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Executive Summary

This report assesses the short, medium and long term regeneration potential of the Tanshelf study area, identifies a number of development opportunities within the boundary and outlines a vision for regeneration based on the principles of;

- Access and movement
- Design
- Land use

The vision is to transform Tanshelf into a vibrant, active area which complements Pontefract Town Centre and provides connections between the town centre and the Prince of Wales urban extension site. The vision seeks to reduce vehicular dominance and improve the connectivity between the Prince of Wales urban extension site and Pontefract Town Centre by creating an improved pedestrian environment and developing gateway sites. Public realm and highways improvements works will not bring this vision to fruition alone and development is needed to generate activity and make the delivery of the vision feasible.

Existing architecture within the Tanshelf area is unsympathetic to the historic character and heritage of Pontefract town centre. A greater mix of uses would enhance the current mix of low grade industrial, leisure and servicing uses, which fail to promote the site as “urban”. There is little natural surveillance along the key pedestrian routes through the study area, with no active frontage onto streets afforded by the existing buildings on the site.

The Tanshelf area is complex with the topography restricting development options and multiple land ownerships complicating the delivery of the vision. The study produces guidelines for the form of new development, which recommends that the building line presented by new building (s) along the main desire lines through the site should be as constant as possible so that a strong, continuous building line and frontage is established within the area. This would provide a sense of enclosure and create an appropriate balance between buildings and spaces.

The new building (s) should also take into consideration the urban grain of the historical burgage plots associated with the medieval origins of the town which were a key part of the medieval development of Pontefract and are still a characteristic of the town today. The study shows how new retail development would present an opportunity to create an active frontage to Stuart Road, intensify development and activity in the area and draw pedestrians up Colonel's Walk from the Prince of Wales urban extension site. This would act as a catalyst for further development in the area but would necessitate highways improvements due to a forecast increase in vehicular traffic.

The study proposes that a phased design solution is necessary to reflect the realities of facilitating development in Tanshelf and acknowledges that key sites will need to be prioritised in order to generate demand for future development.

In conclusion, the development of Tanshelf is complex with numerous risks associated with delivering the design vision. However, Tanshelf provides an excellent opportunity to deliver the development, public realm and highways solutions necessary to meet the objectives of the study which are to see the area become more urban in character, serve as an appropriate gateway to the town centre, and create new development which will link the proposed development at the former Prince of Wales colliery to Pontefract town centre.
1.0 Introduction

1.1 This report has been prepared by DTZ on behalf of Wakefield Metropolitan District Council (WMDC). The purpose of the report is to consider the opportunities and indicatively outline the feasibility of the redevelopment proposals within the Tanshelf area of Pontefract.

1.2 The Pontefract Masterplan, published in summer 2007 highlighted the need to improve links between the Prince of Wales urban extension site and Pontefract Town Centre, in between which the Tanshelf area sits. This report looks at the potential redevelopment opportunities within the study area and the delivery of the regeneration vision set out in the Pontefract Masterplan.

1.3 This report is intended to provide guidance for WMDC to assess the short, medium and long term regeneration potential of the study area.

1.4 DTZ have not consulted with the majority of third party landowners as it was considered inappropriate to do so at this conceptual stage of this study. However, in due course all respective landowners should be approached to determine their future intentions. DTZ have not, to date, undertaken a public consultation for this exercise for these reasons.

1.5 The report is as set out below:

- Section 2: Context – this section sets out the context, within which the Tanshelf study area sits, drawing upon analysis undertaken within the baseline stage of this study.

- Section 3: Vision and Objectives – The study objectives are revised within this section of the report and the design vision for the Tanshelf area is set out, in order to guide the development of site proposals.

- Section 4: Delivering the Vision – This section sets out a high level analysis of the feasibility of delivering the development.

- Section 5: Conclusions.
2.0 **Context**

2.1 This section of the report sets out the context within which the Tanshelf area sits and provides an update of the baseline analysis undertaken at the beginning of this study.

