

## **WAKEFIELD DEVELOPMENT PLAN – SEPTEMBER 2012**

### **Development Plan**

- Regional Spatial Strategy May 2008
- Local Development Framework April 2009 - 2012

### **Schedule of Development Plan Policies**

- Regional Spatial Strategy
- Local Development Framework Core Strategy 2009
- Local Development Framework Development Policies 2009
- Local Development Framework Central Wakefield Area Action Plan (including Inset Proposals Map) 2009
- Local Development Framework Waste Policies (including Interim Proposals Map Extracts) 2009
- Local Development Framework Site Specific Policies Local Plan 2012
- Local Development Framework Policies Map 2012
- Unitary Development Plan Saved Policies & Proposals – Retail, Leisure & Open Space

### **Schedule of how Saved Unitary Development Plan Policies replaced / to be replaced by Development Plan Documents**

Original Unitary Development Plan Saved Proposals are listed in the Secretary of State Direction Schedule 8 Planning and Compulsory Purchase Act 2004 dated 27 September 2007.

## **Regional Spatial Strategy Policies**

### **Section 2 – Spatial Vision and Core Approach**

YH1 Overall Approach and Key Spatial Priorities  
YH2 Climate Change and Resource Use  
YH3 Working Together  
YH4 Regional Cities and Sub-Regional Cities and Towns  
YH5 Principal Towns  
YH6 Local Service Centres and Rural and Coastal Areas  
YH7 Location of Development  
YH8 Green Infrastructure  
YH9 Green Belts

### **Section 3 – Leeds City Region**

LCR1 Leeds City Region sub area policy  
LCR2 Regionally Significant Investment Priorities for Leeds City Region

### **Section 4 – South Yorkshire**

SY1 South Yorkshire sub area policy

### **Section 5 – Humber Estuary**

HE1 Humber Estuary sub area policy

### **Section 6 – York**

Y1 York Area sub area policy

### **Section 7 – Vales and Tees Links**

VTL1 Vales & Tees Links sub area policy

### **Section 8 – Coast**

C1 Coast sub area policy

### **Section 9 – Remoter Rural**

RR1 Remoter Rural sub area policy

### **Section 10 – Environment**

ENV1 Development & Flood Risk  
ENV2 Water Resources  
ENV3 Water Quality  
ENV4 Minerals  
ENV5 Energy  
ENV6 Forestry, Trees & Woodlands  
ENV7 Agricultural Land  
ENV8 Biodiversity  
ENV9 Historic Environment  
ENV10 Landscape  
ENV11 Health and Recreation  
ENV12 Regional Waste Management Objectives  
ENV13 Provision of Waste Management & Treatment Facilities  
ENV14 Strategic Locational Criteria for Waste Management Facilities

## **Section 11 – Economy**

- E1 Creating a Successful and Competitive Regional Economy
- E2 Town Centres and Major Facilities
- E3 Land and Premises for Economic Development
- E4 Regional Priority Sectors and Clusters
- E5 Safeguarding Employment Land
- E6 Sustainable Tourism
- E7 Rural Economy

## **Section 12 – Housing**

- H1 Provision & Distribution of Housing
- H2 Managing and Stepping Up the Supply and Delivery of Housing
- H3 Managing the Release of Land in Support of Interventions to Address Failing Housing Markets
- H4 The Provision of Affordable Housing
- H5 Housing Mix
- H6 Provision of Sites for Gypsies & Travellers

## **Section 13 – The Regional Transport Strategy**

- T1 Personal Travel Reduction and Modal Shift
- T2 Parking Policy
- T3 Public Transport
- T4 Freight
- T5 Transport and Tourism
- T6 Airports
- T7 Ports and Waterways
- T8 Rural Transport
- T9 Transport Investment and Management Priorities

## **Local Development Framework Core Strategy Policies**

### **Policy CS 1 - Location of Development**

To deliver the spatial development strategy, based on the settlement hierarchy the broad spatial framework for the location and scale of development is:

- a. most new development, including most housing, employment, retail and mixed use development, will take place within the urban areas taking advantage of existing services and high levels of accessibility, with the largest amount of development located in the Sub-Regional City of Wakefield, with smaller, but significant, amounts in the Principal Towns of Castleford and Pontefract. In other urban areas the scale of development will reflect the settlement's size and function, the spatial priorities for urban renaissance and regeneration in the Community Strategy and the need to tackle local high levels of deprivation.
- b. new retail, leisure, office, cultural and tourist facilities development will be located within Wakefield city centre and other town centres and in identified special policy areas where consistent with national planning policy and the spatial development strategy, taking advantage of existing services and high levels of accessibility;
- c. in local service centres the scale of development will be appropriate to the size of the settlement, meet the identified needs of the settlement and its immediate area and help create a balanced sustainable community;
- d. in settlements identified as villages only small scale development will take place where it helps to meet identified local needs within the existing boundaries of the settlement;
- e. in other settlements not washed over by the Green Belt development will be strictly limited to meeting identified local needs within the existing boundaries of the settlement;
- f. in the Green Belt, development will conform to national, regional and LDF policies relating to the Green Belt.

In each settlement land will be identified to meet development needs, in the following order of priority:

1. previously developed land and buildings within the settlement;
2. suitable infill sites within the relevant settlement;
3. sustainable extensions to the relevant settlement.

The sequential and exceptions tests of PPS25 will also be applied to direct development to areas at the lowest probability of flooding, taking account of the vulnerability of the type of development proposed, its contribution to creating sustainable communities and achieving the sustainable development objectives of the plan.

### **Policy CS 2 - Retail and Town Centres**

Wakefield city centre is and will remain the largest and dominant retail centre in the district, performing a sub-regional role. Castleford and Pontefract will remain important retail centres serving the Five Towns area. Other designated town centres will continue to provide shopping facilities for localised catchments, reflecting the role and function of the settlement in the spatial development strategy.

The provision of retail and other town centre uses, including cultural activities, will be of a scale appropriate to the size and function of the centre.

Good quality and well designed shopping facilities will be secured to maintain the vitality and viability of designated town centres, including significant key schemes at:

- Trinity Walk, Wakefield city centre;
- Ridings Centre, Wakefield city centre;

- Aire Street, Castleford town centre;
- Bridge Street, Castleford town centre; and
- Market Street, Hemsworth town centre.

A sequential approach will be used to assess sites for retail and other town centre uses to focus development on city/town centres in support of the spatial development strategy for the district. Out of centre retail and town centre related uses will only be permitted where they meet the requirements of national planning policy.

### **Policy CS 3 - The Scale and Distribution of Additional Housing**

To deliver additional housing, the Regional Spatial Strategy sets out the net additions required to the housing stock each year in Wakefield District. Both the Core Strategy and the Regional Spatial Strategy set out a strategy for housing delivery to 2026. The LDF will initially allocate land for housing for at least 10 years upto 2021. Beyond 2021 high priority will be given to bringing forward additional housing within or as an extension to Wakefield, Castleford, Pontefract, and other parts of the Five Towns (Knottingley, Featherstone and Normanton) where there are specific and identified regeneration priorities.

1. The scale and distribution of the regional housing requirement will be as follows:
  - a. The largest number of additional houses will be built in the Sub Regional City of Wakefield, with smaller, but significant, numbers in the Principal Towns of Castleford and Pontefract. As a Sub Regional City it is expected that the urban area of Wakefield, including its suburbs will accommodate at least 30% of the district's housing requirement. As Principal Towns, Castleford and Pontefract are expected to accommodate at least 20% and 10% respectively, reflecting their capacity for growth, urban renaissance priorities and urban regeneration;
  - b. Of the other urban areas identified in the settlement hierarchy, additional houses will be built reflecting their status as sustainable settlements in the district, their relative size and function, the need for urban renaissance, housing market renewal, the availability of infrastructure, the opportunities for new housing, their capacity for growth and taking into account past house building patterns. The towns of Normanton, Featherstone, Knottingley, Hemsworth and South Elmsall/Kirkby will be the main focus for new housing growth after the Sub Regional City and Principal Towns. The towns of Horbury, Ossett and Stanley/Outwood have experienced significant growth in recent years and therefore growth will be more constrained in these settlements in order to ensure a sustainable development pattern. Together these settlements are expected to accommodate at least 25% of the district's housing requirement;
  - c. limited numbers of additional houses will be built in Local Service Centres to meet the needs of the settlement and its immediate area and to help create sustainable communities. Together these settlements are expected to accommodate upto 10% of the district's housing requirement, reflecting their position in the settlement hierarchy, their relative size and function and their limited capacity to accommodate growth within the context of the spatial development strategy;
  - d. in villages limited amounts of additional houses will be built to meet local needs up to a maximum scheme size of 10 dwellings, provided that development fills the whole land parcel or site and complies with density and design policies. To reflect the need to meet local housing requirements these settlements are expected to accommodate upto 5% of the housing requirement;
  - e. in settlements below the village category of the settlement hierarchy and not in the Green Belt, housing proposals will be of very limited scale and only permitted where they meet identified local needs;
  - f. in the Green Belt, housing development will be of very limited scale and only be permitted

where it will conform to national Green Belt policy.

- g. sites will be allocated to accord with the above criteria where they have been shown to be deliverable within the relevant plan period. Where deliverable sites have been identified they will be released for development to accord with the locational development principles of Policy CS1.

When proposing the change of use of a building to residential use in villages, smaller settlements and rural areas, developers will need to demonstrate that proper consideration has been given to employment and community uses before residential.

It is anticipated that from about 2009/10 onwards Wakefield and District Housing Ltd will provide significant numbers of additional houses through redevelopment of the existing housing stock, mainly in Wakefield, Castleford and Pontefract, although the scale will depend on the availability of finance. Overall a higher proportion of new housing will be located in these three settlements in the future, in accordance with the RSS core approach.

2. Proposals for residential development will achieve a net residential density of:

- a. at least 50 dwellings per hectare in Wakefield city centre and Castleford and Pontefract town centres;
- b. at least 40 dwellings per hectare throughout the rest of the Wakefield, Castleford and Pontefract urban areas;
- c. at least 30 dwellings per hectare in other urban areas, local service centres and villages.

In circumstances where individual site characteristics dictate and are justified, a lower density may be acceptable.

#### **Policy CS 4 - Sustainable Transport**

Accessibility to jobs and services by sustainable transport is key to building sustainable communities in the district and creating a competitive and efficient labour market within the sub-region. Priority will be given to locating development and directing investment to improve access to job opportunities between Leeds and Wakefield districts, reconnecting communities in the South-East of the district to Wakefield and the Five Towns, encouraging efficient public transport and tackling congestion in the urban areas, particularly in Wakefield and Pontefract.

Development will be located in accordance with the spatial development strategy so that the need to travel

is reduced and essential travel needs can be met by the use of transport modes other than the car. In particular development will be located where:

- a. it can be served by alternative modes of transport other than the car, such public transport, walking and cycling;
- b. the traffic generated can be accommodated by existing or known improvements to highways and where it will not create or add to problems of safety, congestion or damage to the environment;
- c. in the case of residential development, it is within walking distance of essential local facilities and public transport services;
- d. it makes best use of existing transport networks and has regard to future transport investment proposals, so as to enhance the viability of public transport services, such as the West Yorkshire Local Transport Plan - Yorkshire Bus Partnership and the Leeds City Region Transport Vision, A61 Wakefield - Barnsley and A642 Wakefield - Huddersfield bus schemes;
- e. it will improve accessibility to jobs and services for those without access to a car and those

from disadvantaged groups and areas;

- f. development which generates a large number of passenger movements should be located in Wakefield city centre, in other town centres in the main urban areas or at locations which provide convenient access on foot, by cycle and public transport.

The number and proportion of journeys by public transport, cycling and on foot will be increased by:

- g. creating integrated, safe and attractive public transport, cycling and footpath networks across the district;
- h. giving priority to buses, cyclists and pedestrians over the private car, particularly in urban areas;
- i. promoting the integration of cycling and walking with public transport as part of longer journeys;
- j. improving the frequency, reliability and quality of public transport services, infrastructure and interchange facilities particularly including planned improvements at Wakefield Westgate railway station, the Castleford Interchange facility and support for the Yorkshire Bus Partnership;
- k. giving priority to transport investment in areas where public transport accessibility is poor (such as rural areas and settlements in the South East of the district and particularly their connection with settlements in the Five Towns area);
- l. giving priority to urban areas, notably Wakefield and Pontefract, where congestion reduces public transport efficiency.

