

Initial Sustainability Appraisal Report

Appendices

CENTRAL WAKEFIELD AREA ACTION PLAN

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CENTRAL WAKEFIELD AREA ACTION PLAN

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Appendix A CONSULTATION RESPONSES

Appendix B PLANNING POLICY REVIEW

International Policy

The following international documents were reviewed as part of this assessment:

- Directive 1966/62/EC on Ambient Air Quality and Management
- Directive 2000/60/EC Establishing a Framework for the Community Action in the Field of Water Policy (The Water Framework Directive)
- Environment 2010 Our Future Our Choice (EU Sixth Environment Action Programme)
- EU Habitats Directive [Directive 92/43/EC]
- European Spatial Development Perspective 1999
- Kyoto Protocol on Climate Change
- The Convention on Biological Diversity, Rio de Janeiro 1992
- The EC Directive on the Conservation of Wild Birds 79/409/EEC 1979
- The Johannesburg Declaration of Sustainable Development 2002
- Waste Framework Directive (91/156/EEC)

National Planning Policy

The following national planning documents were reviewed as part of this assessment:

- PPS 1 – Creating Sustainable Communities
- PPS 1 – Creating Sustainable Communities
- PPG 2 – Green Belts
- PPG 3 – Housing
- PPG 4 – Industrial, commercial development and small firms
- PPS 6 – Town Centres and Retail Developments
- PPS 7 – Sustainable Development in Rural Areas
- PPG 8 – Telecommunications
- PPG 9 – Nature Conservation
- PPS 12 – Local Development Frameworks
- PPG 13 – Transport
- PPG 15 – Planning and the Historic Environment

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- PPG 16 – Archaeology and Planning
- PPG 17 – Planning for Open Space, Sport, and Recreation
- PPG 21 – Tourism
- PPS 22 - Renewable Energy
- PPS 23 – Planning and Pollution Control
- PPG 24 – Planning and Noise
- PPG 25 – Development and Flood Risk

Regional Planning Policy

The following regional planning documents were reviewed as part of this assessment:

- Communities Plan (Sustainable Communities – Building the Future) 2003;
- Advancing Together A Revised Strategic Framework for Yorkshire and Humber, Final Consultation Draft 2003;
- The Yorkshire and Humber Regional Sustainable Development Framework;
- Regional Planning Guidance (RPG12), 2001;
- Regional Spatial Strategy for Yorkshire and the Humber (based on selective review of RPG12) December 2004.
- The Yorkshire and Humber Regional Economic Strategy;
- The Yorkshire and Humber Regional Environmental Enhancement Strategy;
- The Yorkshire and Humber Regional Housing Strategy, 2003;
- The Yorkshire and Humber Regional Cultural Strategy;
- The Yorkshire and Humber Regional Framework for Health;
- The Yorkshire and Humber Regional Forestry Framework; and
- The Yorkshire and Humber Regional Waste Strategy.
- Wildlife and Countryside Act 1981 (as amended)
- Countryside and Rights of Way Act 2000 (CRoW)
- UK Biodiversity Action Plan (UK Biodiversity Partnership, 1994) but ongoing development - see <http://www.ukbap.org.uk/>
- England Forestry Strategy (Forestry Commission, 1999)
- 'Working with the Grain of Nature': A Biodiversity Strategy for England (Defra, 2002)
- Our Energy Future – Creating a Low Carbon Economy (DTI, 2003)

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- Climate Change: The UK Programme (Defra, 2001)
- Air Quality Strategy: Working Together for Clean Air (Defra, 2000)
- The Historic Environment: A Force for Our Future (Department for Culture, Media and Sport, 2001)

Local Policy and Strategy Documents

The following local planning documents were reviewed as part of this assessment:

- Community Strategy – Fast Forward
- Wakefield Housing Strategy
- West Yorkshire Local Transport Plan
- Wakefield Cultural Strategy
- Wakefield Municipal Waste Strategy
- Wakefield Greenspace Strategy (Consultation Draft)
- Wakefield Cycling Strategy
- Community Safety Strategy
- Wakefield Walking Strategy
- Wakefield District Local Biodiversity Report
- A Tree and Woodland Strategy for Wakefield District 2004 – 2009

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| KEY OBJECTIVES RELEVANT TO PLAN | KEY TARGETS AND INDICATORS RELEVANT TO PLAN | IMPLICATIONS FOR PLAN |
|--|---|---|
| International Policies | | |
| EU Habitats Directive [Directive 92/43/EC] | | |
| <p>Maintain or restore in a favourable condition designated natural habitat types and habitats of designated species listed in Annexes I and II respectively of the Directive. If a project compromising one of these habitats must proceed in spite of negative conservation impacts due to it being in the public interest, compensatory measures must be provided for.</p> <p>Linear structures such as rivers/ streams, hedgerows, field boundaries, ponds, etc., that enable movement and migration of species should be preserved.</p> | None | Accept the primacy of nature conservation objectives, and clearly take note of these designations in setting SA objectives and defining options in the AAP. |
| Kyoto Protocol on Climate Change | | |
| Achieve a reduction in anthropogenic CO ₂ levels to at least 5% below 1990 levels by 2012. Consider afforestation and reforestation as carbon sinks. | None | Ensure all reasonable opportunities are taken forward to encourage development which is energy efficient and reduces reliance on private cars. |
| The EC Directive on the Conservation of Wild Birds 79/409/EEC 1979 | | |
| Imposes duty on Member States to sustain populations of naturally occurring wild birds by sustaining areas of habitats in order to maintain populations at ecologically and scientifically sound levels. | None | The SA should consider the effects of local developments on European protected bird species. |
| The Convention on Biological Diversity, Rio de Janeiro 1992 | | |
| Article 6a requires each Contracting Party to develop national strategies, plans or programmes for the conservation and sustainable use of biological diversity. | None | SA should consider biodiversity impacts within its objectives. It should take a holistic view of ecosystems rather than a focusing on 'islands' of protected species. |

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| KEY OBJECTIVES RELEVANT TO PLAN | KEY TARGETS AND INDICATORS RELEVANT TO PLAN | IMPLICATIONS FOR PLAN |
|--|---|--|
| Directive 2000/60/EC Establishing a Framework for the Community Action in the Field of Water Policy (The Water Framework Directive) | | |
| Requires all Member States to achieve 'good ecological status' of inland water bodies by 2015, and limits the quantity of groundwater abstraction to that portion of overall recharge not needed by ecology. | None | Surface water run off from paved surfaces and built up areas can cumulatively pollute watercourses. SA should include objective on water quality/ quantity. SA should consider the capacity of groundwater areas to support new development without harming connected ecological systems. |
| Directive 1966/62/EC on Ambient Air Quality and Management | | |
| Establishes mandatory standards for air quality and sets limits and guides values for sulphur and nitrogen dioxide, suspended particulates and lead in air. | None | The location of new developments should take into account any emissions caused by new transport links (and new 'need' to travel), along with emissions from new industry. SA will include objectives for air quality. |
| The Johannesburg Declaration of Sustainable Development 2002 | | |
| Undertake to strengthen and improve governance at all levels, for the effective implementation of Agenda 21. | None | None |

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| European Spatial Development Perspective 1999 | | |
|---|----------------------------|--|
| <p>European cultural landscapes, cities and towns, as well as a variety of natural and historic monuments are part of the European Heritage. Its fostering should be an important part of modern architecture, urban and landscape planning in all regions of the EU.</p> <p>A big challenge for spatial development policy is to contribute to the objectives, announced by the EU during international conferences concerning the environment and climate, of reducing emissions into the global ecological system.</p> | <p align="center">None</p> | <p>The AAP could influence the historic environment in several ways, including the ambience of historic structures and features.</p> <p>The SA should include objectives for Conservation Areas and reducing Carbon Dioxide emissions.</p> |
| Waste Framework Directive (91/156/EEC) | | |
| <p>Article 4.</p> <p>Member States shall take the necessary measures to ensure that waste is recovered or disposed of without endangering human health and without using processes or methods which could harm the environment, and in particular:</p> <ul style="list-style-type: none"> • without risk to water, air, soil and plants and animals, • without causing a nuisance through noise or odours, • without adversely affecting the countryside or places of special interest. | <p align="center">None</p> | <p>AAP should consider these impacts when deciding on locations for waste disposal or processing.</p> <p>This would feed into SA objectives for noise, air, landscape, and biodiversity.</p> |

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| Environment 2010: Our Future, Our Choice (EU Sixth Environment Action Programme) | | |
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| Recognises that land use planning and management decisions in the Member States can have a major influence on the environment, leading to fragmentation of the countryside and pressures in urban areas and the coast. Also includes objectives on stabilising greenhouse gases, halting biodiversity loss, reducing pollution and resource use. | None | SA should include objectives on minimising production of greenhouse gases, halting biodiversity loss, reducing pollution and resource use. |
| National Policy | | |
| DEFRA (2005): Securing the Future: The Government's Sustainable Development Strategy | | |
| <p>This is a review of the original sustainable development strategy of 1999.</p> <p>The new objectives included within the strategy are:</p> <ul style="list-style-type: none"> ▪ Living within environmental limits; ▪ Ensuring a strong healthy and just society ▪ Achieving a sustainable economy ▪ Promoting good governance ▪ Using sound science responsibly | None | The aim of the plans should reflect the first three objectives of the strategy and these should form the basis for the SA objectives for the plan. |
| PPS 1 – Creating Sustainable Communities | | |
| <p>The document sets out the key policies and principles and the Government' vision for planning. It includes high level objectives and sets out the framework for specific policies further developed in the thematic Planning Policy Statements which will substitute the current PPG documents.</p> <p>Sustainable development is the purpose of planning. Communities need to be actively involved in the planning process, which is not simply regulations and control but must become a proactive management of development.</p> <p>These overarching objectives inform specific objectives such as promotion of urban and rural regeneration, of local economies, of inclusive, healthy and safe communities.</p> | None | Local Authorities should consider how their plans are addressing the four pillars of sustainable development by including relevant sustainability objectives both for the plan and the SA. |

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| PPG 2 – Green Belts | | |
|---|---|--|
| <p>There should be a general presumption against inappropriate development in the Green Belt. This includes the construction of new buildings unless exempted under Para. 3.4 of the guidance note.</p> <p>When any large scale development or redevelopment occurs within the Green Belt, it should contribute towards the objectives provided in Para. 1.6 of the guidance note.</p> | None | N/A |
| PPG 3 – Housing | | |
| <p>Plan to meet the housing needs of the whole community, consider mix used developments and prioritise redevelopment of brownfield sites. Place the needs of the people before ease of traffic movement.</p> | None | <p>SA should recognise and include objectives tackling social exclusion.</p> <p>The SA objective for townscape should emphasize the presumption towards brownfield developments.</p> |
| PPG 4 – Industrial, Commercial Development and Small Firms | | |
| <p>Guidance on the provision in planning for economic development married to respect for the environment.</p> <p>Industrial and commercial developments are vital for the wealth of an area but need to be carefully placed so to minimise dependency of businesses and customers from road transport and integration with existing and planned transport and housing developments and plans.</p> | <p>Encourage new developments in locations which minimise the length and number of trips, especially by motor vehicles;</p> <p>Encourage new development in locations that can be served by more energy efficient modes of transport;</p> <p>Discourage new development where it would be likely to add unacceptably to congestion;</p> <p>Locate development requiring access mainly to local roads away from trunk roads, to avoid unnecessary congestion on roads designed for longer distance movement.</p> | <p>The AAP should promote the vitality of the city centre whilst increasing accessibility and reducing social exclusion.</p> <p>Heritage issues should be taken into account when considering proposals to convert buildings of special architectural or historic interest.</p> <p>The AAP should seek to make beneficial use of previous industrial areas which are currently under-used or vacant.</p> |

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| PPS 6 – Town Centres and Retail Developments | | |
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| <p>Adopt a town centre first sequential approach to development.</p> <p>To promote and enhance existing centres by focusing development in such centres and encouraging a wide range of services in a good environment.</p> <p>Encouraging town centre development will promote their vitality and viability, and will enhance consumer choice with a wide provision of shopping, leisure and local services to meet the needs of the whole community;</p> <p>To ensure development is accessible by a range of means of transport, and to encourage a cleaner, safer, greener town centre environment;</p> <p>To promote social inclusion by encouraging investment in disadvantaged areas to provide improved services and more employment opportunities;</p> <p>To promote high quality and inclusive design and make efficient use of land in town centres to deliver more sustainable development</p> | None | <p>The nature of the area covered by the AAP should help ensure that the main underlying principles held by PPS6 are adhered to.</p> <p>However the AAP should take consideration of the requirements for meeting the other key objectives of the guidance.</p> |
| PPS 7 – Sustainable Development in Rural Areas | | |
| <p>Requires that development within existing villages should be permitted where it meets local economic and community needs, where it maintains or enhances the environment and does not conflict with other policies.</p> | None | N/A |
| PPG 8 – Telecommunications | | |
| <p>The Government's policy is to facilitate the growth of new and existing telecommunications systems whilst keeping the environmental impact to a minimum. The Government also has responsibility for protecting public health.</p> | None | <p>The plan needs to ensure that is includes the right mix of policies to balance the competing demands of industry, health concerns and the environment</p> |

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| PPG 9 – Nature Conservation | | |
| <p>Ensure as fully as possible that nature conservation obligations in nationally and internationally designated sites are met as fully as possible.</p> <p>Environmental assessment should occur when development is likely to have significant effects on an SSSI, or is close to an SAC/ SPA or RAMSAR site.</p> | None | <p>Recognise the importance of conservation objectives when determining location and type of new developments near to designated sites.</p> <p>Pre-empt assessment of individual development proposals by assessing impacts during an SA.</p> |
| PPS 12 – Local Development Frameworks | | |
| <p>Outlines a new style of land use planning, streamlining programme for policy agreement and ensuring community engagement throughout the process</p> | No relevant objectives, targets and indicators. | <p>The LDF should accord with national guidance in terms of process. No particular policy considerations.</p> |
| PPG 13 - Transport | | |
| <p>Actively manage the pattern of urban growth and the location of major travel generating development to make the fullest use of public transport, and to encourage walking and cycling.</p> <p>Land use planning should facilitate a shift in transport of freight from road to rail and water. Attention should be paid to the value of disused transport sites and effort made to prevent their loss to different land uses.</p> | None | <p>This objective is fundamental in encouraging public transport use and establishing a viable patronage base, as well as cycling and walking. In doing so, the AAP would be contributing to the air quality, human health, climate change and social inclusion objectives of its SA.</p> |
| PPG 15 – Planning and the Historic Environment | | |
| <p>Objectives are for effective protection for all aspects of the historic environment.</p> | None | <p>The historic environment can be affected by changing land uses in a number of ways, including inappropriate development, vibration/noise impacts, and visual intrusion. The SA should include objectives for the conservation of the historic environment.</p> |

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| PPG 16 – Archaeology and Planning | | |
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| Development plans should reconcile the need for development with the interests of conservation including archaeology. Detailed development plans (i.e. local plans and unitary development plans) should include policies for the protection, enhancement and preservation of sites of archaeological interest and of their settings. | None | Archaeological sites can be potentially damaged through construction of new build. Archaeological and cultural objectives should be included within the SA. |
| PPG 17 – Planning for Open Space, Sport, and Recreation | | |
| The recreational quality of open spaces can be eroded by insensitive development or incremental loss of the site. In considering planning applications - either within or adjoining open space - local authorities should weigh any benefits being offered to the community against the loss of open space that will occur. | None | Ensure policy proposals take account of the impact of developments on all open public space. |
| PPG 21 – Tourism | | |
| Ensure land use is distributed and managed in such a way that it supports the qualities that underpin the tourism industry. | None | Promoting tourism would increase prosperity and employment, however it is important to recognise the potential conflicts between tourist developments and other environmental objectives. |
| PPS 22 Renewable Energy | | |
| Regional spatial strategies and local development documents should contain policies designed to promote and encourage, rather than restrict, the development of renewable energy resources. Except where these developments are likely to have an adverse effect on designated conservation sites (historic and natural), or designated landscapes. | Targets should be expressed as the minimum amount of installed capacity for renewable energy in the region, expressed in megawatts, and may also be expressed in terms of the percentage of electricity consumed or supplied. Targets will be set in the revised RPG for achievement by 2010 and by 2020. | Prioritise policies that protect designated sites in relation to renewable energy developments. |

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| PPS 23 - Planning and Pollution Control | | |
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| <p>Any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration, in so far as it arises or may arise from or may affect any land use;</p> <p>The planning system plays a key role in determining the location of development which may give rise to pollution, either directly or indirectly, and in ensuring that other uses and developments are not, as far as possible, affected by major existing or potential sources of pollution.</p> | None | <p>Policies should be developed that assist in determining the location of potentially polluting development.</p> <p>Policies should be developed that require remediation of contaminated sites.</p> |
| PPG 24 – Planning and Noise | | |
| <p>Noise-sensitive developments should be located away from existing sources of significant noise (or programmed development such as new roads) and that potentially noisy developments are located in areas where noise will not be such an important consideration or where its impact can be minimised.</p> | None | <p>Ensure that SA includes a noise objective.</p> |
| PPG 25 – Development and Flood Risk | | |
| <p>Consider the information available on the nature of flood risk and its potential consequences and accord it appropriate weight in the preparation of development plans and in determining applications for planning permission and attaching conditions where permission is granted.</p> | None | <p>The AAP should avoid unnecessary development in the floodplains that might decrease storage/increase runoff, and compromise human safety. The AAP should also encourage development of Sustainable Urban Drainage Systems.</p> |
| Wildlife and Countryside Act 1981 (as amended) | | |
| <p>Addresses the problem of species protection and habitat loss by setting out the protection that is afforded to wild animals and plants in Britain.</p> | None | <p>There is significant interaction between wildlife and different types of land use. The SA should consider the affects of land use on biodiversity.</p> |