**Site Boundary and Policy Context**

2.2 The Tanshelf study area is located to the north of Pontefract Town Centre, as outlined in red below;

![Figure 1: Site Boundary](image)

2.3 The Wakefield UDP First Alteration, as published in January 2003 designated the Tanshelf Industrial Zone as an area for employment. The Core Strategy was adopted, on 15 April 2009, replacing a number of the saved policies under the UDP.

2.4 The Site Specific Proposals Development Plan Document (SSPDPD) is under preparation and the preferred options consultation was completed in August 2008. The technical consultation forming part of this exercise is currently underway and will be followed by the production of a consultation draft.

*Land North of Stuart Road:*

2.5 Policy SPA N1A of the preferred options report of the SSPDPD designates land to the north of Stuart Road as part of the former Prince of Wales special policy area in accordance with policies CS1, CS2 and CS8 of the Core Strategy Document. The policy outlines that the site should comprise a high quality mixed use development set within an attractive landscaped environment. It is also prescribed that development in this landmark project should be high quality and of mixed use incorporating housing, employment and ancillary facilities.

2.6 The SSPDPD does not include policies and proposals relating to the topics of retailing / town centres and leisure / open space. We understand further work is needed on issues associated with these topics which cannot be completed within the time frame of the initial Local Development
Framework documents. The existing parts of the UDP First Alteration relating to these topics will therefore remain in force beyond 2009 until they can be replaced by new DPDs.

2.7 The planning policy therefore suggests that mixed use development may be acceptable in this area, but proposals for retail use in isolation would be unlikely to be supported as the site is on the fringe of the town centre and in accordance with Planning Policy Statement 6 (Superceded by PPS4) it could be considered that such development would have a detrimental effect on Pontefract Town Centre.

Land South of Stuart Road:

2.8 Within the existing UDP an area within which retail uses will be acceptable is defined with the boundary taking in the existing Tesco store to the south of the study area only. There are no further allocations within the study area and as such general policies apply.

Land Ownership

2.9 We have undertaken a land ownership search to determine the freehold owners of land contained within the Tanshelf boundary. The plan below summarises the land ownerships, which are discussed in more detail in Section 4.

Figure 2: Land Ownership
Design

2.10 An Urban design audit determined that existing edge of centre development is of poor design quality, highlighting Morrisons and Tesco as prime examples. A greater mix of uses is needed in order to complement the current mix of low grade industrial, leisure and servicing uses, which fail to promote the site as “urban”. Building upon the Town Centre Masterplan, the mix of uses along Colonel’s Walk and Sessions House Yard need to be improved in order to facilitate the connection of the area with the town centre.
3.0 Vision and Objectives

Key objectives to be achieved

3.1 The vision for Tanshelf is to transform this key gateway area into a vibrant area which complements Pontefract Town Centre and provides connections between the Town Centre and the Prince of Wales urban extension site. In order to achieve this vision a number of objectives have been devised as set out below and based upon the original study brief and the findings of our baseline analysis.

- Improve the Colonel's Walk route, making the route more legible and user friendly and increasing opportunities for natural surveillance. This must include improving the approach route to the underpass on both sides of the railway line, all the way through to the town centre
- Make the area feel safer to walk through at all times of day and evening
- Provide a high quality gateway to Pontefract Town Centre at the west of the Tanshelf site, focusing upon key sites with main road frontage, including the fire station site
- Improve the overall visual appearance of the Tanshelf study area
- Provide a more active mix of uses creating a greater level of activity throughout the day and evening
- Build upon the success of the existing squash club facilities, supporting the clubs plans for expansion and looking for opportunities to provide complimentary leisure facilities at appropriate development opportunity sites.
- Ensure an appropriate provision of car parking remains within the Tanshelf area.
- Strengthen the east west link route along Headlands Lane and Stuart Road
- The down grading for vehicles of the section of Stuart Road between Finkle Street and Headlands Road

Design Vision

3.2 As identified within the baseline report, the existing architecture within the Tanshelf area is unsympathetic to the character and heritage of Pontefract town centre. A greater mix of uses would improve the current mix of low grade industrial, leisure and servicing uses, which fail to promote the site as “urban”. There is little natural surveillance along the key pedestrian routes through the study area, with no active frontage onto streets afforded by the existing buildings on the site. This problem is particularly significant along Colonel’s Walk, which results in an unwelcoming pedestrian environment. In terms of movement through the site, there is generally a dominance of vehicles in this area, as the site acts as a vehicular gateway into the town centre, with a poor environment for pedestrians.

