesses</u></p> <p>Too many pubs/clubs Night-time family unfriendly Nothing for families to do at night, eg outdoor ice rinks/other ‘events’ “Perceived” threat. Monocultural – late evenings Motorway junction hotels</p>
<p style="text-align: center;"><u>Opportunities</u></p> <p>Incoming/cultural tourism Churches Waterways Offer outside city centre Identify opportunities/publicity Theatre Royal New Library Hepworth Gallery Wakefield residents who <u>want</u> to use Wakefield rather than Leeds Need to make better use of outdoor space.</p>	<p style="text-align: center;"><u>Threats</u></p> <p>Environmental degradation due to night-time activity – affects day-time economy Perceptions More going on elsewhere for tourists Shops shut early</p>

Culture, Leisure, Tourism and the Evening Economy 2

<p style="text-align: center;"><u>Strengths</u></p> <p>Wide variety of entertainment Good shops Historic sites/buildings Nice people Thornes Park</p>	<p style="text-align: center;"><u>Weaknesses</u></p> <p>Shops – more multiples and variety of smaller independent shops <u>Image</u> – 1950’s architecture looks grubby Binge drinking - night culture - monocultural Quality restaurants Lack of quality cafes Not a “critical mass” of things to do Lack of family-friendly activities</p>
<p style="text-align: center;"><u>Opportunities</u></p> <p>Some new restaurants in last 2 years Café Nero! River cleaned – fishing/boating – needs New Theatre Civic Area/St Johns Leeds overspill/investment – city-living</p>	<p style="text-align: center;"><u>Threats</u></p> <p>Night-time offer limited Big cultural attractions may not be financially viable Need more toilets Poor sports facilities</p>

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When people come here they like it Public opportunities	
Culture, Leisure, Tourism and Evening Economy	Support
Key Recommendations	
Restrict the increase in pubs/nightclubs in the Westgate area/whole city centre	G5
Tourist bus that takes you to all Wakefield's attractions	G2
New town trail boards	G3
Creation of Wakefield "brand"	G3
A water feature	G2
More sculptures with seats nearby so you can appreciate them	G2
More public conveniences – a planning requirement	G1
Make provision for support/ancillary services – secure car parking, good street lighting, safer routes/environment, quality townscape/ street furniture	G1
Better indoor leisure/sports facilities – tennis courts, pools in the centre	
A city centre new facility for children/families	G2
Bull Ring should be more of a centre piece	G1
Cathedral should be given more respect and Cathedral precinct	
Encourage "specialist" shops – incentives, loyalty cards, etc	G1
Mixed use developments are a good thing	

Economy and Employment : Key Recommendations	Support
Retail development	
Identify the retail city centre (for purposes of National Policy Guidance).	
Define the prime shop frontages to be protected by policies which restrict changes out of retail use.	G1
Designate an area north of the Bull Ring/Marygate as a specialist small scale retail quarter with supportive investment in the public realm and pedestrian facilities.	
Proposals to extend to the south, and enhance the Ridings Shopping Centre should be supported.	G1
The Kirkgate area is seen as the highest priority for new investment in retailing after the Marshway Scheme.	
Pedestrianise the southern end of Wood Street.	
Mixed Use Fringe Business Areas	
Such areas, whilst they could benefit from environmental improvements, should be allowed to remain unchanged to some degree. An area(s) will be defined where there is a presumption in favour of retaining employment uses and where comprehensive large-scale redevelopment is not appropriate. Keep the yards.	G1
Heavy Industry	
There is a general view that the heavy industry to the south east of the city centre would be better located elsewhere and that other issues such as residential or light industry would be more appropriate. However if this were to be pursued it must be done with great care and in such a way that better alternative sites in the Wakefield area allow firms to thrive. The plan will remove some of the "Employment Zone" allocations to more readily permit such use changes. But railway location?	G1 R1
The Thornes Lane Wharf area (land to the west of) will be retained as an employment zone allowed to be redeveloped for other uses, including residential as part of comprehensive plan and proviso that firms are relocated. There was a strong contrary view to the revision.	G1
Office Development	
Set a minimum amount of office floorspace to be developed in the Westgate KDA and at the Waterfront.	G1
Identify an office quarter in the vicinity of Kirkgate Station to the south of the railway line.	G1

<p>Extend the office allocation at Westgate to adjacent areas of the city centre to the north, when Westgate KDA and Waterfront developed. Timing is crucial.</p>	
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Areas subject to Change 1

	Issues	Opportunities
Ings Road Area	Poor quality environment. Relocation of retail units. Car dominated. Railway viaducts. Design.	Gateway. Commercial opportunity. Long stay car park. Linkage with waterfront – Thornes Lane. River Taxi.
Chantry Roundabout/ Kirkgate Station	Roundabout a barrier. Station access, security. Unwelcoming environment.	Mixed use link with waterfront. Kirkgate accessibility improvements. Create open space. Housing improvements. Reduce retail function of Kirkgate – Increase mix use.
Wakefield College/ Clayton Hospital/WY Police HQ/Northgate Car Park	Public Sector buildings not fit for purpose. Parking	Tourism opportunity. Gyratory. Commercial development opportunity. Attractive townscape/historic fabric. Residential. Improve vistas, public realm.