#### **Policy CS 5 - Community Facilities and Services**

- 1. Good quality services and facilities will be provided which meet the needs of local communities and are accessible by public transport, cycling or on foot. In particular, services and facilities will be provided which will benefit the less mobile or more deprived members of the community.
- 2. The provision of services and facilities will be of a scale appropriate to the type and size of settlement with higher level services located in the urban areas identified in the settlement hierarchy to ensure that needs are met in the most effective and accessible way. However, there is a need to provide some facilities and services in specific settlements including:
  - a. the need to increase the level of local community facilities, such as community centres, local sport and public open space facilities in local service centres and villages;
  - b. the need to provide increased higher level health care facilities where health deprivation is highest, notably parts of the Wakefield urban area, parts of the Five Towns area, and particularly in the south-east of the district where accessibility to such facilities for this part of the district is poor;
  - c. improve access to secondary education facilities, particularly from local service centres and villages.
- 3. Given the important role of facilities and services in all settlements, wherever possible proposals for development will not result in the loss of an existing service or facility unless satisfactory alternative provision is made.

## **Policy CS 6 - Housing Mix, Affordability & Quality**

All proposals for housing, including those affecting the existing housing stock, will be of a high quality and design and contribute to creating mixed and balanced communities. This will be achieved by providing dwellings of the right size, type, affordability and tenure to meet local needs evidenced in relevant studies such as housing needs surveys and strategic housing market assessments.

- a. All proposals for housing must provide a broad mix of housing suitable for different household types and will show how they reflect the district's changing household composition in the types of dwelling they provide, taking into account the evidence base from housing needs surveys and strategic housing market assessments. On large strategic sites (60 dwellings or 2 hectares or more) the housing mix should reflect the proportions of households that require market or affordable housing and achieve a mix of house size, tenure and price. For smaller sites, the mix of housing should contribute to the creation of mixed communities having regard to the proportions of households that require market or affordable housing and the existing mix of housing in the locality.
- b. All proposals for additional housing, including those for a mix of uses, above identified size thresholds must make provision for sufficient affordable housing to meet identified needs. Unless otherwise agreed with the Council, affordable dwellings should be provided on the application site and 30% of new dwellings on developments across the district which meet the following thresholds should be dwellings which can be defined as affordable:
  - i. where the proposal is for 15 or more dwellings, or is on a site of 0.5 hectares or more in area, and is within an urban area or local service centre as defined in the settlement hierarchy;
  - ii. where the proposal is for 6 or more dwellings, or is on a site of 0.2 hectares or more, and is within a village as defined in the settlement hierarchy.

The tenure split will be based on the Council's latest evidence. Secure arrangements will be required to retain the benefits of affordability for initial and subsequent occupiers. Different parts of the district have different affordable housing needs which will be assessed against the latest evidence. The Council will particularly seek to ensure the following needs are met as far as possible:

- iii. affordable housing is required across the whole district, particularly in settlements in the Five Towns and settlements to the north and west of Wakefield
  - iv. there is a particular need for smaller, affordable one and two bedroom dwellings within the Wakefield urban area and in settlements in the South East of the district.
  - v. there is a particular need for larger 3 bedroom affordable dwellings in settlements in the Five Towns.
  - vi. there is a particular need to provide a broad range of affordable housing accommodation in settlements to the North and West of Wakefield
- c. Actions proposed to improve the quality or make efficient use of the district's housing stock must contribute to sustainable development. Proposals which involve the redevelopment of existing housing must comply with the LDF spatial development strategy, policies and proposals.

The actual amount of affordable housing to be provided is a matter for negotiation at the time of a planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development. All but the smallest sites should contribute to the provision of affordable housing.

## **Policy CS 7 - Accommodation for Gypsies, Travellers and Travelling Showpeople**

Where there is a demonstrated need for Gypsy and Traveller accommodation or Travelling Showpeople accommodation in the district through a regional and/or local assessment, provision will be made using the following criteria:

- a. the site must be suitable for this type of accommodation with a realistic likelihood that the site will come forward during the plan period, taking into account site constraints such as flood risk, access to the highway network and infrastructure;
- b. previously developed land, or untidy or derelict land within or on the edge of urban areas will be considered before sites in rural locations;
- c. sites will only be released as an exception to other policies where a local housing needs assessment has established a need for gypsy, travellers or travelling showpeople accommodation which can not be met in any other way and the scale of development does not exceed the level of need identified.

Proposals for the use of land for the stationing of caravans occupied by gypsies, travellers and travelling showpeople on unallocated sites will be permitted, where the proposed development:

- a. helps to meet an identified shortfall in the supply of suitable sites in the district through a regional and/or local assessment or meets unexpected demand;
- b. is accessible to shops, schools and health facilities by public transport, on foot or by cycle
- c. is reasonably accessible to services and will not cause traffic congestion or safety problems;
- d. in the case of travelling showpeople sites, the site includes sufficient space for storage and maintenance of equipment and the parking and manoeuvring of all vehicles associated with the occupiers;
- e. the site is capable of being provided with adequate on-site services for water supply; power; drainage; sewage disposal and waste disposal facilities.

## **Policy CS 8 - The Local Economy**

1. The economic performance of the district will be improved by:
  - a. providing and safeguarding an adequate supply and variety of land and buildings for employment uses which match employment skills and employment needs, particularly in areas of highest deprivation, including the former mining communities in the South-East of the district;
  - b. promoting the development of clusters of economic activity, specifically in the logistics and distribution, food and drink and digital and IT sectors;
  - c. increasing the level of skills and educational attainment of the district's workforce;
  - d. supporting business start-ups, new enterprise and business incubation units in the main urban areas in accordance with the spatial development strategy and in larger industrial estates, and also including home-working;
  - e. improving access to employment opportunities by public transport, particularly from the South East of the district;
  - f. promoting the district as a place to invest;
  - g. providing new infrastructure for employment development;
  - h. strengthening and diversifying the urban and rural economy;
  - i. encouraging new facilities and accommodation for tourists.
2. Most new employment development will be located within the urban areas of the district, particularly within city and town centres, Employment Zones, and on sites allocated for

employment use. In particular:

- a. Commercial offices will be located:
    - i. in Wakefield City centre and in Castleford and Pontefract town centres. Developers will need to consider the scope for including an element of office floorspace in proposals for mixed use development in these centres, or
    - ii. within the extent of existing office parks at:  
Paragon Business Village, Snowhill, Wakefield  
Calder Park, Denby Dale Road, Wakefield, or
    - iii. at the Former Prince of Wales Colliery, Park Road, Pontefract
  - b. Light and General Industrial activities will be located:
    - i. in the urban areas set out in the spatial development strategy on previously developed land, within employment allocations designated on the LDF Proposals Maps or within existing Employment Zones;
  - c. Warehousing and distribution activities will be located:
    - i. within employment allocations along the M62 corridor proposed for this type of use;
    - ii. within existing Employment Zones which are suitable for this type of use, making best use of opportunities for redevelopment.
  - d. On sites which are accessible by rail and/or waterways, developers should make full use of these forms of transport.
3. In local service centres, villages, smaller settlements and rural areas employment development will be of an appropriate scale and create or retain local jobs to reduce the need to travel, diversify the rural economy, and promote sustainable communities.

### **Policy CS 9 - Transport Network**

The ability to move goods is particularly important given Wakefield District's strategic position on the national motorway, rail, waterway networks and its links with regional facilities such as Robin Hood Airport and Humber Ports. This gives the district a distinct advantage for logistics, warehousing and distribution. Efficient access for goods and services is also a key factor in supporting the vitality of urban areas. In order to achieve a balanced and integrated transport network which makes the most efficient and effective use of road, rail and water transport, consistent with the priorities identified in the Regional Spatial Strategy and Local Transport Plan:

- a. Improvements to the highway network will support regeneration initiatives and allow demand management to influence travel choices. Investments will include support for the regeneration of Wakefield city centre; addressing the legacy of sub-standard infrastructure in the former coalfields areas, particularly in the south-east of the district; and demand management measures;
- b. Development proposals will have access to the appropriate category of road to ensure that traffic can be accommodated safely and conveniently. Improvements to the highway network will be used to manage traffic effectively, relieve congestion and give priority to buses, in particular identified schemes at:
  - Wakefield (North Wakefield Gyratory System/Wakefield Inner Ring Road)
  - Castleford (Glasshoughton Coalfields Link Road)
  - Hemsworth (A1 Link Road)

and schemes which require further evaluation at:

- Wakefield (Wakefield Eastern By-pass)
  - Ackworth, Featherstone and Pontefract (South East Link Road);
- c. Improvements to the rail network will include improving capacity, journey times and quality of public transport links between the main urban centres in the district, Leeds City Region and South Yorkshire, particularly to Wakefield and Leeds city centre at peak times;
- d. Better use will be made of the inland waterway and rail networks in the district, including the Aire & Calder navigation and the regional rail/road transfer facility at Wakefield Europort. Opportunities will be taken to link major freight movement origins and destinations to the rail network. Developments which generate large volumes of freight traffic or involve the transport of bulk materials will include, or be located close to, inter-modal transfer facilities, rail freight facilities or wharves and make use of rail or water for freight movements, wherever practical. Sites which are used or suitable for inter-modal transfer facilities, rail freight facilities and the loading and unloading of water-borne freight will be protected for these uses and water and rail freight connections to existing industrial sites will be retained wherever possible and the development of new inter-modal transfer facilities, new rail sidings and rail freight facilities and new wharves will be encouraged;
- e. High quality, safe cycle, footpath and bridleway networks will be safeguarded and extended to provide opportunities to reduce the number of short car journeys and for cycling, walking and riding for recreation in the countryside. Disused railway lines and waterways across the District, including the former Barnsley Canal, will be protected from other forms of development to safeguard their potential to be reinstated to their former use for commercial or leisure purposes or to extend the cycling or footpath networks.

### **Policy CS 10 - Design, Safety and Environmental Quality**

Good design is a key element in sustainable development. Improving our places through raising the quality of the built environment is one of the Community Strategy's underpinning challenges and also a key part of urban renaissance. The design of buildings and spaces will be improved and opportunities for crime reduced. The district's built environment, landscape features and wildlife habitats will be protected and enhanced. Protected ecological and geological sites cover just 2% of the district's land area and tree cover is only 3.8%, one of the lowest percentages in the country. A number of Scheduled Ancient Monuments, Conservation Areas, historic buildings, archaeological remains and historic landscapes contribute to the local distinctiveness and character of the district. In all parts of the district, new development will:

- a. incorporate sustainable buildings, spaces and landscaping of high quality design which:
- i. are appropriate to their location in terms of scale and density;
  - ii. protects and enhances local character and distinctiveness taking local building traditions into account;
  - iii. takes into account the different landscape character across the district, including the Calder Valley, the Northern Coalfield areas, the Went River basin, the Limestone Escarpment and the south-east and south-west coalfield areas.
- b. create safe and secure environments that reduce the opportunities for crime in all parts of the district;
- c. protect and enhance the district's historic assets particularly Scheduled Ancient Monuments, Conservation Areas, historic buildings, archaeological remains and historic landscapes;
- d. protect and enhance the district's biological and geological diversity and green infrastructure including the need to increase tree cover across the district, safeguard designated sites of international, national, regional and local importance, ancient woodland and other ecological

- assets, including priority habitats and species;
- e. minimise the risk from all forms of pollution and contamination for existing and future occupants, the wider community and the environment, particularly within the defined Air Quality Management Areas along the M1, M62 and A1 corridors and in the urban areas in the western and northern parts of the district.
- f. bring about improvements to the local environment including the reclamation of derelict or degraded land, where appropriate, particularly in former mining communities such as Castleford, Pontefract, South Elmsall, Sharlston, and South Hiendley.
- g. helping reduce fossil fuel dependency, by promoting designs which incorporate energy efficiency and renewable energy generation technology.