3.3 We have set out below a series of design principles for the study area, addressing the following themes:

- Public Spaces
- Built Form
- Access and Movement
- Design Precedents
- Land Uses

3.4 Each of the above themes are considered in more detail in the following paragraphs
Public Spaces

Figure 3: Gateway Sites and Areas of Public Realm

*Ensure that the Park Road area of the site becomes a high quality vehicular and pedestrian western gateway into the site*

3.5 This area should become the key vehicular gateway into the site. By promoting a re-configured vehicular access into the site, the aim would be to rationalise the existing junction to improve vehicular movement and reduce the dominance of vehicles at this important nodal point. It is also important at this point that a gateway space is created to mark this northern pedestrian entrance to Tanshelf.

*Ensure that the Colonel’s Walk area of the site becomes the main northern pedestrian gateway into the site from Pontefract Town Centre*

3.6 The Colonel’s Walk area of the site comprises Tanshelf Industrial Estate and all land to the east of Colonel’s Walk including Hardcastle Avenue and the Squash and Leisure Club. Within the Prince of Wales masterplan, there is a strong aspiration to greatly enhance this pedestrian route from the site through to the centre of Pontefract. It is on a key desire line through this site which will enable pedestrians to walk north to the proposed retail and community units in the Prince of Wales site and beyond to Pontefract Park and the Racecourse. It will also allow pedestrians coming from the north to access the town centre to the south, along Stuart Road through the Tanshelf site. It is intended that this route should be retained as pedestrian only over the long-term once alternative access routes are agreed and established for vehicular traffic allowing the pedestrian user to feel prioritised.
and safe.

*Ensure that the King Charles II House area becomes the main southern pedestrian gateway into the site*

3.7 This area currently comprises King Charles II House, the existing Swimming Pool and Stuart Road and is a popular pedestrian route through to Cornmarket, particularly with students from the nearby College. It is, however poorly lit, overlooked and unattractive and therefore should be improved to enhance this as a key gateway into the Prince of Wales site from the town centre. An area of public realm is recommended in this area to reduce the dominance of traffic and improve the pedestrian experience.

*Enhance the public realm along Stuart Road between the three gateway spaces to lessen the dominance of vehicles*

3.8 It is recommended that the area of Stuart Road between Colonel's Walk and King Charles II House is improved to allow pedestrians a more attractive walking route into the town centre. Landscaping and widening of the footpath are recommended on the southern edge, along the northern and eastern demise of the current Tesco supermarket, to ensure that a wide and safe route is created on one side of the road.

**Built Form**

*Promote the Fire Station site as a key gateway into the study area from Park Road*

3.9 The redevelopment of the existing Fire Station site offers an opportunity to improve a key gateway into the town centre through the Tanshelf study area. This could facilitate a new vehicular link into Tanshelf and also create the potential for new frontage development.

3.10 The Fire Station site is situated in a key location, both in vehicular and pedestrian terms. It is a highly conspicuous site and is visible upon access and egress into the site area. Stuart Road is a busy route into and out of Pontefract and is also well used by pedestrians, particularly those travelling to and from the town centre. The site is located opposite Anderson Street and the existing Kiko's Nightclub and Haribo sites, which is a mix of low rise, unimposing industrial style units or areas of car parking. There is an inconsistent building line in this area of the site and given its key location, a stronger building frontage would be appropriate. It is imperative therefore that any new development on this site addresses Stuart Road in order that there is a greater sense of enclosure along this street.

3.11 It is also worth noting that the site sits in close proximity to the former Queens Hotel on Park Road which is an imposing, high quality Victorian building. Any new building must be mindful of this precedent in architectural style and quality.