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| Countryside and Rights of Way Act 2000 (CRoW) | | |
| Emphasizes the public's right of access to open country and common land, and gives additional protection to Sites of Special Scientific Interest (SSSI). | None | Certain land uses and development might hinder accessibility to open country and common land. The AAP should consider these issues which have relevance to SA objectives on human health, population, and severance. |
| UK Biodiversity Action Plan | | |
| The UK BAP was published in response to the requirements of the Convention on Biological Diversity (1992). It highlights a number of priority habitats and species with associated action plans. | None | AAP should take account of any priority habitats and species in the Action Plan area, and integrate their plan objectives within it, whenever possible. |
| England Forestry Strategy 1999 | | |
| Continued steady expansion of woodland area to provide more benefit for society and the environment. | None | N/A |
| 'Working with the Grain of Nature': A Biodiversity Strategy for England (2002) | | |
| Ensures biodiversity considerations are embedded in all main sectors of economic activity. (It is the principal means by which the government will comply with duties under section 74 of the CRoW Act). | None | The SA aims to integrate biodiversity into AAP activity by highlighting interaction between land use and wildlife. |
| Our Energy Future – Creating a Low Carbon Economy | | |
| Stimulate new, more efficient sources of power generation, and cut emissions from the transport and agricultural sector. | None | AAP should encourage development of renewable energy facilities and attempt to reduce the need for long distance car travel. |
| Climate Change: The UK Programme. | | |
| Cutting UK Carbon Dioxide emissions 60% by 2050. | None | The SA should contain objectives for reducing Carbon Dioxide emissions. |
| Air Quality Strategy: Working Together for Clean Air | | |

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| | | |
|---|------|---|
| Sets objectives for eight main air pollutants to protect health. | None | AAP should consider the location of any Air Quality Management Areas, and the objectives for the eight main air pollutants. |
| The Historic Environment: A Force for Our Future | | |
| The historic environment should be protected and sustained for the benefit of our own and future generations. | None | <p>The AAP could influence the historic environment in several ways, including the ambience of historic structures and features.</p> <p>The SA should include objectives for Conservation Areas.</p> |
| Regional Policies | | |
| Communities Plan (Sustainable Communities: Building for the Future) 2003 | | |
| To transform Regional Planning Guidance into a Regional Spatial Strategy which increases delivery and targets for brown field development; takes closer account of low demand and affordable housing issues; rolls forward annual new housing provision; identifies strategic employment locations; clearly defines transport priorities; addresses waste and renewable energy and reinforces urban and rural renaissance. In Yorkshire and Humber there are 476,000 homes at risk of low demand and abandonment. This problem is especially acute in South Yorkshire and Hull. | None | <p>RPG and RSS should feed directly into the AAP through the LDF, and as such – issues such as brownfield development and low demand for housing should be tackled within the AAP.</p> <p>The SA topics concerned with these issues are human health, population, accessibility (which increases housing demand) and townscape.</p> |

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| Advancing Together | | |
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| <p>Overarching regional policy framework that sets out the region's vision for directing, joining up and integrating all regional strategies. Advancing Together has 6 relevant objectives:</p> <ul style="list-style-type: none"> • Yorkshire & Humber (Y & H) will have a world class prosperous and sustainable economy • Y & H will have physical infrastructure and communications that meet the needs of people, businesses, places and the environment • Y & H will have high quality natural and man-made environments • Y & H will have exceptional education and training, widespread learning and skills and a healthy labour market without skills gaps or shortages • Y & H will be a socially cohesive and inclusive region. Our people will have the capacity, resources and equitable access to quality services needed to live well • Y & H will possess and portray the highest standards of governance at all levels and the highest levels of civic participation in decision- making and community life | <p>Advancing Together has 32 indicators that cover all these objectives:</p> <ul style="list-style-type: none"> Economic growth Productivity Enterprise Innovation Investment Employment Rural Economy Traffic Volume Transport Use Housing Completions Housing Affordability Land Re- use Air Quality Water Quality Biodiversity Waste Emissions Energy Consumption Young People's Education & Skills Basic Skills IT Skills Workforce Skills and Training Higher Level Skills Deprivation Health Culture Crime Urban and Rural Renaissance Access to Services Community Well- Being Civic Participation Good Governance | <p>Advancing Together objectives need to be fully integrated into the AAP</p> <p>Advancing together indicators need to be included in AAP monitoring framework.</p> |

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| Regional Sustainable Development Framework | | |
|--|---|--|
| <p>The RSDF seeks to ensure that sustainable development is an integral part of policy and decision-making at regional, sub-regional levels and local levels. It includes 15 sustainability aims that provide the basis of the regions sustainability appraisal.</p> <ul style="list-style-type: none"> • Good quality employment opportunities available to all • Conditions enabling business success, economic growth and investment • Education and training opportunities building the skills and capacities of the population • Safety and security for people and property • Conditions and services engendering good health • Culture, leisure and recreation opportunities available to all • Vibrant communities participating in decision making • Local needs met locally • A transport network maximising access whilst minimising detrimental impacts • A quality built environment and efficient land use patterns making good use of derelict sites, minimising travel and promoting balanced development • Quality housing available to everyone • A bio-diverse and attractive natural environment • Minimal pollution levels • Minimal greenhouse gas emissions and a managed response to the effects of climate change • Prudent and efficient use of energy and natural resources with minimal production of waste | <p>The Regional Sustainable Development Framework shares most of its indicators with Advancing Together but it also has some additional ones:</p> <p>Listed buildings Area of woodland cover Average energy efficiency of housing stock Housing quality</p> | <p>The sustainability aims and indicators should be integrated into the AAP.</p> |
| Regional Planning Guidance (RPG 12) | | |
| <p>Regional Planning Guidance has four strategic themes:</p> <p>Economic regeneration and growth Promoting social inclusion Urban and Rural Renaissance Conserving and enhancing natural resources</p> | <p>RPG12 includes an extensive set of indicators and targets. These are reported in an annual monitoring report. The latest version of this produced in 2003 is published on the Yorkshire and Humber Assembly website.</p> | <p>RPG indicators need to be integrated into AAP monitoring</p> |

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| Regional Spatial Strategy for Yorkshire and the Humber (based on selective review of RPG12) December 2004. | | |
|---|--|---|
| <p>The selective review addresses the following RPG12 topics: rural regeneration, coastal communities, culture and tourism, climate change, renewable energy, flood risk, waste management and transport.</p> <p>Other parts of RPG12 have been carried forward largely unchanged.</p> <p>Opportunities and challenges from the RSS are presented under the following headings: Economic, Housing, Integrating Transport & Land-Use, Sustainable Waste Management, A Changing Climate, and Development and Patterns of Economic and Social Activity.</p> <p>Key objectives are mapped on to the four core objectives of sustainable development:</p> <p>Maintenance of high and stable levels of economic growth and employment:-</p> <ul style="list-style-type: none"> • Regeneration of areas damaged by past industrial decline as well as capitalising on economic growth points <p>Social progress which recognises the needs of everyone:-</p> <ul style="list-style-type: none"> • Seeking social equity and inclusion • Protecting rural communities and recognising their particular need • Seeking wider housing opportunity and choice <p>Effective protection of the environment:-</p> <ul style="list-style-type: none"> • Making full use of urban land and minimising the loss of greenfield land • Protecting and enhancing natural resources • Tackling urban traffic congestion and reducing transport related emissions • Making urban areas attractive, high quality, safe places where people choose to live • Minimising the loss of the rural landscape, maintaining and where possible enhancing its diverse character | <p>Economy</p> <p>GDP and GDP per head to be higher in real terms and relative to UK and EU average.</p> <p>Higher percentage of employees in the high technology sector.</p> <p>Lower regional unemployment relative to national average</p> <p>VAT registrations as % of stock of businesses – reduction in gap between regeneration areas and the rest of the region</p> <p>Increase business start ups, and % of new businesses surviving for 3 years.</p> <p>Social Progress</p> <p>Homes judged unfit to live in – reduction in number and %</p> <p>Numbers on local authority waiting list</p> <p>Annual provision of affordable housing – 4,000 homes pa in the region (1998-2016)</p> <p>Reduction in long term levels of crime</p> <p>Indicators of success in tackling poverty and social exclusion</p> | <p>The RSS provides the policy context for the development of LDFs, AAPs and other local plans. Objectives need to be taken into consideration in formulating the plans.</p> <p>Where appropriate the SA should utilise the targets and indicators that have been developed to monitor the performance of the RSS Objectives.</p> |

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| <p>Prudent use of natural resources:-</p> <ul style="list-style-type: none"> • Addressing the causes of and responding to the effects of climate change • Minimising travel needs and maximising use of energy efficient modes • Limiting pollution to what is compatible with health and biosphere capacity • Reducing resource consumption and encouraging use of renewable energy • Promoting the sustainable management of waste | <p>Expected years of healthy life</p> <p>Environment</p> <p>New homes built on previously developed land (PDL) and provided through conversions – Target 60%</p> <p>% of employment allocations on PDL</p> <p>Emissions of greenhouse gases- reduce by at least 20% below 1990 levels by 2010 and by at least 255 below 1990 levels by 2015.</p> <p>Rivers of good or fair quality – 100km of rivers to be improved by one quality grade by 2005.</p> <p>Population of wild birds – maintain or increase populations.</p> <p>Natural Resources</p> <p>Road traffic targets to be set</p> <p>Reduce traffic congestion in the inter-urban network and in urban areas below the current levels by 2010.</p> <p>Passenger travel by mode - 10% increase in bus passenger usage by 2010. 50% increase in rail passenger kilometres by 2010.</p> <p>Increase percentage of municipal waste recycling.</p> <p>Energy generated from renewable sources – at least 9.4% of regional energy consumption by 2010 and 22.5% by 2020. West Yorkshire to supply 74MW by 2020.</p> | |
|--|--|--|

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| Regional Economic Strategy | | |
|---|---|--|
| <ul style="list-style-type: none"> • Grow the region's businesses • Higher business birth rates • More private and public investment • Improving education, learning and skills • Connecting communities to economic opportunity • Enhanced infrastructure and environment | <p><i>Tier 1 targets (by 2010):</i> Create 150,000 new jobs Double the rate of business start- ups per 10, 000 population Treble investment 3 million people trained in IT skills Halve the number of deprived wards Cut greenhouse gases by over 20% A year on year increase in GDP growth above EU average</p> <p><i>Tier 2 targets (by 2005)</i> Employment rate above 72.8% Increase productivity by at least 6% Increase level of business innovation Achieve LSC targets on structured learning, NVQ level 2 & 3, numeracy and literacy skills and workforce development 15% population increase in wards falling wholly within urban areas</p> | <p>AAP needs to have regard to RES targets and indicators.</p> |
| Regional Environmental Enhancement Strategy | | |
| <p>Building knowledge and understanding – creating a region where decisions are based on a real understanding of the environment and a desire to enhance it.</p> <p>Conserving environmental resources – making radical improvements in resource efficiency to reduce the region's consumption and prevent further climate change</p> <p>Managing environmental change – seizing opportunities to enhance environmental wealth by repairing damage and giving people and nature the chance to thrive</p> <p>Making community connections – engaging with people and organisations to ensure that everyone can enjoy the environment and have the chance to participate in shaping and enhancing the environment</p> | <p>No targets, but strategy includes a range of indicators related to key objectives:</p> <p>River Quality Household Waste Arising % of housing developed on previously used land Total Motor Vehicle Km travelled % of journeys to work by walk/ cycle/ public transport Average time taken travelling to work (mins) Mean traffic speed (kph)</p> | <p>Consider how plan can contribute to the environmental enhancement strategy.</p> |

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| Regional Housing Strategy | | |
|--|--|---|
| Increase social inclusion, and improve the quality, popularity and sustainability of deprived neighbourhoods through regeneration and renewal. | To increase new housing developed on previously developed land to 60% by 2016 (49% in 1998). | Compare plan target for delivery of housing on previously developed land with regional target. |
| Ensure sufficient new housing, and ensure affordable housing provision for local people. | To reverse the trend of decline or stagnation and achieve population increase of 0.15% in urban wards 2001-2005. | Consider how plan can contribute to providing affordable housing and improving standards of regional housing. |
| Improve homes to meet decent standards and aspirations, including social and private homes. | To reduce the number of households in fuel poverty to NIL by 2010 (29.1% in 1996) | Compare plan target of increasing population in urban wards with regional target. |
| Fair access to quality housing for all groups | | SA should recognise and include objectives tackling social exclusion. The SA objective for townscape should emphasize the presumption towards brownfield developments and affordable housing. |
| Regional Cultural Strategy | | |
| Establish the principles of sustainability at the heart of the region's cultural development | The strategy contains a number of sustainability related outcomes | Consider how AAP can contribute to achieving these objectives |
| Ensure that the regions historic environment in its widest sense is understood, appreciated, used and re-used in a sustainable way and where necessary, enhanced without compromising its qualities or character | | |
| Support the sustainability of cultural facilities and services and ensure proper standards of stewardship so that future generations can enjoy all aspects of the region's cultural heritage | | |

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| Regional Framework for Health | | |
|---|------------------------|--|
| <p>This strategy is currently being developed by the Regional Public health Group. It will take forward the keys issues for public health in the region identified in the consultation report 'Our Region, Our Health'.</p> <p>The consultation document contains a number of relevant recommendations:</p> <p>Primary Care Trusts and Local Authorities should develop joint objectives and targets on diet and physical activity. This should involve a wide range of partners to, amongst other things, increase cycling, walking and physical recreation</p> <p>The reduction of alcohol- related violence and anti- social behaviours be reflected in the approaches taken to urban design and the provision of infrastructure, including public transport</p> | <p>To be developed</p> | <p>The AAP should be informed by the recommendations of the consultation document.</p> |

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| Regional Forestry Framework | | |
|--|---|---|
| <p>Ensure that as change occurs, any expansion or modification of the region's tree and woodland resource is carried out in a way that respects the historic, natural and cultural identity of the region.</p> <p>To ensure that the value and importance of the region's trees and woodlands are understood and recognised.</p> <p>A sustainably managed regional tree and woodland resource supporting the retention and development of a viable and vibrant forestry sector.</p> <p>To utilise the many environmental strengths of trees and woodlands to underpin the economic renaissance of the region.</p> <p>To achieve maximum biodiversity gain for the region through appropriate tree and woodland planting and management that takes proper account of the historic environment.</p> <p>To create healthier environments and facilitate healthier lifestyles through tree planting and making woodlands accessible.</p> <p>To help the region combat global warming through maximising the contribution of trees and woodlands.</p> | <p>The strategy contains a number of sustainability related objectives</p> | <p>The AAP should be informed by the aims and objectives of this strategy</p> |
| Regional Waste Strategy | | |
| <p>Gain community support and involvement in the delivery of the strategy</p> <p>Reduce waste production and increase re-use, recycling and composting</p> <p>Manage residual waste in the most sustainable way</p> <p>Provide technical support and advice</p> | <p>Reduce the annual increase in waste production per household to 2% by 2008/9</p> | <p>Consider how AAP can contribute to achieving these objectives and meeting this target.</p> <p>SA objectives should consider the promotion of recycling and waste disposal methods other than landfill.</p> |

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| Local Policy and Strategy Documents | | |
|---|--|---|
| Community Strategy – Fast Forward | | |
| <p>Creating a safer environment</p> <p>Reducing health inequalities between communities</p> <p>Encouraging investment and enterprise in the District and the development of clusters of economic development</p> <p>Reconnecting the Coalfield Communities in the South East</p> <p>The Five Towns Initiative</p> <p>Urban Renaissance of Wakefield City</p> <p>Promoting and maintaining a clean and attractive environment</p> <p>Improving transport choice and make it easier to get around</p> | <p>Increasing the percentage of residents who feel safe while outside in the District during the day and at night.</p> <p>Reducing the percentage of people with limiting long term illness.</p> <p>Decrease in the proportion of resident working age population out of work and claiming benefit.</p> <p>Reducing the proportion of derelict land and increase the percentage of development on previously developed land.</p> <p>Increasing recycling and composting rates.</p> <p>Reducing the number of unfit homes.</p> <p>Increasing use of public transport.</p> | <p>The AAP should be informed by the objectives and targets of this strategy.</p> |

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| Wakefield Housing Strategy | | |
|---|---|--|
| To work with partners to deliver regeneration solutions in areas of greatest housing stress. | All public sector properties to be improved to the Decent Homes Standard by 2010 | Consider how AAP can contribute to achieving these objectives and meeting these targets. |
| Making sure all residents of Wakefield have a chance to live in decent, safe, well maintained homes | 70% of vulnerable people in the private sector to be living in Decent Homes by 2010 | SA should recognise and include objectives tackling social exclusion |
| Promoting a range of tenures to deliver affordable housing | No properties in the district will be valued below £25,000 by 2005. | |
| Helping individuals in housing need by providing the most appropriate solutions | Additional affordable housing to the value of £10 million will be provided through the planning system by 2010. | |
| | Wakefield will become the Safest Metropolitan District in West Yorkshire to live in by 2010. | |

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| West Yorkshire Local Transport Plan | | |
|---|--|--|
| <p>To improve operational efficiency within the transport system.</p> <p>To maintain the transport infrastructure to standards to allow safe and efficient movement of people and goods.</p> <p>To improve safety, security and health, in particular to reduce the number and severity of road casualties</p> <p>To promote social inclusion and equal opportunities for access to transport.</p> <p>To improve environmental quality and reduce the impacts of transport on air quality and noise</p> <p>To contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions.</p> <p>To encourage a greater proportion of journeys to be made by public transport, cycling and walking as alternative modes to the private car</p> <p>Improving the safety of motorcycling, which can be a less polluting mode than the car</p> | <p>AM peak inbound traffic crossing cordons round Wakefield centre not to grow by more than 3%</p> <p>Total bus patronage to grow by 3%</p> <p>Total rail patronage to grow by 40%</p> <p>Quadruple the overall number of trips by cycle by 2012 from a base of 1996 levels (National Target). Milestone of double the trips by 2006.</p> <p>Reduce fatal and serious cyclist casualties by 40% by 2010, with no increase in slight casualties.</p> <p>Halt the overall long term decline in journeys made on foot and increase the proportion of pedestrian journeys by children and young people</p> <p>Reduce fatal and serious pedestrian casualties by</p> <p>40% by 2005 and by 50% by 2010, with no increase in slight casualties</p> | <p>Consider how plan can contribute to achieving these targets</p> <p>This objective is fundamental in encouraging public transport use and establishing a viable patronage base, as well as cycling and walking. In doing so, the AAP would be contributing to the air quality, human health, climate change and social inclusion objectives of its SA.</p> |