### **Policy CS 11 - Leisure, Recreation and Open Space**

1. Good quality, well maintained leisure, recreation and open space facilities will be secured to address identified deficiencies and meet the needs of local communities, particularly deprived groups. Key measures will be:
  - a. increased and improved facilities for health and fitness in central Wakefield and in urban areas in the Five Towns and the South-East, particularly at Wakefield Council facilities, (such as Thornes Park and Lightwaves Leisure Centre in Wakefield, Knottingley Sports Centre and pool, and Minsthorpe Pool);
  - b. provision to address the needs of older people through increased indoor facilities;
  - c. new stadia development particularly in Wakefield and Castleford;
  - d. sports village concepts with links to new stadia development or existing facilities, such as Thornes Park, particularly in Wakefield, Castleford and Featherstone;
  - e. development of sport and leisure facilities on former colliery sites in Castleford, Pontefract and South Elmsall;
  - f. partnership provision in the South-East of the district, including linking future provision of sport, leisure and physical activity to other community facilities such as play and cultural provision;
  - g. the implementation of a hierarchy of playing pitch provision;
  - h. opening up formal play and play community access to school facilities across the district.
2. The provision of leisure and recreation facilities and open space will be of a scale appropriate to the type and size of settlement. Wherever possible those that attract large numbers of people will be located in the larger urban areas and be accessible by walking, cycling and public transport.
3. Development proposals will not result in the loss of an existing leisure or recreation facility or open space unless satisfactory alternative provision is made or it can be demonstrated that the asset is no longer needed.
4. Development proposals will not result in the loss of an existing leisure or recreation facility or open space unless satisfactory alternative provision is made or there are cumulative community benefits identified as part of regeneration schemes or it can be demonstrated that the asset is no longer needed.

## **Policy CS 12 - Green Belt**

The general extent of the Green Belt defined on the Local Development Framework Proposals Maps, should remain unchanged.

A review of the boundaries in association with a strategic review of the West Yorkshire Green Belt, will inform the identification of sites for delivering growth that is consistent with the spatial development strategy.

Only in exceptional circumstances where there is an over-riding need to accommodate what would otherwise be inappropriate development, which cannot be met elsewhere and where Green Belt land offers the most sustainable option, will land be taken out of the Green Belt.

## **Policy CS 13 - Mitigating and Adapting to Climate Change & Efficient Use of Resources**

1. In order to be sustainable, development must minimise the impact and mitigate the likely effects of climate change on existing and future occupants, the wider community and the environment and minimise the use of natural resources. This will be achieved by:
  - a. avoiding unacceptable levels of flood risk, particularly in areas of high flood risk such as the Calder River Valley, the Went River Basin, and river tributaries in the south east of the district;
  - b. taking measures to reduce carbon emissions and adapt to climate change during the construction and operation of new developments through, for example, orientation, layout, design and material selection
  - c. the prudent and efficient use of natural resources including energy, water, soil and the best and most versatile agricultural land and the use of re-used and recycled materials.
  - d. proactively managing surface water through the promotion of sustainable drainage techniques and positive land management.
  
2. In order to achieve the indicative renewable energy generation target for the district of 11 Mega Watts by 2010 and 41 Mega Watts by 2021 and to contribute to sub-regional and regional targets the Council will:
  - a. encourage the development of new sources of renewable energy generation where there is no adverse environmental impact on nearby communities.;
  - b. encourage all development to incorporate energy from decentralised and renewable, or low carbon sources. All larger developments will be required to incorporate on-site renewable energy generation capacity, unless it is not feasible or viable or there are demonstrable alternative decentralised and renewable, or low carbon sources.

## **Policy CS 14 - Influencing the Demand for Travel**

The Council will work with relevant national, regional and sub-regional agencies to develop a co-ordinated long term approach to manage the demand for travel. The spatial development strategy will maximise the use of sustainable modes of travel – public transport, walking and cycling and reduce the need to travel by concentrating development in city/town centres. Alongside this strategy, the Council will influence the demand for travel through:

- a. limiting the amount of car parking in new development through the application of maximum parking standards, particularly in urban areas with higher levels of accessibility by public transport, and lesser standards in local service centres, villages and smaller settlements, where accessibility by public transport is limited and where the level of parking is appropriate

- in relation to the scale and type of development proposed;
- b. reducing car parking provision on city/town centre sites where public car parking or alternative modes of transport are available, particularly in Wakefield city centre, and Pontefract and Castleford town centres;
- c. reducing long stay parking (other than at railway stations and park and ride sites) and transfer spaces to short stay, where appropriate;
- d. introducing park and ride facilities on major transport routes in association with public transport service improvements and measures which give priority to public transport in the use of road-space.
- e. securing local and area wide Travel Plans to reduce the number of single occupancy car trips generated by or attracted to new development working in partnership with relevant organisations including the Highways Agency and Metro.

### **Policy CS 15 - Waste Management**

The Council will work with partners including the Environment Agency, regional bodies, other local authorities, the waste industry and community groups to ensure the integration of strategies and proposals for sustainable waste management at the local, sub-regional and regional level. Waste management is a regional and sub-regional issue. Municipal waste is imported into the district from surrounding areas including Leeds, Bradford and to a lesser extent Barnsley. Volumes of waste movements out of the district are smaller, with some limited export of waste materials to North Yorkshire from the eastern parts of the district. Commercial and industrial waste patterns are more complex with movements into and out of the district to other parts of the Yorkshire & Humber region depending on type.

1. Waste will be managed using the 'waste management hierarchy', in the following order:
  - a. waste reduction - across the district;
  - b. re-use, recycling and composting - making the best use of civic amenity sites across the district, the waste transfer stations at Denby Dale Road and Owl Lane and the Council's proposed waste management facility in the south-east of the district;
  - c. energy recovery - making the best use of available technologies, possibly including incineration;
  - d. disposal, including the use of landfill at the Council's landfill facility at Welbeck.
2. Sites for waste management facilities will be identified to deal with all forms of waste arisings within the district, which best meet environmental, social and economic needs, based on the following general principles:
  - a. moving the management of all waste streams up the waste hierarchy;
  - b. promoting opportunities for on-site management of waste where it arises at retail, industrial and commercial locations, particularly in the main urban areas;
  - c. dealing with the forecast tonnages for different waste streams in the Regional Spatial Strategy;
  - d. achieving the objectives and targets for recycling/recovery for waste set out in the Regional Spatial Strategy and the Council's Municipal Waste Management Strategy;
  - e. achieving regional, sub-regional, local authority and neighbourhood self-sufficiency, at the lowest practicable level for the waste stream concerned;
  - f. promoting opportunities to co-locate facilities together and with complementary activities (reflecting the concept of resource recovery parks);
  - g. giving priority to:
    - i. established and proposed industrial sites where most modern waste management

facilities can be appropriately developed particularly where the co-location of complementary activities, such as “resource recovery” or “sustainable growth” parks is possible;

- ii. the use of other previously-developed land before greenfield sites, including use of mineral extraction and landfill sites during their period of operation for the location of related waste treatment activities in sustainable locations;
- iii. redundant farm buildings and associated land.

## **Policy CS 16 - Minerals**

In conjunction with other authorities, the Council will maintain an appropriate contribution towards the regional supply of aggregates and provide an adequate and steady supply of other minerals:

### **1. Aggregates**

- a) Known mineral resources of economic value will be identified as Mineral Safeguarding Areas within the Upper Magnesian Limestone belt in the Knottingley and Darrington area, adjacent to existing mineral extraction sites. The known remaining unworked deposits of alluvial sand and gravels are identified in the Lower Calder Valley between the settlements of Horbury and Calder Grove and to the north of Stanley Ferry and the M62. Mineral Safeguarding Areas will be protected from development that could result in their sterilisation;

### **2. Aggregates and Other Minerals**

- a) Existing mineral reserves throughout the district which have planning permission will be protected from inappropriate development that could result in their sterilisation;
- b) Working of mineral resources from land reclamation schemes may provide secondary aggregates and other minerals in association with restoration and/or development wherever practicable and environmentally acceptable;
- c) Sustainable transport will be used wherever practicable in connection with mineral extraction, particularly existing rail-heads and the wharf at Pioneer Way/Whitwood;
- d) The district includes areas where land reclamation is required, particularly on older colliery workings at Fryston Wheldale, the former Prince of Wales Colliery site at Pontefract and Sharlston Colliery. Land reclamation will be supported and limited extraction will be acceptable where it enables reclamation;
- e) Mineral extraction before development commences will generally be acceptable, particularly where the development would result in a considerable extension to an urban area, provided the extraction is carried out in a reasonable time-scale and in an environmentally acceptable manner.

The contribution to the supply of alternative materials for use as secondary aggregates will be maximised by securing opportunities for recycling, processing and transfer of materials wherever practicable and environmentally acceptable.

## **Local Development Framework Development Policies**

### **Policy D1 - Housing in Rural Areas**

1. In small settlements not within the Green Belt housing proposals shall be limited to meet identified local needs where it comprises of:
  - a. closing a small gap in an otherwise built-up frontage to an existing road; or
  - b. the redevelopment or sub-division of an existing residential curtilage; or
  - c. the sub-division of an existing dwelling; or
  - d. the change of use or redevelopment of a non-residential building where this would not result in a loss of local employment or service provision.

Development proposals must fall wholly within the confines of the settlement. In very exceptional cases a slightly larger development may be permitted if this would lead to the sustainable recycling of a brownfield site bringing positive overall benefit to the settlement.

2. Within the infill boundary of Green Belt shown on the Proposals Maps housing proposals shall be limited to meet identified local needs comprising of:
  - a. closing a small gap in an otherwise built-up frontage to an existing road; or
  - b. the sub-division or replacement of an existing dwelling; or
  - c. the change of use of a non-residential building where this would not result in a loss of local employment or service provision.

The development must fall wholly within the confines of the infill boundary.

3. Elsewhere within the Green Belt housing development will only be acceptable where it involves the change of use of a rural building or the subdivision or replacement of an existing dwelling. Proposals shall be limited to meet identified local needs.

### **Policy D2 - Safeguarded Land**

Areas of safeguarded land have been identified on the edge of settlements which may be suitable to meet longer term development needs for housing or employment land. Within these areas shown as Protected Areas of Search for Long Term Development on the Proposals Maps, development will be restricted to that which is necessary for the operation of existing uses together with such temporary uses that would not prejudice the possibility of long term development.

### **Policy D3 - Protecting Employment Land**

The district's most sustainable and valued employment areas identified as Employment Zones which are shown on the Proposals Maps shall continue to be occupied primarily by employment uses. Proposals for development or re-development for employment uses in these zones will generally be supported. Non-employment uses will be permitted where:

1. It can be demonstrated that:
  - a. alternative employment sites are available in the locality which are suitable in terms of quality and quantity so as not to prejudice opportunities for local employment uses;
  - b. where a site is in use, suitable alternative provision has been made to accommodate any

- existing occupiers of the site or premises; and
  - c. where a site or premises are not in use appropriate marketing shows that the site or premises are not in demand for employment use;
2. In each case the following criteria are met:
- a. existing neighbouring uses are not restricted by the introduction of new uses and the amenities of the new occupiers are not compromised by existing neighbouring uses; and
  - b. the proposal would not result in environmental, amenity or traffic problems; and
  - c. the zone retains a mix of uses including a proportion which generates employment.
3. General retailing will not be permitted on land allocated for employment use.

#### **Policy D4 - Sites Designated for Biological or Geological Conservation**

Within the district are a number of sites designated for biological or geological conservation of international, national, regional and local importance. Where the Council considers that any designated site or any species of principal importance for conservation may be affected by a development proposal, an ecological assessment will be required to be submitted with the planning application.

1. Development that is likely to have either a direct or indirect adverse affect on a nationally designated site will only be permitted if it can clearly be demonstrated that exceptional reasons of public interest for development clearly outweigh any impact on its features of ecological importance and on the national network of designated sites. The development must further the conservation and enhancement of the site.
2. Development that is likely to have either a direct or indirect adverse affect on a regional or locally designated site will only be permitted if it can clearly be demonstrated that:
  - a. development cannot reasonably be located on an alternative site; and
  - b. reasons of public interest for development clearly outweigh its features of ecological importance; and
  - c. the need for development clearly outweighs any harm which may be caused to the ecological or geological conservation value of the site; and
  - d. harm can be reduced to acceptable limits; and
  - e. positive environmental mitigation measures can be implemented either on site or in a suitable alternative location.
3. Where development is permitted the Council will require developers to:
  - a. minimise disturbance;
  - b. protect and enhance the site's ecological value;
  - c. ensure appropriate management;
  - d. ensure appropriate mitigation measures are designed into the proposal and work on the site does not commence until these measure are in place;
  - e. work to approved methods; and
  - f. create new or replacement habitats equal to or above the current ecological value of the site if damage or loss is unavoidable.