3.12 Any new building on this site should relate in size and scale to the adjacent Driving Standards Agency building to the east; however the Fire Station site is on a higher level platform than the DSA building. Any new building therefore should be 2-4 storeys high.

3.13 By promoting a re-configured vehicular access the aim is to rationalise the existing junction to improve vehicular movement and reduce the dominance of vehicles at this important nodal point. It is also important at this point that a gateway space is created to mark this northern entrance to the town. Therefore a new building on this gateway site within an area of high quality public realm would be extremely beneficial to Pontefract as a whole.
Potential for the Kiko’s Nightclub site to become a key gateway plot into the Tanshelf

3.14 It is important that alternative uses are considered on all prominent gateway sites within the study area. The plot to the south of Stuart Road, which currently encompasses a nightclub, should be considered for re-development with an alternative use, providing an opportunity to ensure high quality design on this gateway site.

3.15 The Kiko’s nightclub site on Front Street is a low quality two storey dark brick building. Securing vacant possession of this site would provide an opportunity to secure an alternative use which will better contribute to the objectives of the design vision. This site is located opposite the Fire Station site, close to Park Road and is therefore highly visible from both vehicles and pedestrians upon approach from the north. This should be considered as another key gateway site and it is imperative, therefore that any new building on this site should be appropriate to this key location and its surrounding context (again, with particular reference to the former Queens Hotel building on the opposite side of Park Road and any new development on the fire station site). A building of three storeys would be appropriate on this site.

3.16 The design and in particular the building line, scale and size of development at this site forms the most important principle rather than use which needs to be sufficiently flexible under the framework to allow for changing market conditions. That said, the use should be appropriate for a town centre area.

3.17 As the site is prominent and easily accessible to pedestrians any development should be configured around the corner of Park Road and Front Street so that it relates to both streets frontages and creates enclosure. The buildings should be of high quality, incorporate active frontages and should address pedestrian movement.

3.18 Any operational need for this site should also be considered but should be sympathetic to the area and where appropriate adopt the design principles outlined above.

Potential new retail development

3.19 The Stuart Road Car Park presents an opportunity for Tanshelf to accommodate retail development. This presents an opportunity to create an active frontage on to Stuart Road, intensify development and activity in the area and draw pedestrians up Colonel’s Walk from the Prince of Wales urban extension site. It is anticipated that the delivery of retail development could act as a catalyst for further development in the area.

3.20 There are various site relevant design considerations associated with this site which should be noted at this stage, particularly within the context of the wider Tanshelf area and the Pontefract Masterplan.

3.21 As previously mentioned, Stuart Road is a busy pedestrian and vehicle route. It is recommended that any proposals for retail development should relate to Stuart Road along the full extent of this section of the road and that the main pedestrian access point should be located on the corner of this plot. As part of any retail development, there would be a potential increase in traffic along Stuart Road, which will greatly impact on the pedestrian environment in this area.

3.22 It is recommended, therefore that a 3-4 metre wide strip of landscaped footway should be incorporated along the southern boundary of Stuart Road in front of the buildings to set pedestrians back from the road. There should be landscaping between this footway and Stuart Road to create a separation buffer which will screen noise and visual impact of the traffic.
3.23 If the proposed retail development requires vehicular access from Stuart Road this would create a traffic dominated environment along a strip of Stuart Road. This would create an inconvenience for pedestrians walking to and from the town centre and should be traffic calmed. A t-junction could provide an appropriate highways solution and a more pedestrian friendly environment.

3.24 Servicing space should not obstruct the desire line of pedestrians along Stuart Road. An access/egress point could be positioned off Sessions House Yard to achieve this. If this is not feasible in highway terms, servicing space should be obscured from view through new building frontage and/or landscape screening.