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| Wakefield Cultural Strategy | | |
|---|--|--|
| <p>Improve and enhance the level and quality of cultural facilities, services and activities in the District.</p> <p>Ensure cultural opportunities are accessible to everyone.</p> <p>Develop employment opportunities in the Cultural Sector for local people.</p> <p>Improve the attractiveness of the physical environment.</p> <p>Protect the natural environment.</p> <p>Develop and manage outdoor spaces which people can use for leisure and recreation.</p> <p>Create ways for cultural organisations to improve how people reach their venues and activities.</p> | | <p>Consider how AAP can contribute to achieving these objectives</p> |
| Wakefield Municipal Waste Strategy | | |
| <p>Deliver quality, efficient and effective waste management services, which demonstrate value for money and meet the needs of the community</p> <p>Ensure that services are delivered in a way that protects the environment</p> <p>Continue reduction in the levels of waste generated from within the district</p> <p>Move waste disposal methods away from landfills towards initiatives such as recycling and incineration with energy recovery.</p> <p>Enhance recycling opportunities within communities</p> | <p>Increase the amount of waste recycled to 10% by 2003/4 and 18% by 2005/6.</p> | <p>Consider how AAP can contribute to achieving these objectives and targets</p> |

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| Wakefield Greenspace Strategy (Consultation Draft) | | |
|---|--|--|
| <p>To balance greenspace provision to meet the recreational and social requirements of a wide cross section of the community.</p> <p>To provide a diverse range of high quality, sustainable greenspaces.</p> <p>To ensure provision is equitably distributed and located appropriately.</p> <p>To engender a sustainable approach to greenspace management.</p> <p>To promote the value of greenspace as a major contributor to the health and social well being of local communities.</p> <p>To ensure that greenspaces are a valued and well-used community asset.</p> <p>To protect and enhance the natural environment for the benefit of people and wildlife.</p> <p>To contribute to the landscape, biodiversity and cultural value of the District.</p> <p>To promote 'connectivity' and ensure greenspace sites complement and enhance the surrounding environment.</p> <p>To provide a framework for capital and revenue investment towards the development and management of greenspace.</p> <p>To contribute to the wider regeneration of the District.</p> | <p>6,200 more residents will live within the catchment areas of Accessible Greenspace by 2009.</p> <p>3,900 more residents will live within the catchment areas of Accessible Greenspace sites larger than 2 hectares by 2009.</p> <p>1,700 more children will live within the catchment areas of Kickabout Areas by 2009.</p> | <p>Consider how AAP can contribute to achieving these objectives and meeting this target Ensure policy proposals take account of the impact of developments on all open public greenspace.</p> |

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| Wakefield Cycling Strategy | | |
|---|---|---|
| <p>Encourage more people to cycle more often for both utility and leisure journeys and so help to reduce the dependency on private cars and improve health</p> <p>Develop a safe, convenient, efficient and attractive transport infrastructure that encourages and facilitates cycling.</p> <p>Reduce the casualty rate for cyclists</p> <p>To ensure that policies to increase cycling and meet the needs of cyclists are integrated into all appropriate Policies, Plans, Strategies and resources bids.</p> | <p>Double the overall number of trips by cycle by 2002 and double again by 2012 from a base of 1996 levels. 5% of journeys to work in the major urban centres to be by cycle by 2012.</p> <p>10% of the trips by pupils of 11 years and older in schools that have implemented school travel initiatives to be by cycle by 2012.</p> <p>To provide cycle safety training for 20% of all 10 – 12 year olds by 2002 and 50% by 2012.</p> <p>To provide Wakefield's contribution to the National Cycle Network within the five-year programme (April 2000 – March 2005) of the LTP</p> <p>To reduce overall cyclist fatalities and serious casualties by 40%, 50% for children and a 10% reduction in slight casualties by the year 2010 compared with the 1994 – 1998 average</p> <p>To have 75% of secondary schools and colleges involved and committed to school travel initiatives by 2012</p> <p>Increase the total cycle parking provision throughout the district year on year until 2012</p> <p>Increase the total length of cycle routes throughout the district year on year until 2012</p> <p>To ensure that all proposed cycle routes are subject to consultation by interested parties/consultation forums</p> | <p>Consider how AAP can contribute to achieving these objectives and meeting these targets. Ensure policy proposals facilitate the increased use of cycling as a safe means of transport.</p> |

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| The Tree and Woodland Strategy for Wakefield District 2004 | | |
|---|--|--|
| <p>Priority is to protect, enhance and develop the urban tree resource throughout the whole District.</p> <p>Trees growing in streets, gardens, parks and highway verges are the most prominent urban tree resource. These trees are invaluable in the appropriate setting, offering shade, seasonal colour and local distinctiveness.</p> <p>Urban trees should always receive adequate protection from the threat of removal when they are in good condition and are of value in the local landscape.</p> <p>Trees growing in unsuitable places should be removed to prevent problems occurring. However, new trees should be planted elsewhere to compensate for this loss.</p> <p>The Wakefield District mature tree resource is in decline. There is not enough new planting taking place to reverse this process.</p> | <p>Increase tree cover in the District from 1,258 hectares to 1,764 hectares by 2009. This represents a 7% year on year increase in actual tree cover.</p> <p>This will mean 688,500 more trees being planted by 2009, equivalent to 2 trees for every resident.</p> | <p>Consider how the AAP can assist the strategy in achieving its targets.</p> <p>Consider how the AAP can address the conservation of the tree and woodland resource in the Central Wakefield Area.</p> <p>Consider how the AAP could deter the removal of/ aid in the protection of urban trees growing in suitable places within the Central Wakefield Area.</p> <p>Consider how the AAP could assist in new planting initiatives.</p> |

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| Community Safety Strategy | | |
|---|---|---|
| <p>To reduce house burglaries year on year</p> <p>To reduce crime rates and levels of fear of crime within high crime areas.</p> <p>To identify communities with the highest rates of house burglaries and to reduce crime and the fear of crime in these areas.</p> <p>To reduce vehicle crime year on year in line with Home Office targets</p> <p>To improve safety in areas where people live and work, town centres, public spaces and parks and around public transport services.</p> <p>To ensure that 'designing out crime' and 'designing in safety' are promoted throughout the District.</p> | <p>None</p> | <p>Consider how AAP can contribute to achieving these objectives. Ensure policy proposals take account of the potential to reduce crime through effective planning</p> |
| Wakefield Walking Strategy | | |
| <p>To provide an improvement in pedestrian and walking provision for residents, workers and visitors to the Wakefield District which results in a sustained increase in walking trips, improved environmental quality and better health for all'</p> | <p>To halt the long term decline in walking by maintaining the pedestrian share of journey's to work at 11% by 2011.</p> <p>To increase and sustain the pedestrian share of journey's to school within schools where travel plan initiatives by 15% above the initial base line survey.</p> <p>Continue to work towards a reduction of 50% in the numbers of pedestrians killed and seriously injured by 2010 (from a 1994/98 base year).</p> <p>To increase the number and range of services and facilities located within a convenient walking distance of the home or workplace (typically a walk journey of 13 minutes or 800m in distance)</p> | <p>Consider how AAP can contribute to achieving these objectives and meeting these targets. Ensure policy proposals facilitate the increased use of walking as a safe means of transport.</p> |

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Appendix C BASELINE DATA SOURCES

City of Wakefield Metropolitan District Council (2003) Strategy for Contaminated Land Inspection.

City of Wakefield Metropolitan District Council; *Air Quality Review and Assessment Stage 3 Monitoring Report*.

Wakefield Metropolitan District Council and English Nature; Wakefield District Local Biodiversity Report; 2001.

<http://www.environment-agency.gov.uk>

www.countryside-agency.gov.uk

www.english-heritage.gov.uk

www.naei.org.uk

www.airquality.co.uk

Indicative floodplain map <http://www.environment-agency.gov.uk>

<http://www.magic.gov.uk>

www.statistics.gov.uk

National Statistics – Region in Figures, Yorkshire and Humberside.

Wakefield District Community Safety Partnership Crime, Disorder and Drugs Audit: Summary 2004

Central Wakefield Action Plan Demographic Profile

ODPM: Index of Multiple Deprivation

South-West Observatory – Super Output Area Look-up Tool

Gehl Architects; Wakefield Strategy Plan December 2004

Ecological data obtained from West Yorkshire Ecology

WMDC; Central Wakefield AAP Draft Issues and Options report; 2005

Appendix D LIST OF OPTIONS

Transport

T - Do nothing: Do not implement any measure to reduce vehicular traffic and congestion.

- T1** Reduce the amount of vehicle traffic in the city centre to make it more pedestrian and cycle friendly.
- T2** Pedestrianise certain streets within the city centre.
- T3** Identify and establish key pedestrian and cycle routes into the city.
- T4** Introduce additional bus priority measures, such as bus lanes along the major routes into the city centre.
- T5** Introduce shuttle bus services and park and ride schemes to encourage the use of public transport.
- T6** Reduce the number of long-stay parking spaces by reallocating a proportion to short term facilities and the remainder to new development.
- T7** Meet the demand for long-stay parking outside of the city centre along public transport corridors.
- T8** Review the location of taxi ranks and place them on major routes in and out of the city as well as important travel interchanges.
- T9** Promote the use of local waterways for leisure activities.

Urban Design/Built Environment

UD - Do nothing: Implement UDP' design policies and do nothing for limiting advertising within the city centre.

- UD1** Define Wakefield's built environment heritage, in terms of its historic street pattern and buildings, and put in place measures to ensure future development doesn't adversely affect this.
- UD2** Identify and designate, or support the designation at the appropriate level, of buildings of important heritage interest within the city.
- UD3** Strengthen the design policies from the UDP to provide guidance for developers by identifying the factors, such as overall scale, density, massing, height, landscape, layout, access and appearance of the proposal that need to be taken into consideration for development schemes.
- UD4** Identify and provide protection for existing and potential landmark buildings and sites within central Wakefield.
- UD5** Use the work carried out by Gehl Architects on behalf of the Council as the basis for guidance defining the main factors contributing to good and appropriate design for public spaces.

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UD6 Define areas within central Wakefield where advertising is considered to have a detrimental effect and produce a policy to restrict the level of advertising in these areas and provide guidance as to what is acceptable.

UD7 Provide and enhance linkages between existing green corridors and public realm, from within the AAP to adjoining areas, and to create a green lung into the City centre.

Housing

H – Do nothing: Do not provide for new housing space within Wakefield city centre.

H1 Identify existing buildings to encourage their redevelopment as residential units within the city centre.

H2 Encourage new build developments within the city centre to incorporate larger proportions of residential units.

H3 Meet a significant amount of the new housing allocation for Wakefield City, which will be set at the LDF core strategy level, within the plan area.

H4 Encourage the development of mixed and balanced communities, which offer a choice of housing and lifestyle, by identifying any deficiencies in the existing supply.

H5 Identify and introduce measures to improve existing residential environments.

Economy and Employment

EC – Do Nothing: Leave the retail facilities and office space availability as they are and do nothing to reverse the decreasing attractiveness of Wakefield city centre and its potential economic decline; do nothing to limit the detrimental effects of the existing industries on air quality.

EC1 Adopt floor space targets for office developments to encourage the amount of facilities.

EC2 Identify area(s) of the city, other than the Westgate Key Development Area, which can accommodate a re-invigorated new office quarter.

EC3 Encourage the removal of heavy/polluting industrial uses on the southern fringes of the Plan area.

EC4 Reassess and possibly reallocate for housing the marginal areas around the city previously allocated for business and industry

EC5 Focus retail improvements in identified areas within central Wakefield where it has been identified that there is a need for regeneration due to existing inefficiencies in provision.

EC6 Encourage the specialist small-scale retail sector within Wakefield.

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Culture, Leisure, Tourism and the Evening Economy

CL – Do nothing: Leave the evening economy to be based only on pubs and clubs and do nothing to diversify the offer.

CL1 Make provision for additional leisure and cultural facilities within central Wakefield where it is identified that there is a need.

CL2 Ensure there is an adequate range of overnight tourist facilities.

CL3 Offer a variety of forms of evening facilities, for a wide range of age and social groups, within central Wakefield.

CL4 Encourage the relocation of existing evening facilities in order to provide access to a range of complementary facilities throughout central Wakefield.

CL5 Identify and, where possible, remove factors that may discourage people from visiting central Wakefield at night.

Spatial Development

SD1 Extend the plan boundary to include additional residential areas not currently included.

SD2 Reduce the plan boundary to remove some of the residential areas currently incorporated in the plan area.

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Appendix E SUSTAINABILITY APPRAISAL OF OPTIONS

In carrying out the appraisal of the options that have been extracted from the “Issues and Options Report” April 2005, a matrix has been used which examines the short, medium, and long-term effects of each option against the 15 Sustainability Objectives and sub-objectives, that have been presented in the Scoping Report, and slightly modified as a result of responses from consultees.

The following key indicates the symbols and abbreviations that have been used in these matrices.

| Abbreviation | Description |
|--------------|------------------------------------|
| S-T | Short-term (0 - 5 years of plan) |
| M-T | Medium term (5 – 10 years of plan) |
| L-T | Long-term (10 - 20 years of plan) |
| ✓✓ | Very sustainable |
| ✓ | Sustainable |
| - | Neutral |
| ? | Uncertain |
| × | Unsustainable |
| ×× | Very unsustainable |

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Transport

| Option T- Do nothing: Do not implement any measure to reduce vehicular traffic and congestion. | | | | |
|---|------------------|-----|-----|---|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | x | x | x | Workplaces located in areas served by non-congested roads can be more attractive than others served by a more trafficked network to both employers and employees. Therefore not addressing congestion issues could harm employment opportunities in locations where they are more desired e.g. City centre. |
| Conditions which enable economic growth (SA2) | x | x | x | Congestion is a cost to the economy in terms of delays due to time wasted in traffic jams by employees travelling to work and suppliers. Furthermore, the City centre suffers currently from congestion at peak time, often caused by people passing through Wakefield to avoid the traffic jams on the surrounding motorways. This could be detrimental to the City centre economy through reduction of accessibility for shoppers and visitors. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | x | x | x | Deteriorating access to schools and other education facilities due to increased congestion. |
| Conditions to engender good health (SA4) | x | x | x | Scientific evidence shows the link between asthma and air pollution, which will worsen due to increased traffic and congestion. Other health issues associated with traffic are stress, reduced safety of car drivers, pedestrians and cyclists. Furthermore, access to healthcare premises might become more difficult at peak times. |
| Safety & security for people & property (SA5) | x | x | x | Conditions for pedestrians and cyclists safety are likely to worsen. Walking and cycling, more likely to be used by less wealthy people, become more and more dangerous and people may want to move away from the centre to quieter areas. |
| Vibrant communities to participate (SA6) | xx | xx | xx | High levels of traffic in the City centre cause reduced accessibility to it and severance of the community (e.g.: Marygate and the Bullring are already acting as a divide to pedestrians between different areas of the City centre). This may have a negative effect on social capital and community participation. |
| Accessibility to culture & leisure activities (SA7) | xx | xx | xx | Negative effects on culture and heritage through increase in vibration and pollution (and therefore, increased impacts on historic fabric) and there is likely to be an overall decrease in accessibility to open spaces especially at peak times. |
| Local needs met locally (SA8) | xx | xx | xx | The City centre is likely to lose its vibrancy by becoming polluted, noisy and congested. Local services are likely to become more difficult to access. |
| Quality housing available to everyone (SA9) | - | - | - | |

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| ENVIRONMENTAL | | | | |
|--|--|-----|-----|--|
| Transport – max. access minimise impacts (SA10) | x x | x x | x x | This option is likely to maximise negative impacts while making access more difficult. This option does not provide for alternatives to car travel. |
| Quality built environment & efficient land-use patterns (SA11) | x | x x | x x | Negative effects on culture and heritage through increased pollution and deterioration of the City centre environment. |
| A bio-diverse and attractive natural environment (SA12) | x x | x x | x x | The urban flora and fauna are likely to suffer from increased pollution. |
| Minimal pollution levels (SA13) | x x | x x | x x | If traffic levels increase, pollution to air, soil, water and noise will increase accordingly. This assessment assumes that the increase in car ownership might counteract any benefit from technological improvement. |
| Minimise greenhouse gas emissions (SA14) | x x | x x | x | CO ₂ emissions from traffic might go up due to an increase in car ownership, even though car efficiency and emissions are likely to be reduced through technological improvements. |
| Prudent use of resources, minimal waste (SA15) | x x | x x | x | It is likely to increase the use of non-renewable resources as energy, although this may be offset slightly with technological improvements. |
| | | | | |
| Option Conclusions | Traffic levels are increasing and the City centre is congested for longer periods around peak times. The consequences of the continuation of this trend in the future on the economy, society and environment of the City centre are likely to lead to significant adverse effects. Central Wakefield might become unattractive to live in and visit with reduced accessibility. Furthermore, air pollution is likely to increase causing a deterioration of human health and the environment. Economic losses due to time wasted in traffic jams are also likely. This option will not address improving public transport and alternative modes of travel to the car. | | | |