Areas Subject to Change 2

	Issues	General Issues	Opportunities
Ings Road	Derelict Land. Traffic Pedestrian safety Public Transport to Ings Road Make Pedestrian friendly	Get people to live in city centre. Needs quality of design. Low cost housing. Keep students in centre for activity of economy.	Should complement waterfront. Housing
Chantry Roundabout/	Pedestrian access to Kirkgate.	Improve and re-use.	Renew Wakefield – Manchester

Kirkgate Station	Station – unsafe and derelict. Roundabout – waste of space. Poor quality office buildings – Chantry Housing. Got to be brave to use the underpass. Station well used.	Listed Buildings. Co-ordinated approach.	line. Hotel in Station. Use station as HQ. Office space in station.
	Issues	Opportunities	
Wakefield College	Major properties could become vacant. Keep employment in centre. Relate development to traffic issues – especially school run.	New archive building. Housing. Listed Building.	

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Areas subject to change	Support
Key Recommendations	
Knock down Chantry House and develop roundabout area. Redevelop – Lift Kirkgate area	G5 Y1
Low cost housing – Ings Road/Thornes Lane and mixed use.	Y2
Kirkgate Station is regenerated <ul style="list-style-type: none"> • Hotel, office, mixed use. • Renew Manchester line. 	G7
Keep students in city centre.	G5
Provide innovative sports facility – Ings Road.	G2 Y1
Open up Chantry Roundabout as a pleasant feature. Knock down Chantry and Crown House.	G3
Integrated scheme for Kirkgate area. Attractive buildings. Better rail links.	G2
Move Ings Road south to alongside railway line to bring area into city centre.	G3 R1
Capitalise on listed buildings including Clayton Hospital.	G5
Insist on quality design.	G6
Get good pedestrian links to development areas.	G2
<u>Northgate</u> <ol style="list-style-type: none"> 1. Development brief – commercial quarter 2. Northern gyratory – implement 3. Gateway development 	G1
<u>Northgate</u> <ol style="list-style-type: none"> 1. Residential/open space 2. Gateway developments (move Charlie Browns) 3. Bus priority corridor (peak) 	G3
<u>Ings Road</u> <ol style="list-style-type: none"> 1. Shops with car parks (move retail to front) 2. Thornes Lane linkage to waterfront 	G3
<u>Ings Road</u> <ol style="list-style-type: none"> 1. Develop car parking (long stay) 2. Implement public realm proposals 3. Mixed use 	G1 Y2
<u>Kirkgate</u> <ol style="list-style-type: none"> 1. High quality mixed use – open up river 2. Westgate mark II on the station 	G5
<u>Kirkgate (abutting Marshway)</u> <ol style="list-style-type: none"> 1. Station improvement/parking/improve access (buses) 2. Public realm improvement/Emerald Ring 3. Development brief 4. Mixed use 	G2

APPENDIX E

INITIAL SUSTAINABILITY APPRAISAL CONSULTATION – SUMMARY OF COMMENTS RECEIVED

Comment Ref	Name	Organisation	Comment (summarised by WMDC)	Council's Response
CWAAP IS01	Mr M Barningham	The Countryside Agency	The report is generally fit for purpose.	Noted.
CWAAP 1S02	Mr M Ayub	Next Generation	Quality is as important as quantity. There is a danger that more housing leads to poorer residential environments. Other targets are less well developed.	The Urban Renaissance initiative is aimed at restoring the quality of the urban environment. The Council acknowledges that some aspects of present-day lifestyles are not easy to incorporate eg. cars and car parking.
CWAAP IS03	Mr I Smith	English Heritage	<ol style="list-style-type: none"> 1. Key issues have been identified. 2. The implementation of option T2 (based upon the introduction of the Emerald Ring) could have significant adverse impacts on the historic environment – the demolition of Listed Buildings. 3. Table 2 identifies baseline date, but the impacts of proposals for the AAP should be evaluated with the wider impacts of (outside the plan area). 	<ol style="list-style-type: none"> 1. Noted. 2. Planning permission and Listed Building consent for the demolition of these buildings was granted in 2006. 3. These impacts will be taken into account in the preparation of the other Development Plan Documents covering the rest of the District.
CWAAP IS04	Mr C Ryalls	Resident	This appears to be a very professional, probably very expensive, list of statements of the obvious.	Noted.
CWAAP	Mr M Naylor	Yorkshire	1. Objection to statement that rate of	1. & 2. Noted.

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IS05		Water Services	improvement of water quality of River Calder has slowed in last few years. 2. Supports the statement in the report that new development should utilise Sustainable Urban Drainage Systems.	
CWAAP IS06	Ms A Munday	Government Office	No comments.	Noted.
CWAAP IS07	Mr I Thynne	Environment Agency	Additional objectives for AAP to reflect those in SA: 1. Encourage resource efficient development that minimises water usage and reduces waste output during and after construction. 2. Development along the river corridor should enhance and not just protect the water environment surrounding wildlife habitats. 3. Promote on site remediation of contaminated land to reduce the need to transfer contaminated soils to landfill or elsewhere off site. 4. Minimise and reduce flood risk through appropriate development and by avoiding development in high risk flood zones.	1. &3. These objectives are not particular to the AAP and are dealt with in the Core Strategy. 2.This issue is included in the Waterfront Special Policy Area. 4. The redevelopment of brownfield sites in high risk flood zones will be subject to a strategic assessment of the flood risk and mitigation measures.
CWAAP IS08	Ms R Freeman	The Theatres Trust	Pleased that culture has been included in the Initial Sustainability Appraisal Report.	Noted.