3.25 The Medical Centre should be considered within any wider proposals for a potential retail development. It is located on a key frontage site along Stuart Road and offers an opportunity to better connect the proposed retail development with the Colonels Walk pedestrian gateway. Bringing the retail development forward to front Stuart Road would enable a more active frontage with footpaths and a potential pedestrian access straight onto Stuart Road which would better connect with the existing pedestrian desire line to the Prince of Wales development site. There should, therefore be close and detailed consideration of the potential for new use on this existing site to allow any retail development key frontage along Stuart Road. Consideration should also be given to enlivening this northern elevation to avoid a blank, inaccessible, obstructive façade.

3.26 The site topography represents an opportunity for any large scale development on this site to cut into the site at the southern end where the levels are high, and conversely to pronounce itself on the corner of Stuart Road and the Leisure Centre. This would reduce the impact of a large commercial unit in the context of the traditional medieval burgage plots of this site, which are still prevalent in the town centre.

3.27 We have provided overleaf a number of precedent examples to inform the development of a good quality design solution for retail development. The examples shown relate both to building quality as well as surrounding public realm features.
New Retail Development

These existing supermarkets in Greenwich and Ludlow are considered positive precedents. Glazed frontages create a dynamic relationship between the interior activity of the supermarket and the exterior environment, encouraging passing trade.

Enabling direct and convenient pedestrian access discourages car users and provides a positive relationship with the public realm.

Street trees should be along the entire facade of the supermarket along Stuart Road to add a sense of human scale to the street and to screen the road from pedestrians.

Billards and street trees separate routes in a unobtrusive way. Any route or space which is used by both vehicles and pedestrians would benefit from these subtle public realm features.

Wide pedestrian footways offer a pleasant environment and active frontages provided by cafes and shops create a more dynamic and lively environment. This is recommended along Stuart Road and in the new town centre gateway space in front of the existing Swimming Pool.
Ensure that existing Squash and Leisure Club remains in situ within the context of the study

3.28 It is important that the existing Squash and Leisure club remain on site and should proposals for enhanced facilities come forward these should dictate the redevelopment of this northern area of the site.

3.29 The existing elevation of the club building is of poor quality and therefore it is recommended that improvements to the building façade are made in the short term. This would be particularly beneficial along the frontage elevation of the club building, facing onto Stuart Road, and would greatly improve the building’s public face.

*It is important the public realm surrounding King Charles II House and the Swimming Pool is improved and therefore the current appropriateness of use of these buildings will be considered towards the end of the plan period and at such time as their economic life and function comes to an end.*

3.30 As the swimming pool comes toward the end of its economic life a number of the proposed phases of development at Tansheff are likely to have been delivered and a demolition and redevelopment of this site for the same or alternative use, but of better design quality, will reinforce the link outlined above and should be given consideration in due course

3.31 Although this existing route into town - along the edge of King Charles II House through to Cornmarket – is currently very popular, it is a particularly unpleasant environment, being dominated by high, imposing buildings and inactive frontages. It is recommended therefore that a new space within the area currently enclosed by King Charles II House and the Swimming Pool is created to provide a gateway into the site and the town centre. This would also allow the downgrading of traffic along this section of Stuart Road to create a pedestrian friendly environment.

3.32 New buildings are proposed along the east and western edges of this reconfigured space to enclose the route, provide an active frontage and to screen the Morrison’s car park.
Figure 4: Built Form Principles

**Ensure that new building lines and frontages are appropriate to context**

3.33 Any new building line along the main desire lines through the site should be as constant as possible so that a strong, continuous building line and frontage is established on the site. This provides a sense of enclosure and creates an appropriate balance between buildings and space (usually a street or a public space). This means that generally pedestrians and cyclists do not feel exposed and unsafe.

3.34 The building frontage should address the street appropriately, so that public accesses are generally sited to the front of the building and any publically used building has an active frontage. This provides a more vibrant street and also creates overlooking onto the street, which helps to encourage a safe environment.