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| Option T1: Reduce the amount of vehicle traffic in the City centre to make it more pedestrian and cycle friendly | | | | |
|---|------------------|-----|-----|--|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ? | - | - | Reduction of vehicular traffic will need to be supported by adequate infrastructure to ensure access to employment sites within the town centre (e.g.: improved cycle facilities, more public transport or park & ride at reasonable cost). |
| Conditions which enable economic growth (SA2) | ? | ✓ | ✓✓ | Counteracting adverse effects during implementation: it may contribute to make the City centre a more pleasant experience for shoppers and for evening activities, but people may also decide to shop/ get their entertainment somewhere else where they can use the car more freely. It would therefore require "adjustment" of habits for people using the City centre and time for providing public transport alternatives. The policy would need to be supported by enhanced public transport services to reduce short term negative economic effects. Reducing private car travel could stimulate new smaller businesses e.g. electric car / bike hire schemes. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | Reduction of vehicular traffic will need to be supported by adequate infrastructure to ensure access to schools within the City centre (e.g.: more public transport). |
| Conditions to engender good health (SA4) | ✓ | ✓✓ | ✓✓ | Assuming that trips by walking and cycling substitute car trips, it will promote positive health of the inhabitants and prevent ill-health of the people walking/cycling. Reduced traffic should also contribute to air quality improvement and noise reduction, both of which will engender good health. |
| Safety & security for people & property (SA5) | ✓ | ✓ | ✓ | This option should result in increased safety for cyclist and pedestrians, however it may be that less congestion would result in an increase in vehicle speeds which would potentially reduce safety. There may also be a requirement to introduce suitable traffic calming measures. |
| Vibrant communities to participate (SA6) | ✓✓ | ✓✓ | ✓✓ | Safer public realm that communities can exploit and enjoy. Removal of the 'impersonal' vehicle to be replaced with a more sociable mode of transport could potentially increase social interaction. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓✓ | ✓✓ | Positive effects on culture and heritage through reduced vibration and pollution (and therefore, reduced impacts on historic fabric) and increased accessibility to open spaces. If a good public transport infrastructure is implemented (maintaining accessibility) then shopping, as a leisure activity, would improve. |
| Local needs met locally (SA8) | ? | ✓ | ✓✓ | It will support the vibrancy of the City centre making it a more enjoyable place to be. There may be some potential for adverse impacts on local traders in the centre in the short term as infrastructure improvements are being made. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |

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| | | | | |
|--|--|----|----|---|
| Transport – max. access minimise impacts (SA10) | ✓✓ | ✓✓ | ✓✓ | This option will discourage car travel into the City centre and make it more attractive to cyclist and pedestrians. It will also be an infrastructural incentive for businesses and schools to implement travel plans (less cars allowed, safer roads for people wishing to walk/ cycle to work/school). However, see comment about school accessibility (SA3). This option requires supporting infrastructure as mentioned in SA2. |
| Quality built environment & efficient land-use patterns (SA11) | ✓ | ✓✓ | ✓✓ | Positive effects on culture and heritage through reduced pollution and enhancement of the City centre environment. It should support local distinctiveness and character of the City. It will contribute to preserving heritage assets in the long term and it will improve and preserve the streets for users. |
| A bio-diverse and attractive natural environment (SA12) | ✓✓ | ✓✓ | ✓✓ | It will favour the urban flora and fauna through reduction of pollution. Opportunities to make the City centre greener through tree planting should be maximised. |
| Minimal pollution levels (SA13) | ✓✓ | ✓✓ | ✓✓ | It will contribute to reducing pollution to air, soil, water and noise pollution as traffic levels reduce. It will also help raise awareness of the effects of pollution. |
| Minimise greenhouse gas emissions (SA14) | ✓✓ | ✓✓ | ✓✓ | It will reduce CO ₂ emissions from transport, assuming that cycling and walking trips substitute car trips. |
| Prudent use of resources, minimal waste (SA15) | - | - | - | It will reduce the use of non-renewable resources as energy through reduced use of vehicles and an assumed increase in cycling and walking. Could allow better use of land by turning City centre car parks into open space. |
| | | | | |
| Option Conclusions | 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 the option should also consider how accessibility to health services/ work /school/ shops and leisure facilities can be guaranteed, e.g.: improvements of public transport services which would effectively reduce car traffic or provision of facilities for alternatives to car travel. The current cycle parking provisions will need to be reviewed for availability. | | | |

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| Option T2: Pedestrianise certain streets within the City centre | | | | |
|---|------------------|-----|-----|--|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | S-T | M-T | L-T | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | - | - | - | |
| Conditions which enable economic growth (SA2) | ? | ✓ | ✓✓ | Counteracting adverse effects during implementation: it may contribute to make the City centre a more pleasant experience for shoppers and for evening activities, but people may also decide to shop or get their entertainment somewhere else where they can use the car more freely (and therefore causing decline of shops in pedestrianised area). Empirical evidence exists of many cases where some non-price measures, especially pedestrianisation of town centres, have had successful local economic effects ⁷ . However, there may be a transitional phase for about a year where revenue may drop ⁸ . |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | ✓ | ✓✓ | ✓✓ | It will promote an improved local environment along with pedestrianised streets which should provide positive effects on the health of the inhabitants and visitors. |
| Safety & security for people & property (SA5) | ✓ | ✓ | ✓ | Potentially a lower rate of accident and injury from vehicles in the City centre. |
| Vibrant communities to participate (SA6) | ✓✓ | ✓✓ | ✓✓ | Opportunity to result in a safer and quieter public realm that communities can start exploiting and enjoying. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓✓ | ✓✓ | Positive effects on culture and heritage through reduced pollution and opening up of new public spaces. Reduction in severance caused by traffic, e.g. by the communities divided by Marygate and the Bullring. It will also help in guaranteeing access to the Marsh Way and Ings Road developments and the Waterfront site. |
| Local needs met locally (SA8) | ✓✓ | ✓✓ | ✓✓ | It will support the vibrancy of the City centre making it a more enjoyable place to be. It would also improve community interaction opportunities. |
| Quality housing available to everyone (SA9) | - | - | - | |

⁷ SACTRA (2000): Transport and the economy: summary report.

⁸ Hass-Klau, C (1993): Impact of Pedestrianisation and Traffic Calming on Retailing. *Transport Policy* 1 (1).

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| ENVIRONMENTAL | | | | |
|--|---|----|----|---|
| Transport – max. access minimise impacts (SA10) | ✓✓ | ✓✓ | ✓✓ | It will discourage car travel into the City centre and make it more attractive to pedestrians. Consideration should be given to having designated cycle paths on the pedestrianised streets. It may shift congestion to other locations and public transport support measures are needed to avoid this. |
| Quality built environment & efficient land-use patterns (SA11) | ✓ | ✓✓ | ✓✓ | Positive effects on culture and heritage through reduced pollution. Where areas are pedestrianised, there will be further opportunities to provide high quality urban design, SUDs and contribute to preserving the street pattern. |
| A bio-diverse and attractive natural environment (SA12) | ✓✓ | ✓✓ | ✓✓ | It will favour the urban flora and fauna through reduction of pollution and opening up new public spaces for planting. |
| Minimal pollution levels (SA13) | ✓✓ | ✓✓ | ✓✓ | It will contribute to reducing pollution to air, soil, water and also a reduction in noise pollution locally. |
| Minimise greenhouse gas emissions (SA14) | ✓✓ | ✓✓ | ✓✓ | It will reduce CO ₂ emissions from transport locally in the pedestrianised area, and overall in the City centre. |
| Prudent use of resources, minimal waste (SA15) | - | - | - | |
| | | | | |
| Option Conclusions | 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 pedestrianised 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. | | | |

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| Option T3: Identify and establish key pedestrian and cycle routes into the City | | | | |
|---|------------------|-----|-----|--|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | - | ✓ | ✓ | Improved facilities could enhance opportunities for bike hire businesses as cycles are made more convenient. |
| Conditions which enable economic growth (SA2) | - | - | - | |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ? | ? | ? | New cycle routes may improve access to educational facilities but traffic reduction measures are needed to improve safety for cyclist in particular. |
| Conditions to engender good health (SA4) | ✓ | ✓✓ | ✓✓ | Assuming that trips by walking/ cycling substitute car trips, it will promote positive health of the inhabitants and prevent ill-health of the people walking / cycling. Routes identified must however be safe for pedestrian and cyclists. Reduced noise from traffic along the routes |
| Safety & security for people & property (SA5) | ✓ | ✓ | ✓ | Dedicated cycle routes will encourage segregation of bicycles from other vehicles, which will improve safety. However pedestrians and cyclists will also need to be kept segregated on these routes. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | Contribute to building a safer and quieter public realm that communities can start exploiting and enjoying; improved accessibility for people without a car. It will also help in guaranteeing access to the Marsh Way and Ings Road developments and the Waterfront site. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓✓ | ✓✓ | If this option led to a reduced level of car usage then there would be positive effects on culture and heritage through reduced pollution. This option could lead to increased accessibility to open spaces. |
| Local needs met locally (SA8) | ✓✓ | ✓✓ | ✓✓ | It will support the vibrancy of the City providing accessibility for people without a car and through more enjoyable routes. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓ | ✓ | ✓ | It will make cycling and walking more attractive to users wishing to access the City centre. |
| Quality built environment & efficient land-use patterns (SA11) | ✓ | ✓✓ | ✓✓ | Positive effects on culture and heritage through reduced pollution. Opportunities for improving the local urban environment along the routes. |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | Potential for biodiversity losses when these new routes are created although this is a minimal risk. |
| Minimal pollution levels (SA13) | ✓✓ | ✓✓ | ✓✓ | It will contribute to an overall reduction in vehicle use which will contribute to reducing pollution to air, soil, water and noise pollution |

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|--|--|----|----|--|
| Minimise greenhouse gas emissions (SA14) | ✓✓ | ✓✓ | ✓✓ | It can contribute to reducing CO ₂ emissions from transport, assuming that walking/ cycling trips substitute car trips. |
| Prudent use of resources, minimal waste (SA15) | - | - | - | |
| | | | | |
| Option Conclusions | The option performs very well against social and environmental objectives, and it is overall neutral/ beneficial in terms of economic impact. As for the options above, the current cycle parking provisions will need to be reviewed for availability and consideration will need to be given to ensuring pedestrians and cyclists are separated on routes. | | | |

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| Option T4: Introduce additional bus priority measures, such as bus lanes along the major routes into the City centre. | | | | |
|--|------------------|-----|-----|--|
| | Nature of Effect | | | |
| SA Objective (Abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓ | ✓ | If a reliable, frequent and low cost service is provided then these measures will lead to greater accessibility to employment opportunities. |
| Conditions which enable economic growth (SA2) | ✓ | ✓✓ | ✓✓ | It may support growth as the City will be more accessible to more consumers (e.g. people without a car) and therefore support demand for shops/leisure. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ✓ | ✓ | ✓ | If a reliable, frequent and low cost service is provided then these measures will lead to greater accessibility to education opportunities. |
| Conditions to engender good health (SA4) | ✓✓ | ✓✓ | ✓✓ | It could help in guaranteeing more accessibility to hospitals by public transport, especially for people without a car. Favouring the take up of the service, could contribute in reducing pollution, through reduction of car trips. |
| Safety & security for people & property (SA5) | - | - | - | If this leads to reduced car use then there maybe a reduction in the opportunity for accidents to occur. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | By improving the service, it could provide more access for the community to facilities and community interaction opportunities. |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | By improving the service, it could encourage people to visit the area and therefore generate demand. It will also enhance accessibility. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | Enhancement of the service will ensure that essential services are more accessible. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓✓ | ✓✓ | ✓✓ | Improved service will result in more users, which would otherwise travel by car. It would make the service more attractive and will therefore provide the needed infrastructure for employers to initiate travel plans. It will give priority to public transport. |
| Quality built environment & efficient land-use patterns (SA11) | ✓ | ✓ | ✓ | New developments would benefit from a enhanced public transport service. |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | See below. Furthermore, if roads are enlarged to accommodate bus lanes, this might cause loss of green space along the routes. |
| Minimal pollution levels (SA13) | ? | ? | ? | It will reduce pollution if replacing car trips, however, if bus lanes reduce road space, there could be congestion and therefore localised increases in pollutant levels. |

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|--|--|---|---|---|
| Minimise greenhouse gas emissions (SA14) | ? | ? | ? | See above |
| Prudent use of resources, minimal waste (SA15) | ✓ | ✓ | ✓ | If car trips are reduced there will be a reduction in the use of non-renewable resources. |
| | | | | |
| Option Conclusions | <p>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 use of the service. It would also mean improved accessibility to various facilities for households without 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> | | | |

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| Option T5: Introduce shuttle bus services and park and ride schemes to encourage the use of public transport. | | | | |
|--|------------------|-----|-----|---|
| | Nature of Effect | | | |
| SA Objective (Abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓ | ✓ | This will help to provide more accessibility to employment opportunities if convenient and low cost. |
| Conditions which enable economic growth (SA2) | ✓ | ✓✓ | ✓✓ | It may support growth as the City will be more accessible to more consumers (e.g. people without a car) and therefore support demand for shops/leisure. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ✓✓ | ✓✓ | ✓✓ | Could improve access to educational opportunities. Dedicated shuttle bus services taking children to school could provide very positive benefits. |
| Conditions to engender good health (SA4) | ✓✓ | ✓✓ | ✓✓ | It could contribute in reducing pollution in the area served by the shuttle and park & ride services, through reduction of car trips. |
| Safety & security for people & property (SA5) | - | - | - | |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | It could provide better/ more access for the community as a whole. |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | If congestion is reduced, it could encourage more people to want to visit the area and therefore generate demand. It could enhance accessibility to cultural and leisure activities. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | It could enhance accessibility to essential services. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓✓ | ✓✓ | ✓✓ | It would provide alternatives to using the car to access the City centre. It would provide the needed infrastructure for employers to initiate travel plans. It will give priority to public transport. |
| Quality built environment & efficient land-use patterns (SA11) | ? | ? | ? | Performance against this objective will be dependent on the sites chosen for provision of the car parking spaces. |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | Positive effect in terms of reduced pollution. However, if new parking spaces need to be built, it might cause loss of green space. |
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | It will reduce pollution by replacing or reducing the length of car trips and contribute to decreased congestion. |
| Minimise greenhouse gas emissions (SA14) | ✓ | ✓ | ✓ | See above. |
| Prudent use of resources, minimal waste (SA15) | ? | ? | ? | Sustainable construction practices should be specified for the construction of new parking spaces. Reduced length in car trips will reduce use of fuel. |

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| Option Conclusions | 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. | | | |
|--------------------|---|--|--|--|

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| Option T6: Reduce the number of long-stay parking spaces by reallocating a proportion to short term facilities and the remainder to new development | | | | |
|--|------------------|-----|-----|---|
| | Nature of Effect | | | |
| SA Objective (Abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ? | ✓ | ✓ | This option would obviously need support of a good public transport service to guarantee accessibility to employment opportunities. New development on parking spaces could lead to more employment in the City centre. |
| Conditions which enable economic growth (SA2) | ? | ? | ? | It would support growth as the City will be more accessible to consumers for shopping / leisure due to increased short stay car parking spaces. However, see comment above. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | ? | ? | ? | More car traffic might be generated given the availability of spaces for consumers. But peak traffic is reduced, which will lead to the reduction of air quality and noise impacts engendering better health. |
| Safety & security for people & property (SA5) | ✓ | ✓ | ✓ | Reduction of long term parking may have a positive effect on these sites after regeneration and reduce anti-social behaviour which is often linked to these areas. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | It could provide more access to services for the community. Short stay car parking could be focused in close proximity to public services / facilities. |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | By guaranteeing parking spaces, it could encourage more people to want to visit the area and therefore sustain the market through generating demand. It could enhance accessibility to cultural and leisure activities. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | It could enhance accessibility to essential services by car. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ? | ? | It would provide the stimulus for employers to initiate travel plans. However, it would not necessarily give priority to public transport, but would instead facilitate access by car for consumers. |
| Quality built environment & efficient land-use patterns (SA11) | ✓ | ✓ | ✓ | New developments could result in improvements in the City's built environment by replacing unsightly car parks. |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | Could have negative effect in terms of increased traffic. |
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | Even though less people may travel to work by car due to the lack of long-term parking, more people (e.g. consumers) may actually use the car for shopping/leisure. However, peak hour traffic reduction will lead to less air quality and noise pollution. |

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| Minimise greenhouse gas emissions (SA14) | ? | ? | ? | See above |
| Prudent use of resources, minimal waste (SA15) | - | - | - | New development to use sustainable construction practices. |
| | | | | |
| Option Conclusions | <p>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> | | | |

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| Option T7: Meet the demand for long-stay parking outside of the City centre along public transport corridors | | | | |
|---|------------------|-----|-----|--|
| | Nature of Effect | | | |
| SA Objective (Abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓✓ | ✓✓ | ✓✓ | This option would obviously need support of a good public transport service to guarantee secure accessibility to employment opportunities. If park and ride facilities were provided, this could improve access to jobs in town centres. |
| Conditions which enable economic growth (SA2) | ? | ✓ | ✓ | As above but for use of City centre facilities. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | It will contribute in reducing pollution (including noise) in the City centre, if ensuring reduction of car trips. |
| Safety & security for people & property (SA5) | - | - | - | |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | If reducing traffic in the City centre, it could provide a better environment that the community can enjoy. |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | By guaranteeing parking spaces, it could encourage more people to want to visit the area and therefore sustain the market through generating demand. It could enhance accessibility to cultural and leisure activities. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | It could enhance accessibility to essential services by public transport. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓✓ | ✓✓ | ✓✓ | It would provide the stimulus for employers to initiate travel plans. It would give priority to public transport, and therefore enable better service and more user confidence, through reduction of car traffic. It could guarantee access by public transport from households farthest from the City centre. |
| Quality built environment & efficient land-use patterns (SA11) | ? | ? | ? | Performance against this objective will be dependent on the sites chosen for provision of the car parking spaces. |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | Could have negative effect if construction of new parking spaces is on land of biodiversity interest. |
| Minimal pollution levels (SA13) | ✓✓ | ✓✓ | ✓✓ | It will contribute to reduce pollution in the City centre. |
| Minimise greenhouse gas emissions (SA14) | ✓ | ✓ | ✓ | See above |

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|--|---|---|---|--|
| Prudent use of resources, minimal waste (SA15) | ? | ? | ? | Sustainable construction practices should be specified for the construction of new parking spaces. |
| | | | | |
| Option Conclusions | 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). | | | |