## **Policy D5 - Ecological Protection of Watercourses and Water Bodies**

The Wakefield District Local Biodiversity Report identifies watercourses and water bodies as important ecological assets. Development on or adjacent to watercourses and water bodies will not be permitted unless it can clearly be demonstrated that there will be no significant harm to any ecological features. Where development is permitted proposals shall include:

- a. environmentally sensitive engineering methods;
- b. appropriate wetland features and landscaping; and
- c. appropriate management schemes for the planning and use of areas of water.

## **Policy D6 - Wildlife Habitat Network**

Development that would adversely affect the integrity and value of the Wildlife Habitat Network across the district or the movement of flora and/or fauna species will only be permitted if it can be demonstrated that reasons of public interest for the development clearly outweigh any significant harm. Proposals for development shall make provision for the retention of the network and protection of its wildlife links and ecological conservation value. Where development is permitted the Council will require developers to:

- a. minimise disturbance;
- b. protect and enhance the site's ecological conservation value;
- c. contribute towards the objectives of the Wakefield District Bio-diversity Action Plan;
- d. ensure appropriate management; and
- e. create new or replacement habitats equal to or above the current ecological value of the site if damage or loss is unavoidable.

## **Policy D7 - Protection of Trees and Woodland**

The district's woodland, hedgerows and trees are important ecological assets identified in the Wakefield District Local Biodiversity Report. Where the Council considers that trees or woodland may be affected by a development proposal, it will require an appropriate tree survey to be submitted with the planning application.

1. Development that would detrimentally affect or result in the loss of Ancient Woodland will only be permitted if it can clearly be demonstrated that:
  - a. development cannot reasonably be located on an alternative site; and
  - b. exceptional reasons of public interest for development clearly override the ecological and historical importance of Ancient Woodland; and
  - c. the need for development clearly outweighs any harm which may be caused to the ecological and landscape value of the woodland; and
  - d. harm can be reduced to acceptable limits through the implementation of positive environmental mitigation measures within the site.
2. Development that would damage or result in the loss of trees, particularly veteran trees, areas of woodland or hedgerows, will only be permitted if it can clearly be demonstrated that:
  - a. development cannot reasonably be redesigned or located on an alternative site; and
  - b. the need for development clearly outweighs any harm to the ecological value and landscape quality of the area; and

- c. harm can be reduced to acceptable limits through the implementation of positive environmental mitigation measures either on site or in a suitable alternative location.

### **Policy D8 - Landscape Character**

Landscape is an important and highly valued environmental resource within Wakefield District. Development within the countryside, on the edge of settlements or within areas of open urban green space shall contribute towards the protection, maintenance and enhancement of the character of the district's landscape, its biodiversity, and where appropriate, the recreational quality of the area. The Council may require an evaluation of the impact of development on the landscape to be submitted with development proposals. Impact upon the landscape will be assessed having regard to the extent to which development would:

- a. adversely affect landscape elements which contribute to landscape character such as landform, field boundaries, or settlement patterns;
- b. adversely affect vegetation and trees which are characteristic of that landscape type;
- c. cause unacceptable visual intrusion; and
- d. introduce or remove incongruous landscape elements.

### **Policy D9 - Design of New Development**

Within the district are a diverse range of settlements which have distinctive local characteristics. In order to maintain and enhance local diversity all new development shall make a positive contribution to the environment and amenity of its locality by virtue of high quality design, layout and landscaping. The Council will support the enhancement of public spaces, including provision of works of art in public places, and in appropriate cases this may be required as part of major development proposals. In particular proposals shall:

- a. respect, and where appropriate enhance the character of the locality in terms of design, scale, massing, height, density, layout, materials and colour;
- b. provide a quality setting within the development;
- c. retain, and where appropriate enhance important ecological and landscape features;
- d. respect, and where appropriate enhance existing natural and built features, skyline, landmarks or key views that contribute to the character and local distinctiveness of the area;
- e. incorporate high quality landscaping and boundary treatment;
- f. incorporate arrangements for access of vehicles, pedestrians and cyclists;
- g. incorporate arrangements for servicing, waste handling, recycling and storage;
- h. incorporate sensitive treatment of ancillary development such as parking and service areas and provide satisfactory screening where appropriate;
- i. Incorporate sensitive treatment of wiring, cabling and pipelines either by laying underground or providing adequate screening or landscaping;
- j. allow for flexibility to adapt non-residential development to alternative uses to meet changing needs and circumstances over the lifetime of the development;
- k. have no significant detrimental impact on the amenity of neighbouring users or residents and existing or prospective users;
- l. allow easy access for all members of the community such as disabled people, elderly people and people with push chairs or young children;
- m. Allow the opportunity for access to adjoining undeveloped land so it may subsequently be developed; and
- n. Provide open space and recreational facilities in all new housing developments which is related to the scale, type and density of the development, and to the nature of the site and its surroundings.

## **Policy D10 - Extensions and Alterations to Dwellings**

Throughout the district's settlements are a diverse range of residential neighbourhoods, many of which have distinctive local characteristics which should be maintained or enhanced. Extensions and alterations to dwellings shall respect residential amenity, the character and scale of the dwelling, and its location. Development will only be permitted if it would not:

- a. reduce the space about the dwelling resulting in significant harm to residential amenity or character of the area;
- b. significantly reduce the privacy of occupants of the dwelling or neighbouring properties;
- c. significantly overshadow neighbouring dwellings resulting in harm to the amenity of occupants of the dwelling or neighbouring properties;
- d. be discordant with the style of the original dwelling or result in significant harm to the character of the area.

## **Policy D11 - Waterfront Design**

Development adjacent to the River Aire, River Calder, the district's canals and other bodies of water shall be orientated to face the watercourse or water body and must be designed to enhance the waters edge and biodiversity. The Council will require that public access and recreational opportunities are provided where compatible with the proposed development and the capacity of the site to accommodate them. In particular development along rivers and canals shall:

- a. enhance the architectural quality and character of the waterway;
- b. improve the visual and physical relationship between the development site, the waterway and any adjoining public areas;
- c. improve access along and across the river or canal corridor where appropriate;
- d. be orientated and designed to promote surveillance of the river or canal frontage;
- e. enhance the public amenity value of waterway;
- f. enhance important views outward from the river or canal corridor; and
- g. enhance recreational opportunities of the waterway, where appropriate.

## **Policy D12 - Landscape Design**

Landscape is an important and highly valued environmental resource within Wakefield District. New development shall be designed so that important existing landscaping features such as water bodies, trees, hedgerows, stone walls and other elements identified in the Landscape Character Assessment together with any new features are incorporated as an integral part of the proposal. In particular development proposals shall:

- a. conserve and integrate existing natural features;
- b. use new landscape features such as planting, shelter belts, and green spaces to integrate development with the wider landscape;
- c. integrate new and existing development at the boundaries of the site through the continuity of landscape;
- d. create areas of valuable habitat for wildlife by additional planting of native species rather than by using purely decorative planting; and
- e. where appropriate allow public access and/or provide opportunities for recreation.

### **Policy D13 - Protected Areas of Open Land**

Areas of Protected Open Land identified on the Proposals Maps shall be safeguarded from development to maintain local character and amenity of settlements and their communities. Within the areas of open land identified under this policy, development will only be permitted in very special circumstances for purposes other than those which would not substantially affect the openness and character of the land or detract from its amenity value.

### **Policy D14 - Access and Highway Safety**

Highway safety, road traffic congestion, and the impact of vehicles on environmental quality and amenity are increasingly of concern within the district. Development proposals shall demonstrate that they can be accessed conveniently and safely and by modes of transport other than the car. In particular proposals shall:

- a. ensure the safe and free flow of traffic within the development and on the surrounding highway network;
- b. be supported by travel plans which encourage the use of public transport, cycling and walking, where appropriate;
- c. allow access and penetration by public transport, where appropriate;
- d. provide pedestrian and cycling connections within the site and to its surroundings, including linking into existing and proposed pedestrian and cycling routes where appropriate, and ensuring these can be accessed easily and safely by all sections of the community;
- e. include provision for safe cycle storage;
- f. provide a level of parking provision appropriate to the proposal and its location (applying the agreed maximum standards set out in current guidance), ensuring that such provision is located in safe and accessible locations, paying particular attention to the needs of wheelchair/pram users which should be located close to entrances;
- g. take into account changes in site levels to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;
- h. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely; and
- i. take into account access for emergency, service and refuse collection vehicles.

### **Policy D15 - Safety and Security Through Design**

Safety and security is a key objective of the Wakefield District Community Strategy. Development proposals shall be designed to ensure a safe and secure environment that reduces the opportunities for crime. Development will be permitted where the following have been taken into account:

- a. the use and creation of defensible space;
- b. the creation of opportunities for natural surveillance;
- c. the location and design of lighting;
- d. the location, number and design of footpaths and access points;
- e. the location and design of parking facilities; and
- f. the design of landscaping, in particular maximising opportunities for surveillance to avoid creating hiding places and secluded areas.

## **Policy D16 - Advertisements and Shopfront Design**

Shopfronts, signs and advertisements make a significant contribution to the character and local identity of the district's town centres.

1. The development of new or replacement shopfront units and display of advertisements will only be permitted if they satisfy the following criteria:
  - a. the design is consistent with the character of the existing building in terms of scale, quality and use of materials;
  - b. proposals respect the character of the locality and any features of scenic, historic, architectural, cultural or other special interest;
  - c. the shop fascia is designed to be in scale, in its depth and width, with the façade and street scene of which it forms part.
2. Proposals for the alteration of existing shopfronts or installation of new shopfronts and display of advertisements on a Listed Building or within a Conservation Area should preserve and enhance the character and appearance of the building, the area in which it is located and any features of architectural or historical interest. Existing traditional shopfronts shall be retained and restored unless exceptional circumstances apply. Proposals for new shopfronts and advertisements must be of a high standard of design and be appropriate in style, scale and materials to the building and its setting.

## **Policy D17 - Development Affecting Archaeological Sites**

Within the district there are a number of Scheduled Ancient Monuments and other unique archaeological assets. New development has also led to the discovery and excavation of remains of national, regional and local importance such as Roman and Iron Age Settlements and a chariot burial.

1. Development that affects the site or setting of a Class I or Class II archaeological site will only be permitted if there are exceptional circumstances of over-riding public interest and suitable protective and mitigation measures can be implemented to safeguard the archaeological value of the site.
2. In the case of Class III sites development will only be permitted where:
  - a. the archaeological remains will be preserved in situ through careful design, layout and siting of the proposed development; or
  - b. when in-situ preservation is not justified or feasible, appropriate provision is made by the developer for excavation and recording before and/or during development and for the post-excavation analysis, publication, and archive deposition of any findings.
3. Where development proposals affect sites of known or potential archaeological interest, an appropriate archaeological assessment and evaluation will be required to be submitted as part of the planning application. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them.

## **Policy D18 - Development Affecting Historic Locations**

Development within or likely to affect the district's Historic Parks & Gardens, Historic Landscapes, Conservation Areas and Sites of Historic Battles will only be permitted where there is no adverse impact on:

- a. open spaces, views, landmarks and landscape that contribute to their character, appearance or setting;
- b. the character of any buildings or structures having regard to local scale, proportion, details and materials;
- c. the preservation of features of architectural, archaeological and historic interest.

The Council will require that plans for development clearly illustrate the impact of the proposal on any features of architectural, archaeological and historic interest of the area. Such applications must also be supported with full details of the proposal.

## **Policy D19 - Development affecting Buildings of Local Interest**

Within the district are a number of buildings which are identified for protection because of their local significance in terms of their historical or architectural interest. These include buildings of local community interest, individual buildings or groups of buildings that contribute to the character or identity of an area, and buildings which are examples of important work by local architects or builders. Development including extensions, alterations, and changes of use to Buildings of Local Interest will only be permitted where there is no adverse impact on:

- a. any features of special architectural or historic interest; and
- b. the character, appearance and setting of the building.