3.35 The existing buildings on site are mixed in height and style, however there is a predominance of low rise industrial type units, given the sites location on the periphery of the town centre. All buildings on site should be appropriate in scale to the surrounding buildings and yet should reference the close proximity to the town centre and its urban context; therefore new buildings on site should not exceed 4 storeys. Any new building plots in place of the low rise industrial units that are presently on site should take into consideration the urban grain of the historical burgage plots associated with the medieval origins of the town. These burgage plots were a key part of the medieval development of Pontefract and are still an important characteristic of the town today, particularly within the town centre. The plots were traditionally situated at right angles to the main street (Stuart Road) and new building plots should therefore front directly.
onto the street, be narrow in width and should be no more than 3 / 4 stories high. The road line of these plots should also be considered for new building forms on these sites.

**Access and Movement**

3.36 Figure 5 illustrates the optimal access and movement recommendations for the Tanshelf area, the key elements of which are:

*Create a hierarchy of pedestrian links through the site and into the town centre, with the primary route along Stuart Road*

3.37 The site currently features a number of roads, but lacks a strong pedestrian route. There is a greater hierarchy of routes/spaces needed to improve legibility and navigation.

3.38 It is important therefore that Stuart Road becomes the main pedestrian route through the site to ensure one clear, well maintained route into town. This link should better reconnect areas surrounding the Tanshelf site and emphasise the existing patterns of movement north-south. This link will promote improvements to the Colonel’s Walk and King Charles II House gateways at either end of the route.

*Create a hierarchy of pedestrian links through the site and into the town centre, with the main secondary route along Sessions House Yard*

3.39 This route should be promoted as a secondary pedestrian route through Tanshelf, very much subservient to Stuart Road. This route is constrained by steep levels and the requirement to act as a service route to the majority of the buildings in the southern area of the site and therefore will not be a particularly attractive pedestrian route. It does, however enable more direct access to the secondary retail core located to west of Cornmarket.

*Reduce the dominance of vehicles along Stuart Road between Headlands Road and Stuart Road*

3.40 The site is currently dominated by vehicles, which has resulted in a poor pedestrian environment. Stuart Road/Headlands Lane currently provides an east to west vehicular link through the study area from Park Road (the A639) to Skinner Lane, and forms part of the Northgate Vehicular Route identified in the Pontefract Town Centre masterplan.

3.41 It is however recommended that downgrading of traffic along the section of Stuart Road as indicated is considered, to emphasise Headland Lane as the primary vehicle route through Tanshelf and to create a safer and more attractive pedestrian environment.

*Incorporate the movement patterns and desire lines of Race Day traffic and pedestrians*

3.42 Large numbers of pedestrians use Park Road and Stuart Road to access the town centre when Pontefract Racecourse is in use and therefore high levels of pedestrians will be travelling through the Tanshelf site at these times. It is imperative therefore that Stuart Road is able to deal with these numbers of pedestrians appropriately and is an attractive environment.

*Incorporate the movement patterns and desire lines of the College students*

3.43 Large numbers of students use Stuart Road to access the town centre and Cornmarket, and therefore the existing desire line needs to be considered within any proposals for the Tanshelf study area.
Promote links to the Prince of Wales development and the existing retail park via Colonel’s Walk.

3.44 It is considered key to incorporate the Colonel’s Walk proposals included in the Prince of Wales masterplan and Town Centre masterplan into the Tanshelf study, in order that the public realm and underpass are improved.

Figure 5: Access and Movement Principles
Design precedents

Public Realm

3.45 The incorporation of high quality public realm treatments will be vital in ensuring that a legible and safe pedestrian environment is created throughout the Tanshelf area. The images below show examples of good quality public realm works in a variety of locations and provide a useful indication of the type and quality of treatments envisaged for the study area.

Land Uses

Maintain flexibility over the uses of the identified gateway sites and development opportunities

3.46 The baseline assessment identified limited demand for commercial or residential development in the Tanshelf area. However, a strengthened pedestrian line from the Prince of Wales urban extension to Pontefract Town Centre and improved accessibility and legibility to the area will strengthen Tanshelf’s characteristics and may generate demand for accommodation in the future.