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| Option T8: Review the location of taxi ranks and place them on major routes in and out of the City as well as important travel interchanges. | | | | |
|---|------------------|-----|-----|---|
| SA Objective (Abridged) | Nature of Effect | | | Comments |
| | S-T | M-T | L-T | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓ | ✓ | This option would support the number of opportunities for taxi drivers and improve accessibility within the City. |
| Conditions which enable economic growth (SA2) | ✓ | ✓ | ✓ | It would support growth as Wakefield will be more accessible to consumers for shopping/ leisure and business. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | Convenient availability of taxi services will improve accessibility to health services in the City. |
| Safety & security for people & property (SA5) | ✓ | ✓ | ✓ | Taxis are considered safer than public transport for, for example, night travelling, women travelling alone etc. However, problems might arise from nuisance from night-time revellers queuing at taxi ranks. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | It could provide more access to the City centre for the community, including people without a car. |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | It could enhance accessibility to cultural and leisure activities, in particular evening leisure facilities. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | It could enhance accessibility to essential services, including for people without a car. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ? | ? | It would reduce car trips only if the taxis were occupied in both legs of their trips. |
| Quality built environment & efficient land-use patterns (SA11) | - | - | - | |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | Could have negative effect in terms of increased traffic. |
| Minimal pollution levels (SA13) | ? | ? | ? | It would reduce pollution if real reduction of car / taxis trips combined with the use of cleaner fuels. Consideration needs to be given to the siting of taxi ranks way from sensitive receptors due to potential air quality and noise impacts. |
| Minimise greenhouse gas emissions (SA14) | ? | ? | ? | See above. |
| Prudent use of resources, minimal waste (SA15) | - | ✓ | ✓ | There will be opportunities to make taxis more fuel efficient by using fleets running on renewable fuels. |

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| Option Conclusions | This option performs well against social and economic objectives however there will need to be careful consideration in avoiding negative environmental effects. The positive effects of this option are linked to improved accessibility and employment opportunities for taxi drivers. However, there is a risk that the use of taxis would not equate to reduction of car trips and consequent pollution, unless the taxis are using greener fuels. Furthermore, the location of the taxi ranks will need to consider the potential disturbance to the neighbourhood caused by night-time revellers queuing. | | | |
|--------------------|---|--|--|--|

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| Option T9: Promote the use of local waterways for leisure activities | | | | |
|--|------------------|-----|-----|---|
| | Nature of Effect | | | |
| SA Objective (Abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓ | ✓ | More employment opportunities from new leisure establishments, and related services (restaurant and bars, etc.). |
| Conditions which enable economic growth (SA2) | ✓ | ✓ | ✓ | It would support growth as Wakefield will be attracting more people in (i.e. consumers). |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | Opportunities for enjoying outdoor healthy activities. It would increase opportunities for recreation and leisure activities. |
| Safety & security for people & property (SA5) | ? | ✓ | ✓ | If the area is currently seen as dangerous and this option would change the situation, then a potential positive effect may result. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | It could contribute to making the City a more enjoyable space for the community. |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | It will add to the leisure activities available. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | It would provide more leisure activities available on the doorstep of the City's inhabitants. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ✓ | ✓ | It might increase the number of people travelling to the City to access the facilities. It would need supporting public transport, likely to be available as responsive measure once the need is established. |
| Quality built environment & efficient land-use patterns (SA11) | ✓ | ✓ | ✓ | There will be an opportunity to provide high quality development alongside the improved waterways. |
| A bio-diverse and attractive natural environment (SA12) | ? | ✓ | ✓✓ | Could have negative effect in terms of increased disturbance to flora and fauna (in particular water voles, however potential areas could be isolated from these activities). Waterways cleaned to be made more attractive to the public are likely to also attract wildlife and favour re-vegetation over the long term. |
| Minimal pollution levels (SA13) | ? | ✓ | ✓ | It might increase the number of people travelling to access the facilities, and linked pollution. Would need supporting public transport, likely to be available as responsive measure once the need is established. Furthermore, the use of the waterways will need to be respectful of the environment. |
| Minimise greenhouse gas emissions (SA14) | ? | ✓ | ✓ | See above. |

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| | | | | |
|--|--|---|---|--|
| Prudent use of resources, minimal waste (SA15) | - | - | - | |
| | | | | |
| Option Conclusions | <p>This option will have positive effects on economic, social and environmental objectives. This option offers an opportunity for the regeneration of the waterways to make them more attractive to visitors and wildlife. As a new tourist attraction, the waterways need to be considerately managed (e.g. providing access by public transport to avoid car traffic increase and related pollution and adequate waste facilities to reduce chance of littering and protect areas known to provide suitable habitats for water voles).</p> | | | |

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Urban Design/Built Environment

| Option UD – Do nothing: Implement UDP design policies and do nothing for limiting advertising within the City centre. | | | | |
|---|------------------|-----|-----|--|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | S-T | M-T | L-T | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓ | ✓ | Weaker policies for protecting the built heritage could result in less tourist related employment, but it might also allow a wider range of type and/or number of enterprises in the city centre which may provide alternative employment opportunities. |
| Conditions which enable economic growth (SA2) | ✓ | ✓ | ✓ | Allowing a wider range of types of enterprise may encourage business start ups and inward investment. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | - | - | - | |
| Safety & security for people & property (SA5) | x | x | x | The policies do not focus on principles such as designing out crime. |
| Vibrant communities to participate (SA6) | ? | ? | ? | Not focusing on quality in urban design might result in more favourable situations for developers leading to an increase in facilities. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓ | ✓ | The current UDP development policies focus on the preservation of sites of interest but could be improved in terms of improving the public's knowledge of, and accessibility to, the City's historic environment. |
| Local needs met locally (SA8) | ? | ? | ? | A lower level of preservation of the setting of the City centre may allow a wider range of facilities to be provided. However, inappropriate development could have the effect of reducing the vibrancy of the City centre. |
| Quality housing available to everyone (SA9) | ? | ? | ? | Similar comment to the above for housing. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | - | - | - | |
| Quality built environment & efficient land-use patterns (SA11) | x | x | x | The UDP policies focus on protecting the built environment but do not emphasise the need for raising the quality of urban design in new development. This might result in new developments not contributing to the regeneration of the City centre and not including features such as designing out crime and ensuring flexibility of use during the life of the development etc. Furthermore, the UDP regulates only advertising on historical buildings rather than considering the bigger picture of the increased level of advertisement in the city centre. Advertising might detract from the attractiveness of Wakefield. |

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| | | | | |
|---|---|---|---|--|
| A bio-diverse and attractive natural environment (SA12) | x | x | x | The natural environment that exists in the City could be detracted from by unsightly advertising. |
| Minimal pollution levels (SA13) | - | - | - | |
| Minimise greenhouse gas emissions (SA14) | - | - | - | |
| Prudent use of resources, minimal waste (SA15) | x | x | x | Lower levels of building design may not incorporate sustainable construction techniques, or include flexibility of use by design to ensure resource-lean redevelopments. |
| | | | | |
| Option Conclusions | It has been recognised that the existing UDP policies on design need to be strengthened in order to raise the quality of urban design in new development. The urban design within central Wakefield needs to be developed and improved to ensure that the City centre does become an attractive place to live and visit. The AAP and the LDF are addressing this issue. | | | |

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| Option UD1: Define Wakefield's built environment heritage, in terms of its historic street pattern and buildings, and put in place measures to ensure future development doesn't adversely affect this. | | | | |
|--|------------------|-----|-----|--|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | S-T | M-T | L-T | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ? | ? | ? | Counteracting effects: measures to protect the built heritage could attract more tourists but might also limit the type and/or number of enterprises in the City centre (because of development or occupancy restrictions). |
| Conditions which enable economic growth (SA2) | ? | ? | ? | As above. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | - | - | - | |
| Safety & security for people & property (SA5) | - | - | - | |
| Vibrant communities to participate (SA6) | ✓✓ | ✓✓ | ✓✓ | It could provide a pleasant and enjoyable environment. The maintenance and enhancement of heritage and cultural assets will build on social and community capital. |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | It could improve the public's knowledge of, and accessibility to, Wakefield's historic environment. It will preserve, promote and enhance the areas cultural heritage. |
| Local needs met locally (SA8) | ? | ? | ? | Possible counteracting effects: it could contribute to the vibrancy of the City centre but the measures to protect the built environment may limit the kind of facilities and services in the City centre, thereby reducing choice. |
| Quality housing available to everyone (SA9) | ? | ? | ? | Similar comment to the above for housing. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ? | ? | The potential increase in visitors needs to be matched by provision of public transport services to avoid traffic increase , which would have a negative impact on resources and ensure maximum accessibility. |
| Quality built environment & efficient land-use patterns (SA11) | ✓✓ | ✓✓ | ✓✓ | Directly addresses the objectives of supporting local distinctiveness and protecting and enhancing the built heritage. However, the policy should accommodate innovative new designs that can fit into the urban fabric of the City. |
| A bio-diverse and attractive natural environment (SA12) | - | - | - | |
| Minimal pollution levels (SA13) | - | - | - | |
| Minimise greenhouse gas emissions (SA14) | - | - | - | |

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|--|--|---|---|--|
| Prudent use of resources, minimal waste (SA15) | - | - | - | |
| | | | | |
| Option Conclusions | <p>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 certainly 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 issues could for example include conservation of buildings and their characters (refurbishments respectful of the building fabric, new developments visually integrating with existing) and controls on the use of the buildings/central area itself (e.g.: limiting the type of activities to be carried on in the buildings, considering also the traffic they might generate). Such measures 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> | | | |

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| Option UD2: Identify and designate, or support the designation at the appropriate level, of buildings of important heritage interest within the City. | | | | |
|--|------------------|-----|-----|--|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | S-T | M-T | L-T | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ? | ? | ? | Counteracting effects: measures to protect the built heritage could attract more tourists but might also limit the type and/or number of enterprises in the city centre (because of development or occupancy restrictions). |
| Conditions which enable economic growth (SA2) | ? | ? | ? | As above. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | - | - | - | |
| Safety & security for people & property (SA5) | - | - | - | |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | Sense of place achieved through protection of heritage interest and improvement in community and social capital. |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | It will improve public's knowledge of and attraction and accessibility to the area's historic environment. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | It will provide local attractions and could contribute to the vibrancy of the City centre. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ? | ? | The potential increase in visitors needs to be matched by provision of public transport services to avoid traffic increase and ensure maximum accessibility. |
| Quality built environment & efficient land-use patterns (SA11) | ✓✓ | ✓✓ | ✓✓ | Directly addresses the objectives of supporting local distinctiveness and protecting and enhancing the built heritage. However, the policy should accommodate innovative new designs that can fit into the urban fabric of the City. |
| A bio-diverse and attractive natural environment (SA12) | - | - | - | |
| Minimal pollution levels (SA13) | - | - | - | |
| Minimise greenhouse gas emissions (SA14) | - | - | - | |
| Prudent use of resources, minimal waste (SA15) | - | - | - | |

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| Option Conclusions | This option will bring positive social and environmental effects and similarly to the option above, the identification and designation of buildings of important historical interest, as a means to ensure their protection, will certainly contribute to the cultural attractiveness of the City to its community and to visitors. Potential increase in visitor numbers will need to be managed in a sustainable manner, e.g. by providing public transport services. | | | |
|--------------------|---|--|--|--|

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| Option UD3: Strengthen the design policies from the UDP to provide guidance for developers by identifying the factors, such as overall scale, density, massing, height, landscape, layout, access and appearance of the proposal that need to be taken into consideration for development schemes. | | | | |
|---|------------------|-----|-----|--|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | - | - | - | |
| Conditions which enable economic growth (SA2) | - | - | - | |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | Well designed buildings are likely to contribute to a greater sense of wellbeing. There are many options to improve quality of life / health through landscaping, improved natural lighting, natural ventilation and no overshadowing. |
| Safety & security for people & property (SA5) | ✓✓ | ✓✓ | ✓✓ | The policies are likely to strengthen the need for design considerations on crime reduction. |
| Vibrant communities to participate (SA6) | ✓✓ | ✓✓ | ✓✓ | Design policies may take into account the community's needs, and include community consultation as good practice. They may also ensure community facilities are provided or capacity made available. |
| Accessibility to culture & leisure activities (SA7) | - | - | - | |
| Local needs met locally (SA8) | - | - | - | |
| Quality housing available to everyone (SA9) | ✓✓ | ✓✓ | ✓✓ | A set of policies and guidance for house developers could improve the quality of the housing stock, especially if including policies on sustainable construction (e.g.: minimisation of waste; energy and water efficiency) |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓ | ✓ | ✓ | The option mentions access as an issue to be addressed in the design policies. |
| Quality built environment & efficient land-use patterns (SA11) | ✓✓ | ✓✓ | ✓✓ | The policies will contribute to well designed developments appropriate to their settings, ensuring distinctiveness and focusing development on brownfield sites. |
| A bio-diverse and attractive natural environment (SA12) | ✓✓ | ✓✓ | ✓✓ | Respect for biodiversity or mitigation measures might be included in the design policies (e.g. requirements for landscaping and ecological enhancement - greenroofs etc). |
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | Sustainable construction practices and resource efficiency should also be included in the design policies. |
| Minimise greenhouse gas emissions (SA14) | ? | ? | ? | As above. |
| Prudent use of resources, minimal waste (SA15) | ? | ? | ? | As above. |

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| Option Conclusions | Overall the option will bring significant positive social and environmental benefits to the plan area. This option would provide the 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. This option can ensure ecological enhancements such as greenroofs are provided, improved daylighting, reduced impacts from overshadowing. It will facilitate designing out crime and can influence optimum layouts to reduce travel and provide local services within walking distance. | | | |
|--------------------|---|--|--|--|

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| Option UD4: Identify and provide protection for existing and potential landmark buildings and sites within central Wakefield. | | | | |
|---|------------------|---|----|---|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | + | - | ? | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓ | ✓✓ | New landmark buildings have the potential to draw in investment (especially office based) creating employment opportunities. |
| Conditions which enable economic growth (SA2) | ✓ | ✓ | ✓ | Landmark buildings have the potential to act as catalysts for further investment (due to profile raising and agglomeration). |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | - | - | - | |
| Safety & security for people & property (SA5) | - | - | - | |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | It could support the vibrancy of the City centre and enhance the identity of the area. Landmark buildings offer a sense of place and something for the community to be proud of improving community identity. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓ | ✓ | Maintaining and/or providing character to the area could enhance its attractiveness. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | It could support the vibrancy of the City centre. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ? | ? | Public transport would need to support increased provision of employment / residential especially if in high concentration. |
| Quality built environment & efficient land-use patterns (SA11) | ✓ | ✓ | ✓ | It will support local distinctiveness. It will be important to designate protected vistas to preserve existing and historic landmark buildings where valued. |
| A bio-diverse and attractive natural environment (SA12) | ✓ | ✓ | ✓ | Development of landmark buildings should be respectful of the natural environment and include noticeable natural features. |
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | Conservation of or construction on landmark sites may contribute to the clean-up of areas (e.g.: former industrial sites). |
| Minimise greenhouse gas emissions (SA14) | - | - | - | High density development could cause increase in demand on transport and therefore should be located near public transport interchanges to minimise impacts on greenhouse gas emissions. |

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| | | | | |
|--|--|---|---|---|
| Prudent use of resources, minimal waste (SA15) | - | - | - | New development to employ appropriate sustainable development codes, particularly if a landmark building e.g. photovoltaic cells. |
| | | | | |
| Option Conclusions | 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. | | | |

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| Option UD5: Use the work carried out by Gehl Architects on behalf of the Council as the basis for guidance defining the main factors contributing to good and appropriate design for public spaces. | | | | |
|--|------------------|--------|--------|---|
| | Nature of Effect | | | |
| SA Objective (abridged) | H S | M T | L I | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓✓ | ✓✓ | Increasing the attractiveness of the City centre to both residents and visitors will help to attract inward investment and generate jobs, especially in the service sector. |
| Conditions which enable economic growth (SA2) | ✓ | ✓✓ | ✓✓ | As above. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | ✓✓ | ✓✓ | ✓✓ | It could provide to build a pleasant and enjoyable environment. Provide opportunities for increasing recreation and leisure and promote healthy living. |
| Safety & security for people & property (SA5) | ✓ | ✓ | ✓ | Good designs principle may also include provisions to reduce crime by design. |
| Vibrant communities to participate (SA6) | ✓ | ✓✓ | ✓✓ | Pleasant public space allows community interaction and builds social capital. |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | Well designed public spaces could provide the setting for more cultural and leisure activities. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | It could contribute to the vibrancy of the City centre. |
| Quality housing available to everyone (SA9) | ✓ | ✓ | ✓ | Good design principles may also include provisions to reduce crime by design, which could make the surrounding residential areas securer. The provision of open space in residential areas will improve the quality of housing. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓ | ✓ | ✓ | The considerations for, and provision of the needs of pedestrians will help in promoting walking as opposed to the use of the car. |
| Quality built environment & efficient land-use patterns (SA11) | ✓✓ | ✓✓ | ✓✓ | It will ensure promotion of high quality urban design and architecture. Open space presents opportunities for the use of SUDs |
| A bio-diverse and attractive natural environment (SA12) | ✓✓ | ✓✓ | ✓✓ | Good open space design is likely to enhance the existing environment wherever possible and include provision of new landscaping and green space. |
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | Pedestrian-friendly open spaces are likely to be an incentive for walking and cycling, increasing the substitution of car trips, thus reducing pollution. |
| Minimise greenhouse gas emissions (SA14) | ✓ | ✓ | ✓ | As above. |
| Prudent use of resources, minimal waste (SA15) | ✓ | ✓ | ✓ | Ensure resource efficiency in re-design and construction of open spaces. |

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| Option Conclusions | This option will contribute to the provision of enjoyable spaces for the community making the local area more attractive to inward investment. Provision of open spaces that are well designed and attractive to use will promote community interaction thereby building the local social capital. The provision of open space will also improve the value of the area to people. Open spaces should be designed to be easily accessible to pedestrians and cyclists and that are therefore encouraging walking and cycling. Good use of landscaping design will also improve biodiversity. | | | |
|--------------------|---|--|--|--|