## **Policy D20 - Pollution Control**

Within the district there is a legacy of activities such as mining, quarrying, heavy industrial processes and chemical works which have resulted in the degradation of environmental quality in the past and have potential to cause further pollution or damage to amenity. Air pollution from road traffic is also an increasing problem. In order to protect public health and the environment, and to encourage regeneration, the Council will require that:

1. Development proposals which are likely to cause pollution or are likely to be exposed to potential sources of pollution will only be permitted if it can be demonstrated that measures can be implemented to minimise emissions to a satisfactory level that protects health, environmental quality and amenity. In determining proposals particular consideration will be given to:
  - a. the likelihood of emissions which may have an unacceptable affect on the amenity of the local area;
  - b. where there is an identified risk that public health may be affected;
  - c. where there is a possibility that any proposed development will lead to a breach of national air quality objectives or lead to a deterioration of local air quality;
  - d. there would be no adverse impact on water bodies and groundwater resources, in terms of their quantity, quality and the important ecological features that they support;
  - e. an appropriate impact assessment is submitted with the planning application; and

- f. approved mitigation measures are carried out prior to occupation or operation of the development commencing.
2. Where the Council considers that an Air Quality Management Area may be affected by development, it will require the proposal to be consistent with the aims and objectives of the Council's Air Quality Action Plan.
3. Development proposals that include external artificial lighting which may cause unacceptable light pollution in the form of sky-glow, glare or intrusion onto other property and land will only be permitted if the Council is satisfied that adequate and reasonable controls can be put in place to protect dwellings and other sensitive property, the rural night-sky, observatories, road users, and designated sites for conservation of biodiversity or protected species from the intrusive affects of the light pollution.

### **Policy D21 - Protection from Hazardous Operations**

There are a number of sites and pipelines within the district which are designated as dangerous substances establishments and major accident hazard pipelines by virtue of the quantities of hazardous substance present. Whilst they are subject to stringent controls under existing health and safety legislation, it is considered prudent to control the kinds of development permitted in the vicinity of these installations. Development proposals which involve either:

- a. notifiable quantities of hazardous substances or which are in the vicinity of notified sites or other known hazards; or
- b. sensitive development which is likely to be exposed to hazardous processes or other potentially hazardous activities will only be permitted if it can be demonstrated that measures can be implemented to protect public health and safety.

### **Policy D22 - Contaminated Land**

Within the district are areas where there are adverse ground conditions caused by unstable or contaminated land, including the presence of methane gas, as a result of past activities such as mining, quarrying, heavy industrial processes and chemical works.

1. Development on or adjacent to land where there are adverse ground conditions will only be permitted if it has been adequately demonstrated that these conditions have been properly identified and safely treated. Proposals for development should include a desk study of the previous uses of the site identifying possible ground contamination. Where contamination has been identified or is strongly suspected, a full site investigation shall be submitted with the planning application. This investigation shall clearly identify the contamination, assess the risks to human health and controlled waters, and propose remediation requirements where necessary.
2. Development proposals that lie within 250 metres of a former or current landfill site shall be accompanied by an assessment of the likelihood of gas migration affecting the development. Where necessary, remediation measures shall be identified to ensure the safety of the development and its occupants. Where development proposals are within 50 metres of a landfill site development will only be permitted if suitable investigations indicate there is no risk to people or property or where mitigation measures will provide suitable protection.

## **Policy D23 - Existing Uses in the Green Belt**

Within Wakefield District a number of industrial, educational and community uses are located in the Green Belt that provide local employment opportunities or important community facilities. In order to allow for their continued operation, limited, small-scale development will be permitted providing the following criteria are met:

1. Proposals for redeveloping existing uses within the Green Belt will only be permitted if very special circumstances can be demonstrated or the proposal meets the criteria set out in national planning policy.
2. Extensions and/or free standing buildings within an existing developed site and extensions and/or alterations to existing dwellings may be appropriate where:
  - a. extensions are not disproportionate over and above the size of the existing building(s) when originally constructed;
  - b. the scale, materials and general design are in keeping with the character of the buildings and their surroundings; and
  - c. it does not lead to major increase in the developed proportion of the site.

## **Policy D24 - Flood Risk**

Following flooding events in the district the Council is concerned that development proposals are not at unacceptable risk from flooding or give rise to flooding elsewhere. The Council will adopt a sequential approach to discourage development in areas at risk from flooding. If after applying the sequential approach it is not possible to avoid flood risk then the Council will adopt a precautionary approach to managing flood risk by seeking to minimise probability and consequence and ensuring developments are safe.

The Council's Strategic Flood Risk Assessment will be used to inform the Sequential Test and, where development can only be situated in flood risk areas, it must have wider sustainability benefits that outweigh the flood risk, and should reduce flood risk overall. The Council will adopt the following approach to determining applications in relation to flood risk:

- a. Applicants proposing development in Flood Zone 2 and 3 must provide evidence of the Sequential Test to the Council;
- b. An appropriate flood risk assessment will be required for proposals in;
  - Flood Zone 1 (low probability) of 1 hectare or more;
  - Flood Zone 1 where there is known to be a risk of localised flooding;
  - Flood Zone 2 (medium probability) following successful completion of the Sequential Test;
  - Flood Zone 3 (high probability) following successful completion of the Sequential Test;

The Flood Risk Assessment will form part of the Exception Test where required;

- c. Applicants must demonstrate that developments can be considered safe over their predicted lifetime, and that they will not increase flooding elsewhere. The Council's Strategic Flood Risk Assessment and national flooding guidance will inform this process;
- d. measures to mitigate the risk of flooding and to manage any residual flood risk must be

provided as part of the development and provision must be made for their future maintenance;

- e. within functional floodplain (Flood zone 3b as mapped in the Strategic Flood Risk Assessment), development will only be permitted where it is for essential transport or utilities infrastructure for which no alternative location is available. The development shall be designed to remain operational at times of flood, shall not result in any net loss of floodplain storage and shall not impede water flow or increase flood risk elsewhere;
- f. A sequential approach to site layout will be required to ensure the most vulnerable aspects of a development are sited on the lowest risk areas of the site, and that the least vulnerable are sited on the highest risk areas.

### **Policy D25 - Drainage**

Major flooding events have occurred within the district caused by surface water and sewer flooding.

1. Surface water from new developments must be managed using sustainable drainage techniques unless it can be demonstrated that they are not technically feasible. New developments on brownfield sites will be expected to reduce run-off rates by at least 30%, and must not increase existing rates on greenfield sites. Change of use developments and conversions will be expected to incorporate sustainable drainage techniques wherever possible.
2. Development will only be permitted if infrastructure required to service the development is available or the provision of infrastructure can be co-ordinated to meet the demand generated by the new development.

### **Policy D26 - Protection of Agricultural Land**

Agricultural land within the district is under pressure from proposals to work minerals, to plant crops for biofuel and from urban expansion. As the climate is changing it is prudent to ensure that the most productive agricultural land is safeguarded for the future. The best and most versatile agricultural land within the district will be protected from irreversible development. In particular, development involving a significant loss from agricultural land graded 3a or higher will not be permitted where land of a lower quality could be developed for the particular purpose. Proposals to work minerals on the best and most versatile agricultural land will only be permitted if it can be demonstrated that a high standard of restoration to good quality agricultural land can be achieved.

### **Policy D27 - Renewable Energy Generation Technology**

In order to meet regional and district targets for renewable energy generation new developments of 0.5ha or more in site area, or 10 or more dwellings, or 1,000 square metres or more floor area for employment, commercial, leisure and community development will be required to incorporate on-site renewable energy generation technology unless it can be demonstrated that it is not technically feasible or financially viable, or there are demonstrable alternative decentralised renewable or low carbon energy sources. Predicted carbon emissions shall be reduced by at least 10% until the end of 2010, from 2011 until the end of 2015 the requirement will be at least 15% rising to at least 20% thereafter.

## **Policy D28 - Sustainable Construction and Efficient Use of Resources**

The Council will require that new development within the district shall be energy and water efficient and incorporate built-in conservation measures. Opportunities to conserve energy and water resources through the layout and design of the development shall be maximised. In considering planning applications the Council will require where practical:

- a. the use of solar energy, passive solar gain and heat recycling (such as combined heat and power);
- b. layouts which reduce wind-chill and maximise the efficient use of natural light;
- c. the use of green roofs, rainwater and grey water storage and recycling, and sustainable drainage systems;
- d. the use of renewable and recycled materials during construction and provision for the recycling of construction, demolition and excavation wastes.

## **Local Development Framework Central Wakefield Area Action Plan Policies**

### **Policy CW 1 - Emerald Ring - Restriction of Traffic**

The Emerald Ring as shown on the proposals map (Plan No. 1 – Proposals) will be created to complete the existing inner ring road by linking Bell Street to Marsh Way with a one-way gyratory system and by giving priority to pedestrians and cyclists within it.

Traffic will be restricted on the following roads within the Emerald Ring as shown on the proposals map (Plan No. 2 - Road Hierarchy):

- Wood Street;
- Westgate;
- Kirkgate;
- Marygate;
- Northgate;
- Bull Ring;
- Smyth Street;
- George Street;
- Union Street;
- Brook Street;
- Lower Warrengate.

### **Policy CW 2 - Emerald Ring - Design Principles**

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

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

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

- Buildings will be constructed up to the back of footways, avoiding large areas of car parking between the road/footway and buildings;
- Frontages to the Emerald Ring will generally be active at ground level.

Such development will be expected to make a financial contribution towards the construction of the Emerald Ring as part of a planning obligation.

### **Policy CW 3 - Number and Location of Car Parks**

The total number of public car parks will be reduced and replaced with a smaller number of larger facilities. Long-stay car parks will be located around/outside the Emerald Ring with good accessibility to the city centre. Short-stay car parking will be located within the Emerald Ring.

Around 1500 new car parking spaces will be needed to meet the forecast shortfall within central Wakefield from 2010 onwards. The majority of these spaces will be long stay facilities.

In the case of residential development, car parks within the Development Sites and Special Policy Areas must be located underground or at ground level so as to secure safety and reduce the built footprint of the development.

### **Policy CW 4 - Development of Pedestrian and Cycle Routes**

Pedestrian and cycle routes shown on the proposals map (Plan No. 3 – Pedestrian and Cycle Routes) will be protected, developed and enhanced.

Proposals for development on sites that include cycle or pedestrian routes must:

- ensure that the cycle or pedestrian route is incorporated and designed into the scheme; and
- either build the route or make a financial contribution towards the provision of the route.

### **Policy CW 5 - Meeting Housing Needs within Central Wakefield**

At least 2162 homes will be built during the plan period within central Wakefield (to 2021) as a contribution towards the overall housing requirement for the urban area of Wakefield.

Housing sites are identified on the proposals map (Plan No. 1 – Proposals) within the Development Sites and Special Policy Areas, either as a stand alone proposal or as part of mixed use development. All of these sites are previously developed and are located within areas of good public transport accessibility close to the Emerald Ring.

Allocated sites will come forward in phases to ensure there is an adequate and continuous supply of land for housing during the plan period.

Residential development on non allocated sites will generally be supported during the plan period in line with the vision and objectives of the area action plan subject to other policies in the LDF.

### **Policy CW 6 - Skylines and Strategic Views**

One of Wakefield's most valuable assets is its historic and distinctive skyline. Strategic views of the skyline within central Wakefield will be protected, maintained and where possible enhanced. We will not allow proposals for development that would obstruct or detract from the city's skyline and/or strategic views of the spires and towers of All Saints Cathedral, Wakefield Town Hall, St John's Church and Wakefield County Hall particularly from the following key viewpoints identified on the proposals map (Plan No. 5 – Landmarks, Vistas & Views):

- the entrances/forecourts of Kirkgate and Westgate railway stations and the bus station;
- the entrance/forecourt of the proposed new Westgate railway station;
- the approaches/crossings of the Emerald Ring by the main arterial routes;
- the Hepworth Wakefield Gallery.

Where development is likely to affect the city's skyline and/or strategic views of the spires and towers, developers must submit a visual appraisal of their proposals showing how it will make a positive contribution to the character and appearance of the skyline and preserve important views of the spires and towers.

### **Policy CW 7 - Vistas**

Key vistas of the spires and towers and other historic civic buildings within central Wakefield will be protected, maintained and where possible enhanced. We will not allow proposals for development (including signage and advertisements etc) that would obstruct or detract from important vistas within the city centre, especially the following (as shown on Plan No. 5 – Landmarks, Vistas & Views):

- the civic buildings viewed up Wood Street;
- Wakefield Town Hall viewed from George Yard and Crown Yard;
- All Saints Cathedral viewed from Bread Street;
- the cathedral viewed from Wood Street;
- the cathedral and precinct viewed from Little Westgate;
- the cathedral and precinct viewed from Lower Kirkgate.