3.47 Given the limited level of demand and the moderately peripheral location of Tanshelf we recommend flexibility is maintained over the preferred end uses of the various gateway and development sites. The design, appropriateness of the buildings and general activity generated is of greater importance in meeting the regeneration objectives. The current market conditions, overly prescriptive briefs or stringent planning policy guidance may limit development activity and lengthen delivery timescales given that few developments are viable at this time and recovery is expected to be lengthy. The design vision and planning policy guidance should not unnecessarily constrain development as the redevelopment of the identified sites should be viewed as a positive feature.

3.48 Nevertheless, any development should be appropriate to the area and surrounding uses and given that current uses represented include residential dwellings, office accommodation and low rise industrial units we would envisage that these elements are most likely to form new development, providing they are of an appropriate scale and design quality. With the exception of any potential retail development on the site of the Stuart Road Car Park, retail is unlikely to be an appropriate use for the other gateway sites in accordance with planning policy guidance.

3.49 The opportunity to develop gateway, landmark sites at Tanshelf suggests there is potential for mixed use, multi-storey developments of up to 3-4 storeys, depending location which will provide an active mix and generate a greater level of activity throughout the day and evening in accordance with the objectives set out at the beginning of this section.

3.50 In conclusion we would recommend that flexibility is maintained and that the area is promoted for a mixture of uses which contribute to and complement Pontefract Town Centre and help establish links to the Prince of Wales urban extension site.
4.0 Delivering the Vision

Key Sites

4.1 In order to realise the vision outlined in Section 3 it is likely WMDC and / or their partners will need to undertake a land assembly programme. This section of the report identifies those key development sites needed to deliver the vision. The key development sites have presented themselves through a mix of their location, physical characteristics and the intentions of the current occupants and represent short medium and long term opportunities.

4.2 The diagram below highlights in black those sites which are likely to remain unchanged throughout the period of change envisaged within this study and highlights in red those sites and areas where it is viewed that there is scope for redevelopment. This study covers a period of 15-20 years. We describe below the opportunities and risks associated

![Proposed Areas for Redevelopment](image)

Figure 6: Proposed Areas for Redevelopment

4.3 As outlined in our baseline report of December 2008, a number of sites sitting within the curtilage of the Tanshelf boundary are available on the open market and present WMDC with an immediate opportunity to secure either an acquisition or vacant possession of the land required for the delivery of a design solution.

4.4 We would further recommend that WMDC monitor the key sites identified in the report throughout the delivery timescale so as not to miss any acquisition opportunities in the period until any design solution can be delivered, subject to funding.

Planning

4.5 Planning applications within the Tanshelf boundary should be monitored by WMDC over the
duration of the masterplan period to ensure the vision continues to complement any new development and can be amended if necessary. Monitoring will also enable WMDC to forecast any increase in values which may increase land assembly costs.

4.6 Given the complexities of developing individual sites within the Tanshelf boundary and the degree of control WMDC hold over the key development sites, particularly the Stuart Road Car Park, it may not be necessary for WMDC to adopt Supplementary Planning Document (SPD) for Tanshelf. Moreover, there is little prospect of commercial development forthcoming over the short term which could detract from the proposed design solution.

4.7 Land to the north of Stuart Road is already allocated for inclusion in the Prince of Wales policy area as outlined in section 2.5. However, the guidance is broad, in need of further clarification and has not as of yet been adopted. It should not therefore be relied upon to guide development at Tanshelf.

4.8 Adopting planning policy for the proposed vision may be appropriate to guide the development process and provide greater certainty so that the design vision can be delivered. The existing and proposed planning policy does not relate to the proposals outlined in this document and adopting policy which does will help WMDC gain greater control over development and deliver the vision.

4.9 However, the form and structure of additional guidance needs further consideration within the context of Tanshelf so as not to blight development or impact upon flexibility and the timings for adopting additional guidance should not negatively impact upon the timings for delivery or delay engaging with landowners.