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| Option UD6: Define areas within central Wakefield where advertising is considered to have a detrimental effect and produce a policy to restrict the level of advertising in these areas and provide guidance as to what is acceptable. | | | | |
|---|------------------|----|----|--|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | + | M+ | - | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | - | - | - | Ensure restrictions on advertising do not have indirect negative effects on companies which could effect employment levels. |
| Conditions which enable economic growth (SA2) | - | - | - | Restrictions on advertising need to be well defined to ensure economic growth is not affected. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | - | - | - | |
| Safety & security for people & property (SA5) | - | - | - | Positioning of signage needs to be appropriate to ensure no obscured areas are created that could attract anti-social behaviour. Reduce advertising on vehicle routes may improve road safety. |
| Vibrant communities to participate (SA6) | - | - | - | Advertising needs to be sensitive to the local area and character so as not to detract from the area e.g. limit brightly lit boards in residential areas. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓ | ✓ | Restrictions in advertising will contribute to the enhancement of the historical character of the area. |
| Local needs met locally (SA8) | - | - | - | |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | - | - | - | |
| Quality built environment & efficient land-use patterns (SA11) | ✓✓ | ✓✓ | ✓✓ | This ensures that character and distinctiveness is not lost. |
| A bio-diverse and attractive natural environment (SA12) | - | - | - | Reduce lighting associated with advertising in environmentally sensitive locations. |
| Minimal pollution levels (SA13) | - | - | - | Minimise light pollution. |
| Minimise greenhouse gas emissions (SA14) | - | - | - | If lighting required, it could be limited to renewable sources such as photovoltaic cells. |
| Prudent use of resources, minimal waste (SA15) | - | - | - | |
| Option Conclusions | | | | |
| This option affects very few objectives but contributes to the conservation of the attractiveness of the historical character of the City. | | | | |

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| Option UD7: Provide and enhance linkages between existing green corridors and public realm, from within the AAP to adjoining areas, and to create a green lung into the City centre. | | | | |
|---|--|----|----|--|
| | Nature of Effect | | | |
| SA Objective (abridged) | + | M+ | - | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | - | - | - | |
| Conditions which enable economic growth (SA2) | - | - | - | |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | ✓✓ | ✓✓ | ✓✓ | Improved access should encourage walking and outdoor activities. |
| Safety & security for people & property (SA5) | - | - | - | Regular management of these areas should be undertaken to avoid any anti social behaviour taking place. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | The creation of a green lung into the City will increase community participation and build on social capital. |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | The enhancement and development of green corridors and a green lung will increase leisure facilities that should be available to a wider audience due to the potential area to be covered. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | It may increase accessibility to local facilities through improved or increased routes around the plan area. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓ | ✓ | ✓ | It will provide attractive alternatives to non car travel (i.e. walking and possibly cycling). |
| Quality built environment & efficient land-use patterns (SA11) | - | - | - | |
| A bio-diverse and attractive natural environment (SA12) | ✓✓ | ✓✓ | ✓✓ | This option will allow a significant increase in biodiversity potential which can be appreciated by wildlife and the public |
| Minimal pollution levels (SA13) | - | - | - | |
| Minimise greenhouse gas emissions (SA14) | - | - | - | |
| Prudent use of resources, minimal waste (SA15) | - | - | - | |
| | | | | |
| Option Conclusions | 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. | | | |

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Housing

| Option H – Do nothing: Do not provide for new housing allocations within the plan area and allocate a significant portion of the new housing developments at the edge of the City. | | | | |
|---|------------------|-----|-----|--|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | S-T | M-T | L-T | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ? | x | x | Even though this option might release business space, the area might become unattractive to employers and employees because of lack of accommodation. It would only be feasible with good transport infrastructure was included. |
| Conditions which enable economic growth (SA2) | ? | x | x | Similarly to the above. Certain shops might also close because of lack of trade if residents are moving away. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ? | ? | ? | Local schools may cease to be needed for lack of pupils. However, businesses might provide on the job training opportunities. |
| Conditions to engender good health (SA4) | - | - | - | Local healthcare facilities may cease to exist or become difficult to access if people are living away from the centre. However there may be better opportunities for recreation and leisure including better air quality. |
| Safety & security for people & property (SA5) | ? | x | x | Progressive reduction of population in the City might have a detrimental effect on the sense of community and security within the town centre. |
| Vibrant communities to participate (SA6) | ? | x | x | Communities within the City will be decreasing in numbers. Facilities and services are likely to decrease in the City centre due to a lack of demand. |
| Accessibility to culture & leisure activities (SA7) | x | x | x | Reduced access to tourist attractions and cultural and leisure facilities which are located in the City centre. |
| Local needs met locally (SA8) | ? | x x | x x | People working in the area will not be able to find adequate housing and will need to go and live in the outlying areas. |
| Quality housing available to everyone (SA9) | x x | x x | x x | Although the housing maybe of high quality it will be less accessible and affordable. See SA8. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | x | x | People living outside the City centre will need to travel more to access the facilities of the City centre (unless suitable public transport provided). |
| Quality built environment & efficient land-use patterns (SA11) | x | x x | x x | Greenfield sites might need to be built on to provide for the dwellings required in the outlying areas, and potentially City centre buildings might remain empty. |

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| | | | | |
|---|--|----|----|---|
| A bio-diverse and attractive natural environment (SA12) | x | xx | xx | Potential development on land of biodiversity interest. |
| Minimal pollution levels (SA13) | ? | ? | ? | For new buildings, sustainable construction practices should be implemented to limit pollution from construction and use. There will be enhanced need for travel between the City centre and the residential areas. |
| Minimise greenhouse gas emissions (SA14) | ? | x | x | New buildings might incorporate energy saving measures, however there is potential increase in CO ₂ emissions from increased car use. |
| Prudent use of resources, minimal waste (SA15) | x | x | x | Unused buildings in the City centre which might not be attracting businesses as hoped. |
| | | | | |
| Option Conclusions | <p>Even though Wakefield has not experienced the same level of migration of residential use out of the City centre that has been seen in other towns and cities, largely due to the location of council housing and reduced level of slums clearance, this option considers the effects of stopping any further housing development within the City centre. The most likely consequences are a progressive degeneration of the area as the community decreases. Furthermore, allocating housing spaces outside the City centre might result in increased traffic to and from the residential and employment areas. It may also place pressure on greenfield sites and biodiversity. It could draw people away from working in the City as there would be no available housing and then lead to an increase in travel and travel times.</p> | | | |

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| Option H1: Identify existing buildings to encourage their redevelopment as residential units within the City centre. | | | | |
|---|------------------|-----|-----|---|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓ | ✓ | Job opportunities for the redevelopment of the buildings – however consideration must be given to the opportunity to use the buildings for mixed-use development so to create business space. |
| Conditions which enable economic growth (SA2) | ✓ | ✓ | ✓ | It will encourage inward investment at the refurbishment stage– however mixed development should also be considered to sustain investment and provide business space. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ? | ? | ? | Dependent on educational facilities having the capacity to accommodate extra pupils. |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | Provision of housing nearer the City centre could contribute to improve accessibility to health services and take up of sustainable transport modes. Adequate capacity of health facilities will need to be provided to cater for extra residents. |
| Safety & security for people & property (SA5) | ✓✓ | ✓✓ | ✓✓ | If derelict buildings are put into use, it will contribute to the recovery of the area and reduction of vandalism. Increased natural surveillance in areas otherwise not occupied at present. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | It contributes to revitalisation of the central area. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓ | ✓ | More residents will have the City centre facilities at their door steps. |
| Local needs met locally (SA8) | ✓✓ | ✓✓ | ✓✓ | It will support the vibrancy of the City centre and will provide for housing needs of the population. |
| Quality housing available to everyone (SA9) | ✓ | ✓ | ✓ | It will reduce the number of empty buildings and address the demand for housing in city centre. Sustainable building considerations to be taken into account in the design and implementation of the refurbishment. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ? | ? | Due to the close vicinity of the housing to the City centre facilities, more people are likely to use walking and cycling as the preferred mode of transport – however, there could be an increase in overall vehicular traffic from the increase in new City centre residents. |
| Quality built environment & efficient land-use patterns (SA11) | ✓✓ | ✓✓ | ✓✓ | Efficient use of existing buildings made available to the population. |
| A bio-diverse and attractive natural environment (SA12) | ✓ | ✓ | ✓ | Potential indirect benefits from the avoidance of placing new development on land of biodiversity potential. |

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|--|---|----|----|---|
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | Redevelopment could signify remediation of buildings and sites – however, sustainable construction practices should be implemented to limit pollution from renovation and new use of buildings. Intercity living reduces the need to travel and associated pollution. |
| Minimise greenhouse gas emissions (SA14) | ✓ | ✓ | ✓ | Redevelopment should be taken as opportunity for introducing energy saving measures in the buildings whenever possible. |
| Prudent use of resources, minimal waste (SA15) | ✓✓ | ✓✓ | ✓✓ | Efficient use of existing buildings made available to the population. Opportunity for adopting sustainable design and construction practices. |
| | | | | |
| Option Conclusions | <p>The option provides for avoiding both demolition of existing buildings and construction of new housing. However, the redevelopment should be undertaken considering the principles of sustainable design and construction, to minimise environmental impacts from construction and use of the buildings themselves. Mixed development should also be considered to contribute to the minimisation of the need for travel and for ensuring economic buoyancy of the area. This option is likely to encourage inward investment, improved access and facilities, increase the use of derelict buildings and sites and improve the vibrancy of the area with the added benefit of natural surveillance.</p> | | | |

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| Option H2: Encourage new build developments within the City centre to incorporate larger proportions of residential units. | | | | |
|--|------------------|-----|-----|--|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓✓ | ✓✓ | ✓✓ | Mixed developments are likely to attract more people interested in living and working in the area. It may also provide new opportunities for business. |
| Conditions which enable economic growth (SA2) | ✓✓ | ✓✓ | ✓✓ | The attractiveness of the area, offering housing and work opportunities, is likely to generate more interest from investors. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | x | x | x | Potential pressures on education institutions due to increased population would need to be addressed by providing new / improved / expanded facilities. |
| Conditions to engender good health (SA4) | ? | ? | ? | Pressures on health services due to increased population should also be addressed by providing new / improved / expanded facilities. |
| Safety & security for people & property (SA5) | ✓ | ✓ | ✓ | This issue should be addressed so that crime is reduced by design whenever possible (e.g. CCTV). |
| Vibrant communities to participate (SA6) | ✓✓ | ✓✓ | ✓✓ | A varied development is likely to attract and retain population and improve the sense of belonging to a community. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓✓ | ✓✓ | Easy access will be available for people living in the new developments – increased demand for leisure and cultural services could lead to the provision of more facilities thus benefiting the whole of the City. |
| Local needs met locally (SA8) | ✓✓ | ✓✓ | ✓✓ | Housing and work opportunities provided locally. |
| Quality housing available to everyone (SA9) | ✓ | ✓✓ | ✓✓ | It will contribute towards satisfying the housing needs of the area – however, affordable housing should also be included in the new developments. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓ | ? | ? | It will contribute to ensuring accessibility to services without the use of the car – consideration to be given to the likelihood of increased traffic to and from the City centre, particularly if a wealthier population most likely to own a car is attracted to live in central Wakefield. A high percentage of affordable housing and reduced parking provision could control traffic levels. |
| Quality built environment & efficient land-use patterns (SA11) | ✓✓ | ✓✓ | ✓✓ | It will contribute to ensuring accessibility to services without the use of the car and the re-use of brownfield land. |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | New build should not affect biodiversity land. |
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | Consideration to be given to the adoption of sustainable design and construction to minimise pollution during construction and use of the developments. Reduced requirement to travel. |

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| Minimise greenhouse gas emissions (SA14) | ✓ | ✓ | ✓ | As above but for greenhouse gas emissions. |
| Prudent use of resources, minimal waste (SA15) | ✓ | ✓ | ✓ | As above for use of resources in the new build developments and during use. |
| | | | | |
| Option Conclusions | 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. | | | |

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| Option H3: Meet a significant amount of the new housing allocation for Wakefield City, which will be set at the LDF core strategy level, within the plan area rather than at the edge of the City. | | | | |
|---|------------------|-----|-----|---|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | S-T | M-T | L-T | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | - | - | - | |
| Conditions which enable economic growth (SA2) | ✓ | ✓ | ✓ | Local shops and trades retained to satisfy dwellers' demands. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ? | ? | ? | Pressure on education services will need to be addressed. |
| Conditions to engender good health (SA4) | ? | ? | ? | Pressure on healthcare services need to be addressed. |
| Safety & security for people & property (SA5) | ✓ | ✓ | ✓ | Retaining population within the City centre will improve the sense of community and security. |
| Vibrant communities to participate (SA6) | ✓✓ | ✓✓ | ✓✓ | Communities will be further retained within the City centre. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓ | ✓ | Inhabitants of the City centre can benefit from its facilities more easily. However if existing City centre open space is lost to housing development this will have a detrimental affect. |
| Local needs met locally (SA8) | ✓✓ | ✓✓ | ✓✓ | Existing services can be used by the City centre dwellers. It will also support local shops and trade. |
| Quality housing available to everyone (SA9) | ✓ | ✓ | ✓ | It could mean investment to renovate existing housing stock. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓ | ? | ? | It will contribute to ensuring accessibility to services without the use of the car – consideration to be made to the likelihood of increased traffic to and from the City centre, particularly if a wealthier population most likely to own a car is attracted to live in central Wakefield. |
| Quality built environment & efficient land-use patterns (SA11) | ✓✓ | ✓✓ | ✓✓ | Most likely to increase the regeneration of brownfield sites or the refurbishment of derelict buildings within the City centre. |
| A bio-diverse and attractive natural environment (SA12) | ✓ | ✓ | ✓ | Highest probability of brownfield development rather than on Greenfield land. |
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | Encourages reduced transport use. |
| Minimise greenhouse gas emissions (SA14) | ✓ | ✓ | ✓ | Encourages reduced transport use. |
| Prudent use of resources, minimal waste (SA15) | ✓✓ | ✓✓ | ✓✓ | Through recovery of existing buildings or brownfield sites, this option will minimise the pressures for greenfield development. |

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| Option Conclusions | Providing housing within the City centre provides incentive for the regeneration of the centre and maximises use of existing facilities, buildings and brownfield sites, whilst minimising the risk of using greenfield sites. | | | |
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| Option H4: Encourage the development of mixed and balanced communities, which offer a choice of housing and lifestyle, by identifying any deficiencies in the existing supply. | | | | |
|---|------------------|----|----|--|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | + | M+ | - | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓ | ✓ | Indirectly, it could have an effect in attracting/retaining key workers (police officers, nurses, teachers) by providing affordable housing. Allowing all people to be housed should encourage a different and mixed skills set and should provide positive effects on employment and the economy. |
| Conditions which enable economic growth (SA2) | ✓ | ✓ | ✓ | As above. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | - | - | - | |
| Safety & security for people & property (SA5) | - | - | - | |
| Vibrant communities to participate (SA6) | ✓✓ | ✓✓ | ✓✓ | It could contribute to social cohesion and vibrancy of the community. |
| Accessibility to culture & leisure activities (SA7) | - | - | - | |
| Local needs met locally (SA8) | ✓✓ | ✓✓ | ✓✓ | The provision of mixed housing is likely to address the need of the whole spectrum of the demand. |
| Quality housing available to everyone (SA9) | ✓✓ | ✓✓ | ✓✓ | The provision of mixed housing is likely to address the need of the whole spectrum of the demand. Supply needs to include the provision of single occupancy residential units, as the percentage of single households, currently already 45% in the plan area, is increasing. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓ | ✓ | ✓ | With people being able to live and work in the City there should be a reduced need to travel. |
| Quality built environment & efficient land-use patterns (SA11) | ✓✓ | ✓✓ | ✓✓ | Providing a mix of housing will contribute to keep the density to the right level in the City and therefore avoid using green sites. |
| A bio-diverse and attractive natural environment (SA12) | ✓ | ✓ | ✓ | As above. |
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | Reduction in travel may reduce pollution. |
| Minimise greenhouse gas emissions (SA14) | ✓ | ✓ | ✓ | Reduction in travel may reduce CO2 emissions from traffic. |
| Prudent use of resources, minimal waste (SA15) | ✓ | ✓ | ✓ | Likely to realise the most efficient use of the land. |

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| Option Conclusions | 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. | | | |
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| Option H5: Identify and introduce measures to improve existing residential environments. | | | | |
|---|------------------|----|----|---|
| | Nature of Effect | | | |
| SA Objective (abridged) | + | M+ | - | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | - | - | - | |
| Conditions which enable economic growth (SA2) | - | - | - | |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | ✓✓ | ✓✓ | ✓✓ | Improvements in the aspect of the residential environment will improve the sense of wellbeing. Increased provision or improvement of open space may lead to increased leisure and recreation. |
| Safety & security for people & property (SA5) | ✓✓ | ✓✓ | ✓✓ | This option addresses this objective through improvements. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | A more enjoyable environment will help to foster community participation. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓ | ✓ | Residential environments can become spaces to enjoy, additional open space could be provided as improvements. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | Introduction of more local services. |
| Quality housing available to everyone (SA9) | ✓ | ✓ | ✓ | Improvement in the environment will make living in the area more attractive to families and vulnerable people. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓✓ | ✓✓ | ✓✓ | The regeneration of the environment may contribute to the retention of the population within the City centre and therefore to the reduction of traffic due to the proximity to facilities / services. |
| Quality built environment & efficient land-use patterns (SA11) | ✓ | ✓ | ✓ | The regeneration of the environment may contribute to the retention of the population within the city centre and therefore to the reduction of demand for housing elsewhere e.g. greenfield sites on the outskirts of the City. |
| A bio-diverse and attractive natural environment (SA12) | ✓✓ | ✓✓ | ✓✓ | Improvements should involve biodiversity gain or enhancement. |
| Minimal pollution levels (SA13) | - | - | - | |
| Minimise greenhouse gas emissions (SA14) | - | - | - | |
| Prudent use of resources, minimal waste (SA15) | - | - | - | |