### **Policy CW 8 - Landmark Sites / Development**

The following sites/locations as shown on the proposals map (Plan No. 5 – Landmarks, Vistas and Views) have potential for landmark buildings/developments:

- junction of Marsh Way and Northgate;
- junction of Marsh Way, Peterson Road and Kirkgate;
- Chantry Bridge/junction of A61 (Barnsley Road) and A638 (Doncaster Road);
- junction of Denby Dale Road and Ings Road;
- junction of Westgate and Quebec Street;
- junction of Stanley Road and the Emerald Ring.

Landmark development must be of exceptional design quality and use the best quality materials. They must also create active street frontages and provide strong links to the public realm and footpath/pedestrian network.

Proposals for landmark development must also be accompanied by the following information:

- an assessment of the townscape setting out how the proposal will contribute to the urban form and character of the city and the built environment. This must include a thorough analysis of the siting and design of the building and its potential effects on both the immediate and surrounding context, including the built form, streetscape, waterways and the distinctive topography of the city;
- in the case of tall buildings, details of daylight and sunlight and wind effects to show how the proposal will affect neighbouring buildings and spaces in terms of privacy, levels of sunlight and extent of overshadowing;
- an assessment of the effect on the prominence or visibility of the key spires and towers as well as significant views from within the site, especially those identified on the proposals map (Plan No. 5: Landmarks, Vistas and Views);
- an assessment of the effect on character and appearance of the area where it adjoins a conservation area or would affect the setting of a listed building or group of listed buildings;
- architectural models and three dimensional drawings to illustrate how the proposal will appear in the streetscape and how it will relate to other structures and landmarks, such as public spaces, and how the building will shape the city's skyline;

- an assessment of how the proposal will improve accessibility for all users, including people with impairments and how it will be managed and maintained.

### **Policy CW 9 - Public Realm**

New development within central Wakefield will be required to make:

- a positive contribution to the public realm by virtue of its siting, design and materials; and
- a financial contribution towards public realm improvements subject to the thresholds set out in the Developer Contributions Supplementary Planning Document and local priorities.

### **Policy CW 10 - Public Realm - Principles & Objectives**

The public realm will be developed and enhanced in accordance with the following principles and objectives:

Principles:

1. the creation of a people orientated city;
2. the creation of a sense of identity for Wakefield by enriching the urban fabric; and.
3. the creation of a spatial hierarchy that provides a structure for the development of the public realm in a coherent manner over time.

Objectives:

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

### **Policy CW 11 - Public Realm - Hierarchy of Quality**

Public realm improvements including the provision of new open spaces and refurbishments must take into account and reflect the 'hierarchy of quality' set out below:

#### **Exemplar quality**

The city's principal streets and focal spaces (Westgate, Kirkgate, Wood Street, Northgate, the cathedral precinct, Bull Ring and Westgate Yards) will be characterised by very high quality public spaces and natural stone materials. Public realm projects should reflect the form and scale of the

street pattern and enhance the importance of these streets. Public art and innovative design features such as off the shelf street furniture and water features should be used to enhance the pedestrian environment.

### **High quality**

All public spaces within the key regeneration areas (i.e. Special Policy Areas) must be treated with high quality materials and detailing and reflect the traditional layout of the street pattern. Major focal spaces must provide meeting spaces or events/activities and place strong emphasis on high quality art work and creative lighting to enhance the character of the public realm.

### **Good quality**

The key linkages through central Wakefield - including the Special Policy Areas - provide a network of spaces that link various parts of the city centre together particularly the waterfront and residential communities to the north and west. In these areas emphasis will be placed on continuity and cohesive design that promotes accessibility, safety and security to provide a network of physical links that are safe and well used. These spaces should reflect the surrounding character of the streetscene and provide links to pedestrian spaces, integrating public art work and high quality street furniture with active frontages and street activity to achieve a safe and accessible pedestrian environment.

The streets and spaces to which these principles apply are shown on the proposals map (Plan No. 4 – Streetstyle Quality).

### **Policy CW 12 - New Office Floorspace**

The focus for substantial new office floorspace will be within the Special Policy Areas (as identified on Plan No. 1 – Proposals) and along the Emerald Ring. The three major regeneration schemes (Trinity Walk, Merchant Gate and Waterfront) will provide at least 49,000 square metres of office space.

Outside these areas, we will allow small scale office development (including extensions and/or redevelopment of existing premises and changes of use) provided they:

- relate well to existing streetscene and land use pattern;
- are highly accessible by public transport; and
- have no significant amenity or detrimental effects.

### **Policy CW 13 - Retail Policy Area**

A 'Retail Policy Area' is defined on the proposals map (Plan No. 1 – Proposals) within which retail development will be permitted and encouraged. The Retail Policy Area will accommodate at least 53,000 square metres of new retail floorspace to 2016.

Outside the Retail Policy Area, we will only allow significant retail development where it can be shown that it could not be accommodated within the Retail Policy Area and would not be detrimental to the vitality and viability of the Retail Policy Area. However, we will allow retail development outside the Retail Policy Area so long as it:

- is small in scale;
- serves day to day shopping needs;
- forms part of a larger mixed use development; and
- would not be detrimental to the amenity and character of the Retail Policy Area.

## **Policy CW 14 - Primary Shopping Frontages**

The following shopping frontages as shown on the proposals map (Plan No. 1 – Proposals) shall be defined as Primary Shopping Frontages:

- The Ridings Shopping Centre;
- Westgate: Nos 1- 49 and 2 – 38;
- Marygate: Nos 1 and 3;
- Bread Street – both sides;
- Cross Square – both sides;
- Bull Ring: Nos 1 – 23;
- Northgate: Nos 1 – 17;
- Kirkgate: Nos 2 – 104 and 1 – 71;
- Trinity Walk – shopping frontages in the north and east of the Retail Policy Area.

Non retail uses will be permitted at ground floor level unless they would either:

- create a continuous frontage of more than three non-retail uses (classes A3 – A5), or 20 metres of non-retail uses; or
- result in more than 25% of the total length of street frontage in any one street or of any one block being in non-retail use.

However, we will only allow non retail uses on corner properties within the Primary Shopping Frontages in exceptional circumstances. Any ground floor non-retail use will be restricted to financial and professional services (i.e. class A2 uses) such as banks and building societies) and food and drink premises (i.e. A3 and A5 uses) such as restaurants and cafes to protect the vitality and viability of the Primary Shopping Frontages.

## **Policy CW 15 - Specialist Retail Area**

The premises within the area of Northgate, Wood Street, Bull Ring, Marygate and Cross Street are identified as a Specialist Retail Area on the proposals map (Plan No. 1 – Proposals).

We seek to maintain and enhance the specialist nature of this area by:

- opposing comprehensive redevelopment;
- retaining an active frontage;
- ensuring no more than a third of the shopping frontage at ground floor level includes non retail uses; and maintaining and enhancing the public realm.

## **Policy CW 16 - Westgate Yards**

Westgate Yards is identified on the proposals map (Plan No. 1- Proposals) as a specialist cultural and business quarter.

The following uses will be encouraged and permitted within this area:

- offices;
- small scale shops;
- restaurants, cafes and bars;
- health and community facilities; and
- residential development on upper floors.

In particular, proposals within this area must:

- widen and promote pedestrian access through better signage and lighting;
- improve appearance of shop fronts and facades;
- preserve the special architectural and historic character of the area by refurbishing and enhancing the quality of existing buildings, spaces and historic features;
- retain and promote business cluster opportunities where possible;
- include works of public art where possible;
- minimise traffic penetration; and
- minimise detrimental environmental impacts and anti social behaviour.

A new public open space will be created on the site of the Granary car park within Woolpack's Yard.

We will allow active uses on the ground floor such as restaurants and cafes to provide active frontages at street level so long as they do not harm the commercial viability of the area.

On the northern side of Westgate, western side of Wood Street and both sides of Kings Street, development must include active uses and provide frontages at street level to maintain and promote the commercial viability of the area.

### **Policy CW 17 - The Evening Economy**

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

### **Site Specific Policies – Development Sites**

#### **Policy CW 18 - Development Sites**

The following sites are allocated for development on the proposals map (Plan No 1- Proposals):

- a. Jacobs Well Lane/Stanley Road. The site is allocated for housing at densities of around 65-75 dwellings per hectare;
- b. Clayton Hospital. Clayton hospital and its associated buildings will be redeveloped for housing. Densities of around 70-80 dwellings per hectare will be appropriate having regard to the character of the St John's conservation area. Alternatively, it could remain in institutional use i.e. education and community facilities;
- c. Borough Road Car Park. The site is suitable for a mixed use, housing led development. This could include offices, institutional and leisure uses. Any development on this site must be designed at high density to create a strong visual gateway to the city centre, whilst respecting views of All Saints Cathedral and the adjoining conservation area;
- d. Wakefield College/Sandy Walk. The site is allocated for housing subject to densities of around 60 and 70 dwellings per hectare;
- e. Registry of Deeds. The site is allocated for housing subject to densities of around 60 and 70 dwelling per hectare.

## **Special Policy Areas**

### **Policy CW 19 - Trinity Walk**

The Trinity Walk Special Policy Area as identified on the proposals map (Plan No. 1 - Proposals) has been identified for major retail development and will provide a new vibrant shopping quarter in the heart of the city centre.

The following uses will be acceptable within the Trinity Walk Special Policy Area:

- retail;
- offices;
- residential; and
- leisure and institutional uses.

### **Policy CW 20 - Merchant Gate**

The Merchant Gate Special Policy Area as identified on the proposals map (Plan No. 1 – Proposals) will be re-developed into a thriving office quarter with new open spaces and squares.

Within this area, we will give priority to office development. We will also allow small scale shops, food and drink, and residential uses and only allow uses and development that provide an active frontage at ground floor level to maintain and preserve the character and appearance of the Upper Westgate Conservation Area.

### **Policy CW 21 - The Waterfront**

The Waterfront Special Policy Area as defined on Plan No. 1 – Proposals will be redeveloped into a vibrant mixed use quarter which exploits its riverside location close to the city centre and its architectural and industrial heritage.

Development within this area that has a waterfront edge should provide public access and incorporate mooring points wherever possible and maximise the potential of the waterspace to enhance the tourist, leisure and recreational facilities.

Flood risk is a significant issue in his area. All development proposals must be accompanied by a flood risk assessment which should address:

- the retention of existing flow paths for all sources of flooding;
- the retention of space for water to be safely stored and managed;
- floor levels;
- the provision of a place of safety accessible to all users of the site; and
- the implications for emergency planning procedures.

Specific areas of the Special Policy Area will be developed for the following uses:

- i. the 'core waterfront area' will be suitable for offices, cultural, residential and leisure uses;
- ii. land to the south of Wakefield Lock, including Belle Isle and land between the River Calder and the western side of Portobello Road, will be suitable for residential development;
- iii. land to the east of A638 Doncaster Road will be suitable for offices and leisure uses;
- iv. land alongside Doncaster Road will be suitable for office, business and some leisure uses;
- v. land to the south of Fall Ings will be suitable for office, business and some leisure uses;

- vi. Stennard Island will be suitable for offices and business uses;
- vii. land to the north of Chantry Bridge will be suitable for offices, business and small scale retail and leisure uses.

In these areas, we will also allow small scale retail or leisure uses such as bars, cafes and restaurants to serve the day to day needs of local residents.

### **Policy CW 22 – Kirkgate**

Kirkgate Special Policy Area is identified on the proposals map (Plan No. 1 – Proposals). Specific areas will be developed for the following uses:

- i. land to the north east of the roundabout around Sun Lane and Kirkgate is suitable for residential, retail and leisure uses, including restaurants and cafes. Frontages must be active at ground floor level to Kirkgate, Marsh Way and Sun Lane;
- ii. land to the south east of Kirkgate roundabout is suitable for office-led mixed use development involving removal of the roundabout and the existing multi-storey office blocks and the enhancement of Kirkgate railway station. This area could also include a multi-storey car park, hotel and residential uses. Flood risk is a significant issue in this area. All development proposals must be accompanied by a flood risk assessment which should address:
  - the retention of existing flow paths for all sources of flooding;
  - the retention of space for water to be safely stored and managed; and
  - floor levels.

A master plan will be required to provide further guidance on the design and layout of new development in line with the principles of the area action plan.

New development must be designed or sited to provide a clear line of sight between Kirkgate railway station and Kirkgate (in the vicinity of the Kirkgate and Marshway junction) and also embrace Emerald Ring principles.

### **Policy CW 23 - Ings Road**

The Ings Road Special Policy Area as identified on the proposals map (Plan No. 1 – Proposals) will be suitable for high density mixed use development. Specific areas will be developed for the following uses:

- i. land to the south of Ings Road will be suitable for residential development alongside ancillary uses such as small scale shops and live work units. A multi-storey car park will be provided on the southern side of Ings Road. Flood risk is a significant issue in this area. All development proposals must be accompanied by a flood risk assessment which should address:
  - the retention of existing flow paths for all sources of flooding;
  - the retention of space for water to be safely stored and managed;
  - floor levels; and
  - the opening up of culverting on Ings Beck or a contribution towards the opening of culverting on Ings Beck.
- ii. Land to the west of Denby Dale Road will be suitable for office, business and some leisure uses;
- iii. Land to the north of Ings Road will be suitable for residential, office, leisure and cultural uses, and also restaurants and cafes.

Development in all three sub areas should complement adjoining city centre uses and embrace design principles of the Emerald Ring.

Pedestrian links must be provided through the area to reconnect the city centre with the waterfront.

A master plan will be prepared for each of the individual areas showing how the principles of the area action plan will be met.

### **Policy CW 24 - Thornes Wharf**

The Thornes Wharf Special Policy Area as identified on the proposals map (Plan No. 1 – Proposals) will be redeveloped into a vibrant and high quality mixed use area. Flood risk is a significant issue in his area and uses that are particularly vulnerable to flooding will not be allowed. All development proposals must be accompanied by a flood risk assessment which should address:

- the retention of existing flow paths for all sources of flooding;
- the retention of space for water to be safely stored and managed;
- floor levels;
- the provision of a place of safety accessible to all users of the site; and
- the implications for emergency planning procedures.

The following uses will be acceptable within the Thornes Wharf Special Policy Area:

- offices and businesses;
- leisure;
- small scale shops;
- restaurants and cafes.

The design and layout of new development must be compatible with the character of the waterfront location, including historic buildings and structures within the vicinity of the area.

A detailed master plan will be prepared to coordinate the redevelopment of the area showing how the principles of the area action plan will be met.

### **Protecting and Enhancing the Built and Natural Environment**

CA:1-CA:2, CA:17-CA:21, CA:27 Conservation Areas

AS:113-AS:118 Archaeology

## Local Development Framework Waste Policies

### Policy W1 – Strategic Approach to Waste Management

In accordance with the Core Strategy and seeking to be as self-sufficient as possible in managing all waste arising in the district, waste management facilities will be provided to meet identified needs, including the following additional capacity:

#### Commercial and Industrial

Year	Municipal Waste Minimum Additional Capacity Required (tonnes)			Commercial and Industrial Waste Additional Capacity Required (tonnes)	
	Recycling & Composting	Further Recovery	Residual Waste Management	Recycling, Composting & Recovery	Residual Waste Management
2010	41 000	26 000	95 000	63 000	130 000
2015	55 000	46 000	70 000	67 000	132 000
2021	71 000	48 000	56 000	72 000	134 000
2026	72 000	50 000	58 000	76 000	136 000

Waste management capacity will be provided through:

- a strategic municipal waste management facility to meet recovery targets;
- a network of local waste management facilities for municipal waste;
- sites for managing commercial and industrial waste to meet recovery targets; and
- existing landfill sites.

Subject to there being no significant adverse effects, priority will also be given to developments which seek the co-location of more than one type of waste management use.

### Policy W2 - Strategic Municipal Waste Management Facility

In accordance with the Core Strategy a strategic waste management facility for municipal waste will be developed at:

- South Kirkby Business Park (part), South Kirkby (map reference WS M1).

Other development within / adjacent to this site will not be permitted if it would prevent or restrict the extent to which it may be used for waste management purposes.

### Policy W3 - Household Waste Recycling Facilities

In accordance with the Core Strategy household waste recycling facilities / waste transfer stations will be developed at the following locations:

- South Kirkby Business Park (part), South Kirkby (map reference WS M1);
- Denby Dale Road, Wakefield (map reference WS M2);
- Flass Lane, Glasshoughton (map reference WS M3); and
- Welbeck landfill site (part), Normanton (map reference WS M4).

Other development within / adjacent to these sites will not be permitted if it would prevent or restrict the extent to which they may be used for waste management purposes.

#### **Policy W4 - Commercial and Industrial Waste Recovery Facilities**

In accordance with the Core Strategy provision is made for the development of commercial and industrial waste recycling, composting and recovery facilities at the following locations:

- a. South Kirkby Business Park (part), South Kirkby (map reference WS M1); and
- b. Welbeck landfill site (part), Normanton (map reference WS C18).

Other development within / adjacent to these sites will not be permitted if it would prevent or restrict the extent to which they may be used for waste management purposes.

#### **Policy W5 - Location of Other Waste Management Facilities**

Proposals for the development of other waste management facilities will be permitted, where:

- a. it can be demonstrated that they serve an identified need which cannot be met by existing, or where appropriate allocated facilities; and
- b. proposals are in accordance with the spatial development strategy and settlement hierarchy set out in the Core Strategy.

Where development is justified, first priority will be given to the use of land within existing employment sites and zones; then other previously developed land in urban areas; and then other previously developed land before greenfield land.

#### **Policy W6 - Assessing Applications for Waste Management Facilities**

Proposals for waste management facilities will be permitted where it can be demonstrated that:

- a. there would be no unacceptable adverse environmental, social or economic effects, particularly in relation to urban regeneration, economic development, environmental improvement, and growth priorities;
- b. there is no unacceptable adverse effect on surface or groundwater. In the floodplain, proposals should not adversely affect groundwater levels or water quality, impede flood flows, reduce capacity of flood storage or existing flood defence structures;
- c. adequate means of controlling noise, dust, litter, odours, vermin and other emissions are incorporated in the scheme, such that there would be no unacceptable adverse effects on the amenity of sensitive receptors;
- d. development would be of a scale, form and character appropriate to its location and landscape setting, and not be visually intrusive in terms of height and size;
- e. there is a high quality of design, particularly in relation to site layout, external appearance of built structures, screening, boundary treatment, and landscaping to ensure that the development is well screened and integrated with the surrounding area and uses;
- f. safe and convenient access to the strategic road, inland waterway or rail networks can be achieved and it can be demonstrated that the network has adequate capacity to accommodate any additional traffic movements generated by the proposed development;
- g. adequate space can be provided on site to ensure that vehicles can enter, wait, unload and leave safely;
- h. there is a defined requirement for a facility in the local area and that proposals are in accordance with the waste hierarchy;
- i. where appropriate, details of progressive restoration to a suitable after-use are provided; and

- j. where appropriate provision is made to recover energy.

Planning conditions and, where necessary, legal agreements will be used as appropriate to ensure mitigation measures are put in place to manage any effects associated with traffic, noise, odour, visual impact, flooding, dust, air quality and other potential effects.

### **Policy W7 - Waste Facilities within Development**

All significant development proposals should make efficient use of resources and integrate waste management facilities. A waste management plan must be provided with all planning applications, which should consider, where appropriate:

- a. designs and layouts that allow the effective sorting, recycling and where appropriate composting of waste;
- b. the need to ensure that development can be served by appropriate waste collection methods to support recycling systems;
- c. design principles and construction methods that, where appropriate, encourage the use of high-quality building materials made from recycled and secondary sources;
- d. construction, demolition and excavation methods using fixed and mobile plant that minimise waste production and re-use/recycle materials, as far as practicable onsite; and
- e. accommodating community based sorting, recycling and composting facilities within new developments, where appropriate and feasible.

### **Policy W8 - Managing Residual Waste**

To meet capacity needs priority will be given to the development of facilities to manage / dispose of residual waste at existing waste management sites within the district.

In accordance with the Core Strategy landfill capacity will be safeguarded as a means of final disposal of residual waste at:

- a. Welbeck landfill site, Normanton (map reference WS R1).

Other development within / adjacent to this site will not be permitted if it would prevent or restrict the extent to which it may be used for waste management purposes.

# **Local Development Framework Site Specific Policies Local Plan**

## **Section 3 – National, Regional and Local Policy**

## **Section 4 – Principles of Development**

## **Section 5 – Presumption in Favour of Sustainable Development**

SSP1 - Presumption in Favour of Sustainable Development

## **Section 6 – Settlement Boundaries**

## **Section 7 – Housing**

HS1 – HS88 Housing Sites

TSP1 – Travelling Showpeople Accommodation

## **Section 8 – Employment**

EZ1 – EZ17, EZ19 - EZ33 Employment Zones

EZ18 Power Generation Employment Zone

ES1 – ES11 Employment Sites

## **Section 9 - Special Policy Areas**

SPA1 – SPA12

## **Section 10 – Community Facilities**

## **Section 11 – Transport**

TS1 – TS3, TS5, TS7, TS8, TS10 Local Road Network Schemes

TS9 Safeguarded Line for Canal Restoration

TS4, TS6 Public Transport Schemes

## **Section 12 – Natural Environment**

SAC1 Special Area of Conservation

AW1 – AW21 Ancient Woodland

RIGS1 – RIGS9 Regionally Important Geological and Geomorphological Site

SSSI1 – SSSI6 Sites of Special Scientific Interest

LNR1- LNR16 Local Nature Reserves

LWS1 – LWS86 Local Wildlife Sites

## **Section 13 – Historic Environment**

AS2 – AS112 Archaeological Sites

HL1-HL6 Historic Parks, Gardens, Landscapes and Battle Sites

CA3-CA16, CA22-CA26, CA28, CA29 Conservation Areas

## **Section 14 – Open Land**

GBS1 – GBS9 Small Settlements in the Green Belt

MDS1 – MDS4 Major Developed Sites

OL1 – Protected Areas of Open Land in Urban Areas

PAS1 – PAS14 Safeguarded Land (Protected Areas of Search for Long Term Development)

LR1 – LR3 Land Reclamation

MSA1 – MSA7 Mineral Safeguarding Areas

MR1 – MR8 Mineral Reserves

## **Unitary Development Plan Saved Policies – Retail, Leisure and Open Space**

### **Retailing**

Retailing is a major industry, an important component of everyone's life and is unique in its contribution to the structure of towns and cities. Retail development is therefore considered to be an important component in the overall development strategy. The Plan aims to foster the development of new shopping facilities which accommodate the aspirations of retailers and consumers alike, and acknowledge the need for all sections of the community for convenient access to a wide range of shops.

The policies aim to ensure the fullest range of shopping facilities are available to Wakefield residents and to support the continuing role of town and city centres as the foci of shopping activity. The policies acknowledge the need to review and improve the shopping environment in existing centres. They also recognise that not all new shopping facilities can be accommodated within these centres and provide the conditions on which out-of-centre developments will be considered.

### **Retail Development in Shopping Centres**

**S1** RETAIL DEVELOPMENT WILL BE ENCOURAGED AND PERMITTED IN THE RETAIL AREA OF THE TOWN AND CITY CENTRES AS DEFINED ON THE PROPOSALS MAPS. IN OTHER RECOGNISED CENTRES RETAIL DEVELOPMENT WILL BE ENCOURAGED ON AN APPROPRIATE SCALE TO THE NEEDS OF THE AREA SERVED BY THESE CENTRES. DEVELOPMENT WILL BE SUBJECT TO LOCAL PLANNING, TRAFFIC AND ENVIRONMENTAL CONSIDERATIONS AND VIEWED IN THE CONTEXT OF THE NEEDS OF PEOPLE WHO LIVE IN OR NEAR THE AREAS AFFECTED.

### **Retail Development on the edge of Shopping Centres**

**S2** LARGE RETAIL OUTLETS (FOOD STORES AND RETAIL WAREHOUSES) WHICH CANNOT BE ACCOMMODATED WITHIN THE DEFINED RETAILING AREAS OF CENTRES WILL BE PERMITTED ON THE FRINGE OF THESE AREAS PROVIDED THAT THE DEVELOPMENT:

- i) LIES WITHIN THE EXISTING URBAN AREA;
- ii) IS READILY ACCESSIBLE BY PEOPLE WHO RELY ON PUBLIC TRANSPORT, WHETHER AS SHOPPERS OR PROSPECTIVE MEMBERS OF THE WORKFORCE;
- iii) DOES NOT INVOLVE LAND ALLOCATED FOR OTHER USES;
- iv) IS ON A SCALE APPROPRIATE TO THE NEEDS OF THE AREA SERVED BY THE ESTABLISHED SHOPPING CENTRE.