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| Option Conclusions | This option addresses the need for making central Wakefield an attractive, desirable and safe place to live. | | | |
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Economy and Employment

| Option EC – Do nothing: Leave the retail facilities and office space availability as they are and do nothing to reverse the decreasing attractiveness of Wakefield City centre and its potential economic decline; do nothing to limit the detrimental effects of the existing industries on air quality. | | | | |
|---|------------------|-----|-----|---|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | S-T | M-T | L-T | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | x | xx | xx | The need for good quality office space is being satisfied more and more outside the City centre – this might signify a medium-long term reduction in employment opportunities, particularly for higher skilled workers. Furthermore, less employment opportunities will be generated if local retail is not boosted through regeneration. No opportunities for expansion will reduce employment opportunities. No improvements to the existing City centre attractiveness could potentially lead to migration from the City centre. |
| Conditions which enable economic growth (SA2) | x | xx | xx | More attractive opportunities for businesses are arising outside Wakefield, due to the attractiveness of out of town retail centres and office developments. The situation could deteriorate as less people come to the City centre and the area degenerates. Without expansion of retail and office space in the City centre, economic growth will remain stifled. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | x | xx | xx | The range of training opportunities available is likely to decrease without the support of or the demand from businesses now moved elsewhere. |
| Conditions to engender good health (SA4) | x | x | x | The existing industrial settlement might have a detrimental effect on the environment and air quality if not controlled or maintained. |
| Safety & security for people & property (SA5) | x | x | x | The area might degenerate if not revitalised. |
| Vibrant communities to participate (SA6) | x | x | x | As above (decreasing attractiveness will reduce community cohesion and social capital). |
| Accessibility to culture & leisure activities (SA7) | x | x | x | Existing facilities may become more unattractive. |
| Local needs met locally (SA8) | x | xx | xx | Businesses and retailers will need to move elsewhere to find the right kind of premises and an established market. This would have a detrimental effect on the community which would not be able to access shops and services locally. |
| Quality housing available to everyone (SA9) | ? | ? | ? | Less space for retail and office premises might leave open more opportunities for housing development – however the area might have become unattractive to live in as it will be poorly served. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | x | x | Lack of shopping attractions or work opportunities might reduce the need for travelling to the City centre – however out of town offices and shops are likely to be reachable only with the car. |
| Quality built environment & efficient land-use patterns (SA11) | ? | ? | ? | This depends on the uses to which the buildings in the central area will be assigned. However, the indirect effect of not promoting redevelopment in the City centre is pushing the development potentially onto greenfield sites. |

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|---|---|-----|-----|---|
| A bio-diverse and attractive natural environment (SA12) | x | x | x | Pressure might grow for releasing Greenfield sites for office space and retail development. Furthermore, the pollution from industrial areas might be detrimental to the existing flora and fauna. |
| Minimal pollution levels (SA13) | x | x | x | There are issues with pollution from the existing industries, this situation could continue or worsen. Lack of City retail and office may increase the need to travel furthering associated pollutants. |
| Minimise greenhouse gas emissions (SA14) | x | x | x | Existing industries might have detrimental effects on air quality. Furthermore, as an indirect effect, more people might need to travel to access offices and shops. |
| Prudent use of resources, minimal waste (SA15) | x x | x x | x x | Preference should be given to redeveloping the town centre rather than new build on greenfield land. In this scenario the City centre buildings are likely to remain unused. |
| | | | | |
| Option Conclusions | This option could initiate a deterioration of the City as it becomes less attractive to office and retail businesses and potentially to the community itself. No expansion or growth will adversely impact on the economy. The indirect effect of encouraging the development of out-of-town facilities will be an increase in the need for travel by car and the consequent pollution. City centre degeneration could further reduce accessibility to shops and offices. The recognised polluting potential of the existing industry settlement also needs addressing. | | | |

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| Option EC1: Adopt floor space targets for office developments to encourage the amount of facilities. | | | | |
|---|------------------|-----|-----|---|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓✓ | ✓✓ | Wakefield City centre dominates the commercial office sector but there has been very little new office building in the centre in recent years, nearly all the new floorspace has been in the form of conversions from other uses. This option will provide office-based businesses with necessary facilities. |
| Conditions which enable economic growth (SA2) | ✓✓ | ✓✓ | ✓✓ | The option addresses the need for increase in availability of office floor space. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ✓ | ✓✓ | ✓✓ | The range of training opportunities available should increase as new companies move in to the area to take up the office space. |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | There are opportunities to create new facilities as part of new development e.g. gyms. |
| Safety & security for people & property (SA5) | - | - | - | |
| Vibrant communities to participate (SA6) | - | - | - | Employment opportunities can promote vibrant communities. |
| Accessibility to culture & leisure activities (SA7) | - | - | - | |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | Businesses would have the necessary infrastructure to flourish. |
| Quality housing available to everyone (SA9) | - | - | - | Consider potential inconsistencies with housing provision targets. Office floor space targets and housing target must be met in the same area. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ? | ? | In order to minimise traffic impacts implementation of targets will need to consider carefully the location of the office space so to ensure accessibility by public transport/ walking/ cycling. |
| Quality built environment & efficient land-use patterns (SA11) | ? | ? | ? | Similarly to the above – office space should be located in existing buildings and brownfield sites within the areas better served by public transport as a preference. |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | It will depend on location, however new development and regeneration will allow for the incorporation of more green space e.g. green roofs and landscaping. |
| Minimal pollution levels (SA13) | ? | ? | ? | It will depend on location, new office space needs to be located close to public transport nodes to minimise traffic pollution. Further benefits can be realised from careful design. |
| Minimise greenhouse gas emissions (SA14) | ? | ? | ? | See SA10. |
| Prudent use of resources, minimal waste (SA15) | ? | ? | ? | Preference to redevelopment rather than new build on greenfield land. Sustainable design and construction must be implemented to minimise impacts during building and use |

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| Option Conclusions | The sustainability of this option depends on how the targets will be set – whilst they can be a driver to provide incentive to business growth in the area, they could also specify the preferred types of location. Overall new office space will stimulate the economy and increase employment. Increased employment will improve vitality of the City centre. New office space in the City should reduce the requirements for travel when compared to out of town locations. | | | |
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| Option EC2: Identify area(s) of the City, other than the Westgate Key Development Area, which can accommodate a re-invigorated new office quarter. | | | | |
|---|------------------|-----|-----|--|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓✓ | ✓✓ | It will provide office-based businesses with space within the City area and therefore increase employment opportunities. |
| Conditions which enable economic growth (SA2) | ✓✓ | ✓✓ | ✓✓ | Increase in availability of office floor space in other areas of central Wakefield will benefit the areas themselves due to trade increases. An increase in diversity may lead to increased economic growth. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ✓ | ✓✓ | ✓✓ | The range of training opportunities available should increase as new companies move in to the area to take up the office space. |
| Conditions to engender good health (SA4) | - | - | - | |
| Safety & security for people & property (SA5) | - | - | - | |
| Vibrant communities to participate (SA6) | - | ✓ | ✓ | The location of new office space can initiate a regeneration of the area(s) chosen if offices are located near to facilities that can be used by workers. |
| Accessibility to culture & leisure activities (SA7) | - | - | - | |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | Regeneration initiated by new office space development would benefit the inhabitants of the area – providing that the necessary facilities are provided. |
| Quality housing available to everyone (SA9) | ? | ? | ? | Balanced redevelopment of the office quarter should include (and not displace) housing space. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ? | ? | The choice of the area to reinvigorate through office space development should consider availability of or investment in public transport/measures to encourage walking/cycling, to minimise car traffic increase. |
| Quality built environment & efficient land-use patterns (SA11) | ? | ? | ? | Reuse of buildings/ development on brownfield sites should be the preferred option. Provision of housing to meet the needs of the office workers would contribute to minimise travel. |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | Redevelopment should not be permitted on greenfield land – consider mitigation measures to counteract any increase in pressure over green spaces due to an increase of the office population. |
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | Increase in car use should be avoided to limit increase in pollution level. Alternative transport facilities need to be provided and limits set on car parking. |
| Minimise greenhouse gas emissions (SA14) | ? | ? | ? | Increase in GHG emissions should be limited by adoption of energy efficiency measures – from provision of public transport to sustainable construction of office buildings. |

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| Prudent use of resources, minimal waste (SA15) | ? | ? | ? | Increase in City centre users might cause an increase in waste produced – consider mitigation measures (e.g.: provision of recycling facilities to serve the new facilities etc.). Sustainable construction practices should be adopted. |
| | | | | |
| Option Conclusions | 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 potential rise in pollution. Site selection should consider proximity to public transport, local facilities and avoidance of Greenfield land or encroaching on exiting public realm. | | | |

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| Option EC3: Encourage the removal of heavy/polluting industrial uses on the southern fringes of the Plan area. | | | | |
|---|------------------|-----|-----|--|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | x | x | x | If businesses are forced out of the area they may leave the district as a whole with adverse effects on employment and the economy. To counter this key relocation sites should be identified. It is assumed that the existing industries will attempt to clean up or that they could be replaced by cleaner industries with a neutral effect on the number of employment opportunities. However there is a risk that employment opportunity could be lost |
| Conditions which enable economic growth (SA2) | ? | ? | ? | Similarly to the above – release of industrial space should guarantee at least the same level of economic prosperity. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | Large industry usually provides good training opportunities. If businesses are relocated locally this effect would be neutral, however, if these businesses move out of the District altogether it could be adverse. |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | Reduced pollution. |
| Safety & security for people & property (SA5) | - | - | - | |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | Likely to have a very positive effect on the area / community from where industry has moved. |
| Accessibility to culture & leisure activities (SA7) | - | - | - | |
| Local needs met locally (SA8) | ? | ? | ? | If existing industries are forced to leave rather than helped (or forced through regulations) to clean up, this option would not provide support to local trade who service the larger industrial activities. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | - | - | - | It could reduce the amount of HGVs and delivery goods vehicles locally, but if industry moves away completely then travel distances may increase. |
| Quality built environment & efficient land-use patterns (SA11) | - | - | - | Could potentially lead to more contaminated and derelict land. However if the land is remediated for regeneration this effect would be offset. |
| A bio-diverse and attractive natural environment (SA12) | ✓ | ✓ | ✓ | Cleaner air and environment would be beneficial to the natural environment. |
| Minimal pollution levels (SA13) | ✓✓ | ✓✓ | ✓✓ | Reduction of pollution risks locally. |

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|--|---|----|----|--------------------------------------|
| Minimise greenhouse gas emissions (SA14) | ✓✓ | ✓✓ | ✓✓ | Cleaner air and environment locally. |
| Prudent use of resources, minimal waste (SA15) | - | - | - | |
| | | | | |
| Option Conclusions | <p>The sustainability of this option depends on which cleaner uses the industrial sites can be changed to. There are likely to be environmental benefits but there might be negative effects on the economy and employment unless the same opportunities are given by the new economic activity replacing the polluting industries. Training opportunities may be lost if industry moves away altogether. Localised health may improve due to cleaner air and reduced pollution and greenhouse gas emissions. It will be important to identify key receptor sites for industry to keep the economic benefits within the District.</p> | | | |

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| Option EC4: Reassess and possibly reallocate for housing in the marginal areas around the City previously allocated for business and industry. | | | | |
|--|------------------|-----|-----|--|
| SA Objective (Abridged) | Nature of Effect | | | Comments |
| | S-T | M-T | L-T | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | x | x | x | Potential detrimental effect unless employment opportunities are generated elsewhere (net loss of jobs in the City). Mixed use development could be promoted. |
| Conditions which enable economic growth (SA2) | ? | ? | ? | Potential detrimental effect unless business opportunities are generated elsewhere. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | Replacing industry with residential will have a positive effect on the health of the local community. |
| Safety & security for people & property (SA5) | ✓ | ✓ | ✓ | Reduced security risks with the removal of industrial land as these areas often attract vandalism and criminal activity. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | By their nature industrial sites are non-permeable and sterilised for local community use. Replacement for residential or mixed use will make sites more permeable and create more localised communities. |
| Accessibility to culture & leisure activities (SA7) | - | - | - | |
| Local needs met locally (SA8) | ? | ? | ? | Housing needs met – but local economy needs need also to be met (mixed use development should be promoted on these sites). |
| Quality housing available to everyone (SA9) | ✓✓ | ✓✓ | ✓✓ | More opportunities for housing locally. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ? | ? | Potential need to increase public transport services to serve the new housing developments in marginal areas to avoid more people using their cars. |
| Quality built environment & efficient land-use patterns (SA11) | - | - | - | Redevelopment could provide opportunities to meet this objective through design. |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | Even if redevelopment uses existing brownfield sites, there may be the potential for these sites to have a biodiversity interest which would need to be protected. |
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | Overall there should be a reduction in pollution from industry / business use to the proposed residential / mixed use. Consider mitigation measures to limit the impact of housing development construction and use. |
| Minimise greenhouse gas emissions (SA14) | ? | ? | ? | New housing to be built to the best sustainability standards to ensure energy efficiency and CO ₂ emission reduction. Travelling needs of inhabitants to be addressed to limit car traffic increase. |

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| Prudent use of resources, minimal waste (SA15) | ✓ | ✓ | ✓ | Assuming redevelopment of existing buildings/ brownfield sites is undertaken considering sustainability principles for design, construction and use. |
| | | | | |
| Option Conclusions | If the demand for office and industry space does not exist, or is met elsewhere so that opportunities for business growth are still available within central Wakefield, then this option is sustainable, providing the development of housing is matched with the provision of local services and facilities. | | | |

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| Option EC5: Focus retail improvements in identified areas within central Wakefield where it has been identified that there is a need for regeneration due to existing inefficiencies in provision. | | | | |
|---|------------------|-----|-----|---|
| | Nature of Effect | | | |
| SA Objective (Abridged) | S | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓✓ | ✓✓ | ✓✓ | Additional retail provision will provide employment opportunities. |
| Conditions which enable economic growth (SA2) | ✓✓ | ✓✓ | ✓✓ | Improving areas that are in need of regeneration should encourage economic growth in these areas. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ✓ | ✓✓ | ✓✓ | The range of training opportunities available should increase as new retail outlets move in to these areas. |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | This can contribute to regeneration of the area and improve the quality of life of the inhabitants. |
| Safety & security for people & property (SA5) | ✓ | ✓ | ✓ | Opportunities to design out crime in these areas. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | Regeneration will contribute to the sense of community, making the areas in need of regeneration a comfortable and well served place to live in. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓ | ✓ | This option would lead to an increase shopping offer and increase the potential for this leisure activity. |
| Local needs met locally (SA8) | ✓✓ | ✓✓ | ✓✓ | The chosen areas should see a diversification of the retail services offered locally. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓✓ | ✓✓ | ✓✓ | Reduced need to travel to access shops. |
| Quality built environment & efficient land-use patterns (SA11) | ✓✓ | ✓✓ | ✓✓ | Redeveloping the local retail services will contribute to regenerate the area and minimise the need for travelling elsewhere. Further benefits may be realised from using brownfield sites. |
| A bio-diverse and attractive natural environment (SA12) | ✓ | ✓ | ✓ | Redevelopment presents opportunities to increase ecological value of sites. |
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | Reduced need to travel to access shops. |
| Minimise greenhouse gas emissions (SA14) | ✓ | ✓ | ✓ | Reduced need to travel to access shops therefore reducing CO2 emissions from traffic. |
| Prudent use of resources, minimal waste (SA15) | ✓ | ✓ | ✓ | Assuming redevelopment will not be undertaken on greenfield land and takes into account sustainable design and construction practices. |

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| Option Conclusions | This is considered to be a sustainable option to ensure that the needs of the local population are satisfied locally. The improvement/increase in retail services provision benefits the local economy, increases training opportunities, improves accessibility and living conditions and reduces the need for travel. | | | |
|--------------------|---|--|--|--|

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| Option EC6: Encourage the specialist small-scale retail sector within Wakefield. | | | | |
|---|------------------|-----|-----|---|
| | Nature of Effect | | | |
| SA Objective (Abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓✓ | ✓✓ | ✓✓ | The option focuses on encouraging new independent shops which should bring employment opportunities. Although the employment numbers may not be very large due to the nature of the small scale sector the jobs will be varied and provide a widened skills base in the area. |
| Conditions which enable economic growth (SA2) | ✓✓ | ✓✓ | ✓✓ | Encouraging new specialist shops will make Wakefield an attractive place to visit providing opportunities for entrepreneurs and small businesses. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ✓ | ✓ | ✓ | Potentially more apprenticeship opportunities. |
| Conditions to engender good health (SA4) | - | - | - | |
| Safety & security for people & property (SA5) | - | - | - | |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | It will contribute to regeneration and to making the area an interesting place to live in. |
| Accessibility to culture & leisure activities (SA7) | - | - | - | |
| Local needs met locally (SA8) | ✓✓ | ✓✓ | ✓✓ | There should be benefits to local enterprises (e.g. a wider variety of shops). |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓ | ✓ | ✓ | Reduced need for locals to travel to access to a variety of shops also opportunity for local entrepreneurs to open a shop on their doorstep. Potential increase in shoppers from outside the area should be managed through provision of public transport services. |
| Quality built environment & efficient land-use patterns (SA11) | - | - | - | |
| A bio-diverse and attractive natural environment (SA12) | - | - | - | |
| Minimal pollution levels (SA13) | ✓ | ✓ | ✓ | Potential increase in shoppers from outside the area should be managed through provision of public transport services. There should be an overall decrease in car use by locals. |
| Minimise greenhouse gas emissions (SA14) | ✓ | ✓ | ✓ | See above. |

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|---|---|---|---|--|
| Prudent use of resources, minimal waste (SA15) | - | - | - | |
| | | | | |
| Option Conclusions | <p>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.</p> | | | |