DEVELOPMENT WILL BE SUBJECT TO LOCAL PLANNING, TRAFFIC AND ENVIRONMENTAL CONSIDERATIONS AND VIEWED IN THE CONTEXT OF THE NEEDS OF PEOPLE WHO LIVE IN OR NEAR THE AREAS AFFECTED. THE RETAIL OUTLETS SHOULD COMPLEMENT THE PROVISION WITHIN THE ESTABLISHED SHOPPING CENTRE.

## **Out-of-Centre Retail Development**

**S3** RETAIL DEVELOPMENT IN OUT-OF-CENTRE LOCATIONS WILL ONLY BE PERMITTED WHERE THE APPLICANT HAS DEMONSTRATED:

- i) THERE IS A CLEARLY DEFINED NEED WHICH CANNOT BE MET IN AN EXISTING CENTRE WITHIN THE CATCHMENT THAT THE PROPOSED DEVELOPMENT SERVES;
- ii) THE TYPE OF DEVELOPMENT PROPOSED, HAVING BEEN FLEXIBLE ABOUT THE SCALE, FORMAT, DESIGN AND CAR PARKING, CANNOT BE SATISFACTORILY ACCOMMODATED IN, OR ON THE EDGE OF, EXISTING CENTRES;

AND IN SUCH CASES

- iii) IT DOES NOT UNDERMINE THE VIABILITY AND VITALITY OF EXISTING CENTRES OR SOCIALLY NECESSARY LOCAL SHOPPING FACILITIES, OR LEAD TO SUBSTANTIAL OVER PROVISION OF SHOPPING FACILITIES;
- iv) IT OFFERS A REALISTIC CHOICE OF ACCESS BY PUBLIC TRANSPORT, WALKING AND CYCLING;
- v) IT DOES NOT INCREASE THE NEED TO TRAVEL OR RELIANCE ON THE CAR;
- vi) IT DOES NOT INVOLVE LAND ALLOCATED FOR INDUSTRY/BUSINESS OR OTHER USES, DESIGNATED GREEN BELT OR OPEN LAND;

AND IN THE CASE OF LARGE FOOD/CONVENIENCE OUTLETS:

- vii) IT IS IN A PART OF THE MAIN URBAN AREAS OF WAKEFIELD, CASTLEFORD OR PONTEFRACT, PROVIDING THAT SUCH DEVELOPMENT IS ON A SCALE APPROPRIATE TO SERVE THE NEEDS OF THE LOCALITY.

DEVELOPMENT WILL BE SUBJECT TO LOCAL PLANNING, TRAFFIC AND ENVIRONMENTAL CONSIDERATIONS AND VIEWED IN THE CONTEXT OF THE NEEDS OF PEOPLE WHO LIVE IN OR NEAR THE AREAS AFFECTED.

## **Local Shops**

**S4** THE DEVELOPMENT OF LOCAL SHOPPING FACILITIES TO SERVE THE DAY-TO-DAY NEEDS OF THEIR IMMEDIATE LOCALITY WILL BE ENCOURAGED AND PERMITTED, SUBJECT TO LOCAL PLANNING, TRAFFIC AND ENVIRONMENTAL CONSIDERATIONS.

## **Town Centre Management**

**S5** WITHIN TOWN CENTRES THE COUNCIL WILL ENCOURAGE AND CO-ORDINATE PRIVATE AND PUBLIC SECTOR INVESTMENT AND ACTION. THE EMPHASIS WILL BE ON EXPLOITING THE OPPORTUNITIES FOR BETTER QUALITY RETAIL DEVELOPMENT, IMPROVING THE URBAN ENVIRONMENT (INCLUDING PEDESTRIANISATION), TRAFFIC AND CAR PARKING MANAGEMENT SCHEMES,

PROVISION OF HOUSING, ANCILLARY LEISURE AND SOCIAL FACILITIES, AND PROMOTING THE HERITAGE, ADVANTAGES AND ATTRACTIVENESS OF TOWN CENTRES.

### **Non-Retail Uses in Shopping Frontages**

**S6** IN TOWN CENTRES NON-RETAIL USES WILL BE PERMITTED SUBJECT TO THE FOLLOWING CRITERIA IN DESIGNATED CENTRES:

- i) IN PRIMARY SHOPPING FRONTAGES NON-RETAIL USES ARE RESTRICTED TO CLASS A2 AND A3 OF THE USE CLASSES ORDER 1987;
- ii) IN PRIMARY SHOPPING FRONTAGES ONLY IN EXCEPTIONAL CIRCUMSTANCES WILL CORNER PROPERTIES BE PERMITTED TO CHANGE FROM RETAIL TO A NON-RETAIL USE;
- iii) IN PRIMARY FRONTAGES THE PREDOMINANTLY RETAIL CHARACTER AND FUNCTION OF THE FRONTAGE MUST BE RETAINED;

SUBJECT TO LOCAL PLANNING, TRAFFIC AND ENVIRONMENTAL CONSIDERATIONS.

### **Leisure**

Recreational and leisure activities contribute significantly to the quality of life. Accordingly, the Plan aims to encourage and make provision for a wide range of recreational and leisure opportunities.

The policies emphasise the importance of recreational and leisure facilities in locations with greatest public accessibility and encourage greater community use of such facilities. The policies also promote recreation in the countryside, along the District's waterways and recognise the importance of the public footpath network in providing access to the countryside.

### **Leisure Development**

**L1** LAND IS ALLOCATED IN THE PLAN FOR INDOOR AND OUTDOOR LEISURE FACILITIES, URBAN OPEN SPACE AND COUNTRYSIDE RECREATION, TO SATISFY A WIDE RANGE OF LEISURE NEEDS.

**L2** NEW LEISURE AND TOURIST DEVELOPMENT WILL BE ENCOURAGED AND PERMITTED:

- i) IN THE CASE OF MAJOR TRAVEL-GENERATING USES, IN CITY, TOWN AND DISTRICT CENTRES OR, IN THE CASE OF SMALLER FACILITIES, IN LOCAL CENTRES;
- ii) OUTSIDE SUCH CENTRES, ONLY WHERE THERE IS A CLEARLY DEFINED NEED, WHERE THERE ARE NO MORE CENTRAL SITES AFTER HAVING BEEN FLEXIBLE ABOUT SCALE, FORMAT AND CAR PARKING, AND WHERE THE SITE IS OR WOULD BE READILY ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT, INCLUDING WALKING, CYCLING AND PUBLIC TRANSPORT;

- iii) ALL DEVELOPMENT SHOULD BE CONSISTENT WITH THE CHARACTERISTICS OF THE SURROUNDING AREA.

### **Protection of Open Space**

- L3** GREEN OPEN SPACES IN THE URBAN AREA WILL BE PROTECTED WHERE THERE IS A LEISURE, NATURE CONSERVATION, URBAN WILDLIFE OR AMENITY VALUE ASSOCIATED WITH THE SITE. DEVELOPMENT PROPOSALS WHICH MATERIALLY CONFLICT WITH THE VALUE OF SUCH LAND FOR THESE PURPOSES WILL NOT BE PERMITTED, UNLESS ARRANGEMENTS ARE MADE FOR SUITABLE ALTERNATIVE PROVISION.

### **Countryside Leisure**

- L5** PROVISION FOR COUNTRYSIDE LEISURE, INCLUDING COUNTRY PARKS AND LOCAL NATURE RESERVES, WILL BE ENCOURAGED AND PERMITTED WHERE IT IS CONSISTENT WITH THE CAPACITY OF THE COUNTRYSIDE TO ABSORB SUCH USES, THE CONSERVATION OF THE ENVIRONMENT AND OTHER ECOLOGICAL CONSIDERATIONS, AND COMPATIBLE WITH OTHER LEISURE INTERESTS.
- L6** THE NETWORK OF PUBLIC FOOTPATHS, CYCLEWAYS AND BRIDLEWAYS WILL BE PROTECTED AND IMPROVED AND EXTENDED AS OPPORTUNITIES ARISE, PARTICULARLY THROUGH THE RECLAMATION OF DISUSED RAILWAY LINES OR DERELICT LAND.
- L7** THE LEISURE POTENTIAL OF THE DISTRICT'S WATERWAYS WILL BE PROMOTED AND DEVELOPED IN A WAY WHICH IS CONSISTENT WITH COMMERCIAL ACTIVITY ON THE NETWORK. DEVELOPMENT PROPOSALS ALONGSIDE THE WATERWAYS WILL BE CONSIDERED WITH DUE REGARD TO THEIR EFFECT ON ANY LEISURE DEVELOPMENT POTENTIAL.

The associated saved retail and leisure proposals and reason justification are listed in the table below.

### Saved UDP Policies replaced / to be replaced by Development Plan Documents / Local Plans

UDP Volume	Policy / Proposal	Development Plan Document to Replace Policy
Volume 2 – Policy Reasoned Justification	Regeneration R1 to R2 and associated reasoned justification	Core Strategy DPD & Development Policies DPD
	Environment E2, E3, E5-7, E9, E11-13, E15-E19, E20, E25-26, E28-30, E33, E35-36, E64-65, E43, E46-47, E49, E51-52, E54-56, E58, E60-61 and associated reasoned justification	Core Strategy DPD & Development Policies DPD
	Transport T1-3, T5-6, T9-14, T16, T20, T18-19 and associated reasoned justification	Core Strategy DPD & Development Policies DPD
	Employment I1-I3, I5, I7 and associated reasoned justification	Core Strategy DPD & Development Policies DPD
	Housing H1, H18, H3, H5-6, H8-9, H16-17 and associated reasoned justification	Core Strategy DPD & Development Policies DPD
	Retail S1-S6 and associated reasoned justification	Retail and Town Centre LP
	Leisure L1-L3, L5-L7 and associated reasoned justification	Leisure, Recreation & Open Space LP
	Community Facilities C1 and associated reasoned justification	Core Strategy DPD & Development Policies DPD
	Open Land OL14, OL16-17, OL21-22, OL3-8, OL20 and associated reasoned justification	Core Strategy DPD & Development Policies DPD
Volume 3 – Northern Area Proposals	Leisure Proposals and associated reasoned justification CAS48, CAS51, PNT45 Cycle Route Network CAS73-76, NOR37-41, FTH33, PNT73-76, KNT32	Leisure, Recreation & Open Space LP
	Town Centre & Retailing Proposals and associated reasoned justification CAS57-60, CAS77, NOR32-33, FTH28 PNT48-53, PNT56-60	Retail and Town Centre LP
	All other Proposals and associated reasoned justification	Site Specific Policies LP

Volume 4 – South East Area Proposals	Leisure Proposals and associated reasoned justification HEM44-45 EMS45-47 Cycle Route Network HEM59-60, EMS75	Leisure, Recreation & Open Space LP
	Town Centre & Retailing Proposals and associated reasoned justification HEM51 EMS56-57	Retail and Town Centre LP
	All other Proposals and associated reasoned justification	Site Specific Policies LP
Volume 5 – Western Area Proposals	Leisure Proposals and associated reasoned justification NWS56 SEW47-49 Cycle Route Network NWS79-84, OH35, SEW65-70, WCS47-48, SWR44-46	Leisure, Recreation & Open Space LP
	Town Centre & Retailing Proposals and associated reasoned justification OH26-28	Retail and Town Centre LP
	Wakefield City Centre Proposals and associated reasoned justification WCC5-6, WCC7-8, WCC11-14, WCC17-19, WCC23-24, WCC36-37, WCC25-31, WCC33, WCC32, WCC34-35. (Including sections of SEW65 & NWS79 shown on Wakefield City Centre Inset Map)	Central Wakefield Area Action Plan DPD
	All other Proposals and associated reasoned justification	Site Specific Policies LP

Revised Proposals / Policies Map to be published alongside:

Central Wakefield Area Action Plan DPD  
Waste DPD  
Site Specific Policies LP  
Leisure, Recreation and Open Space LP  
Retail and Town Centres LP