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Culture, Leisure, Tourism and the Evening Economy

| Option CL – Do nothing: Leave the evening economy to be based only on pubs and clubs and do nothing to diversify the facilities on offer. | | | | |
|--|------------------|-----|-----|--|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | S-T | M-T | L-T | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | x | x | x | Pubs and clubs would provide employment opportunities but mainly for low-skilled jobs with limited career prospects. |
| Conditions which enable economic growth (SA2) | - | - | - | The area might become attractive for some people but might discourage others. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | x | x | x | Potentially favouring a not so healthy habit of binge drinking. |
| Safety & security for people & property (SA5) | x | xx | xx | Anti-social behaviour and nuisance from rowdy users are likely to increase. |
| Vibrant communities to participate (SA6) | - | - | - | It might attract only certain sections of the community. |
| Accessibility to culture & leisure activities (SA7) | x | xx | xx | The option does not provide for a diversification of the entertainment on offer. |
| Local needs met locally (SA8) | x | xx | xx | People will move to find their entertainment elsewhere. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ? | ? | There might be an increase in travelling needs of people wishing to access evening entertainment elsewhere. |
| Quality built environment & efficient land-use patterns (SA11) | ? | ? | ? | Dependent on sites chosen for development. |
| A bio-diverse and attractive natural environment (SA12) | - | - | - | |
| Minimal pollution levels (SA13) | ? | ? | ? | New facilities will need to be served by public transport and sustainably managed. |
| Minimise greenhouse gas emissions (SA14) | ? | ? | ? | New facilities will need to be served by public transport and sustainably managed. |
| Prudent use of resources, minimal waste (SA15) | ? | ? | ? | New facilities will need to be sustainably designed, managed and built. |
| Option Conclusions | | | | |
| This option is likely to satisfy only a section of the population and might provide problems in terms of anti social behaviour and unattractiveness of the area during the evening and night. The lack of diversity could lead to people travelling further for entertainment and leisure or possibly moving away from the City. | | | | |

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| Option CL1: Make provision for additional leisure and cultural facilities within central Wakefield where it is identified that there is a need. | | | | |
|--|------------------|-----|-----|--|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓✓ | ✓✓ | ✓✓ | Potential creation of job opportunities in the leisure sector and further diversification of the employment base. |
| Conditions which enable economic growth (SA2) | ✓✓ | ✓✓ | ✓✓ | Enhancement of the attractiveness of the area for a wider variety of visitors and locals. This should promote economic growth. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ✓ | ✓ | ✓ | Diversification of the employment base should lead to an increase in the skills base in the area. |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | Increased availability of sporting facilities will favour healthy lifestyles. |
| Safety & security for people & property (SA5) | ? | ? | ? | The option will provide more facilities and alternative leisure opportunities that may help reduce anti-social behaviour. New facilities may benefit from opportunities to design out crime. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | Availability of cultural facilities can foster community participation. Increased provision and variety of facilities may lead to increased community participation. |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | The option addresses this. |
| Local needs met locally (SA8) | ✓✓ | ✓✓ | ✓✓ | Provides the City centre with more facilities that are more accessible to support the vibrancy of the City. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓ | ✓ | ✓ | Local provisions – may need integration with public transport services therefore there should be a reduced need to travel. |
| Quality built environment & efficient land-use patterns (SA11) | ? | ? | ? | Dependent on sites chosen for development. |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | New facilities should not impact on land of biodiversity interest. |
| Minimal pollution levels (SA13) | ? | ? | ? | New facilities will need to be served by public transport and sustainably managed. |
| Minimise greenhouse gas emissions (SA14) | ? | ? | ? | New facilities will need to be served by public transport and sustainably managed. |
| Prudent use of resources, minimal waste (SA15) | ? | ? | ? | New facilities will need to be sustainably designed, managed and built. |

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| Option Conclusions | 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.). | | | |
|--------------------|---|--|--|--|

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| Option CL2: Ensure there is an adequate range of overnight tourist facilities. | | | | |
|---|------------------|-----|-----|--|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓✓ | ✓✓ | ✓✓ | Potential increase in number of accommodations and related job opportunities if this is associated with an increase in heritage and leisure opportunities to attract more visitors. Variety of the employment base will be beneficial. |
| Conditions which enable economic growth (SA2) | ✓✓ | ✓✓ | ✓✓ | If associated with an increase in heritage and leisure opportunities, this could improve the attractiveness of Wakefield to visitors from outside the area which should benefit the economy. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ✓ | ✓ | ✓ | Diversification of the employment base should lead to an increase in the skills base in the area. |
| Conditions to engender good health (SA4) | - | - | - | |
| Safety & security for people & property (SA5) | - | - | - | |
| Vibrant communities to participate (SA6) | - | - | - | |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | It will ensure that the needs of different types of tourists are addressed and accommodation provided. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | Tourists can spend more time locally as they no longer need to travel as would be the case if daytrips were being made. |
| Quality housing available to everyone (SA9) | ? | ? | ? | Increase in guest accommodation (bed and breakfast) may reduce the number of residential dwellings. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ? | ? | Make sure that enhanced hospitality capability is sustainably managed – public transport services to cater for tourist needs and minimise car traffic. Central sites near public transport nodes should be identified. |
| Quality built environment & efficient land-use patterns (SA11) | ? | ? | ? | Make sure that enhanced hospitality capability is sustainably managed – e.g. enlarge provision but ensure brownsites are developed first. Central sites near public transport nodes should be identified. |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | As above. Protect biodiversity. |
| Minimal pollution levels (SA13) | ? | ? | ? | Need measures to limit potential increase in pressure on the environment. |
| Minimise greenhouse gas emissions (SA14) | ? | ? | ? | As above. |

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| | | | | |
|--|---|---|---|---|
| Prudent use of resources, minimal waste (SA15) | ? | ? | ? | Ensure measures are in place to minimise waste arisings and sustainable design and construction of new facilities |
| | | | | |
| Option Conclusions | This option may improve the economy of central Wakefield if this is associated with an increase in heritage and leisure opportunities to attract more visitors – but measures to counteract the potential increasing pressures on the environment by adequate location of sites on public transport corridors reducing car travel must be taken into consideration. | | | |

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| Option CL3: Offer a variety of forms of evening facilities, for a wide range of age and social groups, within central Wakefield. | | | | |
|---|------------------|-----|-----|---|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | S-T | M-T | L-T | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓✓ | ✓✓ | ✓✓ | Potential increase in number of related job opportunities. Variety of the employment base will be beneficial. |
| Conditions which enable economic growth (SA2) | ✓✓ | ✓✓ | ✓✓ | It will improve the attractiveness of Wakefield for consumers and investors. This should promote economic growth. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ✓ | ✓ | ✓ | Diversification of the employment base should lead to an increase in the skills base in the area. |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | Increased leisure opportunities for everyone can enhance sense of wellbeing. |
| Safety & security for people & property (SA5) | ? | ? | ? | Consider the potential issue of anti-social behaviour and disturbance at night. New facilities have the opportunity to design out crime. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | It would meet the needs of a larger portion of the community by increasing the number and type of community facilities |
| Accessibility to culture & leisure activities (SA7) | ✓✓ | ✓✓ | ✓✓ | Provision of a wider choice of evening culture and leisure facilities will encourage increased community participation and accessibility. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | A wider range of facilities will support the vibrancy of the City centre. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ? | ? | ? | Evening visitors are more likely to want to travel by car than daytime shoppers which would increase the traffic entering the City at these times. Public transport services to cater for the evening economy demand would need to provide a level of security in order to counteract this trend. |
| Quality built environment & efficient land-use patterns (SA11) | ? | ? | ? | Make sure that the improved evening facilities are sustainably managed – e.g. consider the opportunity to develop derelict sites. |
| A bio-diverse and attractive natural environment (SA12) | - | - | - | . |
| Minimal pollution levels (SA13) | ? | ? | ? | Needs to be well served by public transport (SA10). |
| Minimise greenhouse gas emissions (SA14) | ? | ? | ? | As above. |
| Prudent use of resources, minimal waste (SA15) | ✓ | ✓ | ✓ | Ensure measures are in place to minimise waste arisings and sustainable design and construction of new facilities |

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| Option Conclusions | Providing a greater diversity of evening facilities will potentially have social and economic benefits. This will meet the needs of the larger population by increasing the number and type of facilities. A greater diversity of entertainment should lead to increased community participation. Environmental effects should be neutral, assuming that there is no inappropriate development. However in providing the new facilities, the public will need reassurance that making use of them during the evening will not make them the victims of anti-social behaviour acts, or put their personal safety at risk. | | | |
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| Option CL4: Encourage the relocation of existing evening facilities in order to provide access to a range of complementary facilities throughout central Wakefield. | | | | |
|--|------------------|----|----|--|
| | Nature of Effect | | | |
| SA Objective (abridged) | + | M+ | - | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓ | ✓ | Potential increase in the number and range of related job opportunities if this encourages more diversity of facilities. |
| Conditions which enable economic growth (SA2) | ✓ | ✓ | ✓ | It will improve the attractiveness of central Wakefield for consumers and investors. This should encourage economic growth. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | Increased leisure opportunities throughout the City can enhance sense of wellbeing. |
| Safety & security for people & property (SA5) | ? | ? | ? | Relocating certain facilities may result in safety and crime problems simply moving to other areas of the city. It is possible that by concentrating the facilities into a number of smaller areas they can be better managed and safer. |
| Vibrant communities to participate (SA6) | ✓ | ✓ | ✓ | Increased leisure opportunities can enhance sense of wellbeing |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓✓ | ✓✓ | Providing complementary facilities throughout the plan area will directly address this objective and increase community participation and accessibility. |
| Local needs met locally (SA8) | ✓ | ✓✓ | ✓✓ | Providing complementary facilities throughout the plan area will directly address this objective as long as suitable public transport is available. |
| Quality housing available to everyone (SA9) | - | - | - | |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓ | ✓ | ✓ | Travel minimised as facilities on the doorstep. Consider how to manage anti-social behaviour to enable access to facilities by walking or cycling at night. |
| Quality built environment & efficient land-use patterns (SA11) | ? | ? | ? | Make sure that the improved evening facilities are sustainably managed – e.g. consider the opportunity to develop derelict sites. |
| A bio-diverse and attractive natural environment (SA12) | - | - | - | |
| Minimal pollution levels (SA13) | - | - | - | |
| Minimise greenhouse gas emissions (SA14) | - | - | - | |
| Prudent use of resources, minimal waste (SA15) | ? | ? | ? | Ensure measures are in place to minimise waste arisings and sustainable design and construction of new facilities. |

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| Option Conclusions | The relocation of evening facilities could reduce their concentration in certain areas (eg; pubs and clubs in Westgate) and improve their accessibility to other areas of the city. Reducing the concentration would provide more opportunities for introducing a wider range of facilities (see Option CL3) in line with the principles of PPS6. However relocating facilities may create other issues such as the potential spread of anti-social behaviour to a wider area. | | | |
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| Option CL5: Identify and, where possible, remove factors that may discourage people from visiting central Wakefield at night. | | | | |
|--|------------------|-----|-----|---|
| SA Objective (abridged) | Nature of Effect | | | Comments |
| | S-T | M-T | L-T | |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | - | ✓ | ✓✓ | It will initiate the process to stimulate demand. The wider range of facilities that may develop as a result of opening up the City at night are likely to create a wider range of job opportunities. |
| Conditions which enable economic growth (SA2) | - | ✓ | ✓✓ | It will eventually create more demand and interest from investors. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | ? | ? | ? | Potential for more people to feel safer to attend evening classes. |
| Conditions to engender good health (SA4) | - | ✓ | ✓ | It will improve sense of wellbeing from increased use of leisure facilities and a greater feeling of security |
| Safety & security for people & property (SA5) | ✓✓ | ✓✓ | ✓✓ | The option will address the problem of anti-social behaviour and nuisance |
| Vibrant communities to participate (SA6) | ✓ | ✓✓ | ✓✓ | It will enable communities to regain ownership of the area at night. Consideration should be given to City residents and the increased vibrancy due to improved safety. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓✓ | ✓✓ | Evening leisure facilities will be more accessible if people feel safe to visit the centre at night. |
| Local needs met locally (SA8) | ✓ | ✓ | ✓ | No need to travel to other safer areas- more opportunities for local trade. |
| Quality housing available to everyone (SA9) | - | ✓ | ✓ | It will contribute to quality of life and make living in Wakefield more attractive to everyone (e.g.: families) |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓ | ✓ | ✓ | No need to travel to other safer areas. |
| Quality built environment & efficient land-use patterns (SA11) | - | - | - | Improvements to the built environment may discourage anti-social behaviour. |
| A bio-diverse and attractive natural environment (SA12) | - | - | - | |
| Minimal pollution levels (SA13) | - | - | - | |
| Minimise greenhouse gas emissions (SA14) | - | - | - | |
| Prudent use of resources, minimal waste (SA15) | - | - | - | |

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| Option Conclusions | This option deals mainly with accessibility and liveability of Wakefield at night and has no negative effects. It must be recognised, however, that many of the factors identified will be outside the immediate control of the AAP. One issue that needs to be considered however is whether removing the problems from the City centre will simply result in them being moved to another area within the district. | | | |
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Spatial Development

| Option SD1: Extend the plan boundary to include additional residential areas not currently included. | | | | |
|---|------------------|-----|-----|--|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ✓ | ✓✓ | ✓✓ | The areas involved would benefit from measures e.g. to provide office, retail, cultural and community space in the AAP. |
| Conditions which enable economic growth (SA2) | ✓ | ✓✓ | ✓✓ | The areas involved would benefit from measures e.g. to provide office and retail space in the AAP |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | ✓ | ✓ | ✓ | Improved leisure facilities, pedestrianised areas and cycle routes would benefit a wider audience. |
| Safety & security for people & property (SA5) | ✓ | ✓✓ | ✓✓ | The areas involved would benefit from measures to ensure safety at night included in the AAP. |
| Vibrant communities to participate (SA6) | ✓✓ | ✓✓ | ✓✓ | Residents of the areas covered by the extended plan would have an opportunity to express their opinion and be part of a larger more vibrant community. |
| Accessibility to culture & leisure activities (SA7) | ✓ | ✓✓ | ✓✓ | The areas involved would benefit from measures such as relocation and diversification of leisure and cultural facilities included in the AAP |
| Local needs met locally (SA8) | ✓ | ✓✓ | ✓✓ | Benefits include improved access, reduced congestion, improved facilities and a greater range of retail opportunities. |
| Quality housing available to everyone (SA9) | ✓✓ | ✓✓ | ✓✓ | The areas involved would benefit from measures on housing included in the AAP and increased tenure. |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | ✓✓ | ✓✓ | ✓✓ | By enlarging the area covered by the measures to minimise transport impacts, more positive effects on the environment can be obtained. |
| Quality built environment & efficient land-use patterns (SA11) | ✓✓ | ✓✓ | ✓✓ | Similarly to the above for opportunities to recover derelict sites and have a greater overall impact on the built environment. |
| A bio-diverse and attractive natural environment (SA12) | ✓ | ✓ | ✓ | Larger areas will benefit from ecological enhancement and new landscaping. |
| Minimal pollution levels (SA13) | ✓ | ✓✓ | ✓✓ | By enlarging the area covered by the measures to minimise impacts, more positive effects on the environment can be obtained. |
| Minimise greenhouse gas emissions (SA14) | ✓ | ✓✓ | ✓✓ | By enlarging the area covered by the measures to minimise transport impacts, more positive effects on the environment can be obtained |

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|--|--|----|----|---|
| Prudent use of resources, minimal waste (SA15) | ✓ | ✓✓ | ✓✓ | By enlarging the area covered by the measures to minimise impacts, more positive effects on the environment can be obtained |
| | | | | |
| Option Conclusions | 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. | | | |

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| Option SD2: Reduce the plan boundary to remove some of the residential areas currently incorporated in the plan area. | | | | |
|--|------------------|-----|-----|---|
| | Nature of Effect | | | |
| SA Objective (abridged) | S-T | M-T | L-T | Comments |
| ECONOMIC | | | | |
| Employment opportunities (SA1) | ? | ? | ? | Opportunities may be lost to provide employment opportunities in the residential areas – by for example establishing shops, offices, leisure facilities. |
| Conditions which enable economic growth (SA2) | ? | ? | ? | As above. |
| SOCIAL | | | | |
| Education and training opportunities (SA3) | - | - | - | |
| Conditions to engender good health (SA4) | - | - | - | |
| Safety & security for people & property (SA5) | ? | ? | ? | |
| Vibrant communities to participate (SA6) | x | x | x | Residents of the areas excluded from the plan will not have a direct influence on the decisions to be taken to the centre of Wakefield. |
| Accessibility to culture & leisure activities (SA7) | ? | ? | ? | As above, the plan may not capture the needs of the residents of the area excluded, which are the most likely users of the facilities of the city centre. |
| Local needs met locally (SA8) | ? | ? | ? | Opportunities may be lost to address local needs of the residential areas – e.g. shops, offices, leisure facilities. |
| Quality housing available to everyone (SA9) | ? | ? | ? | Opportunities may be lost to address local needs of the residential areas – e.g. provision of a mix of housing types |
| ENVIRONMENTAL | | | | |
| Transport – max. access minimise impacts (SA10) | x | x | x | This option could hinder the effectiveness of the car usage reduction measures by reducing the user base and/or by not considering their needs. Smaller schemes for cycle facilities and public transport may damage viability. |
| Quality built environment & efficient land-use patterns (SA11) | ? | ? | ? | Opportunities may be lost to encourage regeneration of derelict sites and provision of local retail and office facilities into the residential areas, contributing to minimisation of travel |
| A bio-diverse and attractive natural environment (SA12) | ? | ? | ? | The level of biodiversity enhancement that can be achieved during redevelopment will be diminished if the plan area is reduced. |
| Minimal pollution levels (SA13) | x | x | x | Less opportunity to reduce traffic pollution. |
| Minimise greenhouse gas emissions (SA14) | x | x | x | This option could hinder the effectiveness of the car usage reduction measures by reducing the user base and/or by not considering their needs. |
| Prudent use of resources, minimal waste (SA15) | x | x | x | Less opportunity for energy efficiency improvements if the plan area is reduced. |

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| Option Conclusions | 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. | | | |
|--------------------|--|--|--|--|