4.10 The need for additional planning policy guidance will be informed by the outcome of negotiations with stakeholders,

Compatibility with the Prince of Wales urban extension site

4.11 As outlined in our baseline report the significant development of the Prince of Wales urban extension site will impact upon demand for commercial premises within the Tanshelf boundary and it is therefore of critical importance an appropriate quantum of development is delivered so that the two sites complement each other

Site Constants

4.12 A number of constants (highlighted in black in Figure 6) have been identified within the site boundary. There is a risk some of these occupiers could relocate and such proposals should be monitored by WMDC throughout the plan period to ensure appropriate changes / action can be taken so as not to compromise the vision.

Kiko’s Nightclub

4.13 The Kiko’s nightclub is positioned in a very prominent, corner position fronting Stuart Road and Front Street and acts as a key visual gateway to Pontefract Town Centre. The building currently offers little visual stimulus and therefore presents a good opportunity for redevelopment. WMDC own the freehold of the land.

Former Fire Station Site / Land Adjacent to Park Road

4.14 Cabinet Approval has been gained for the acquisition of the former fire station which will become a key gateway site in Pontefract. If the proposed access road is delivered this will present an opportunity to amalgamate this site with the land running parallel to Park Road.
and develop the site as one.

**Development Solution**

4.15 The proposed solution has been developed and refined to provide what we consider is a realistic and viable solution for Tanshelf. It reflects the best practice design principles outlined in Section 3, commercial opportunities and site limitations.

4.16 The proposed solution seeks to reduce the inherent vehicular dominance and improve the connectivity between the Prince of Wales urban extension site and Pontefract Town Centre through the creation of an improved pedestrian environment.

4.17 We have adopted a phased design solution to reflect the realities of facilitating a development in Tanshelf where a number of key sites will need to be prioritised in order to generate demand and private sector appetite towards future commercial development.

4.18 The phasing diagram below indicates the order within which the potential development plots within the study area should come forward.

![Phasing Plan](image)

*Figure 7: Phasing Plan*
4.19 Any potential retail development would need to be prioritised given its key position and its visual prominence to facilitate the proposed development solution for the wider scheme.

4.20 Given the likely scale of any retail development and the inevitable increase in traffic that this would generate it will be necessary to improve the infrastructure as part of the first phase of development therefore ensuring there is no delay in the delivery of the retail development and the wider development.

4.21 Initial public realm improvements to the top of Colonel's Walk could also be included in the first phase of development in order to encourage pedestrians to adopt the desired route thereafter allowing it to reach maturity upon the completion of later phases.
Figure 9: Early Gateway Site

4.22 Should the proposals for a retail development come forward, together with the infrastructure and public realm improvements outlined above this is likely to generate a degree of private sector interest in commercial development at the opportunity sites in Tanshelf, assuming an improvement in economic conditions.

4.23 Given that WMDC are to purchase the freehold of the fire station within the near future it is logical for this to form the first stage of commercial development. The fire station is positioned in a prominent location and will therefore be one of the more commercially attractive sites.

4.24 The land parcel to the east of Park Road has also been allocated as a potential development site. However, the deliverability of development at this site will need further testing given its proximity to the highway and the topography of the land which incorporates a steep embankment. The early phase access improvements will also limit the developable footprint which may restrict the development of the site in isolation. However, the land could be delivered in conjunction with the fire station site or, should the technical constraints make development unviable, be allocated as a gateway site for public art.
4.25 Following the requisite vehicular access improvements access to Tanshelf Industrial Estate may need to be repositioned from Colonel’s Walk to the new road to the West of the estate in order to safeguard the boundary to Colonel’s Walk, create a continuous public realm boundary and improve the pedestrian environment.
Third Phase Gateway Site

Figure 11: Third Phase Gateway Site

4.26 The third phase gateway site proposals are more aspirational and intensify the commercial elements of the scheme. The delivery of this phase is subject to the success or otherwise of the pilot commercial development at the early gateway sites and will provide a more complete design solution therefore meeting more of the objectives.

4.27 The opportunity to redevelop the Kiko’s nightclub will again secure a key visual gateway to the scheme which will help improve the image of the area.
The development of land to the East of Colonel's Walk will reinforce the legibility of the pedestrian link. However, delivering development at the site will be complex.

This land offers an opportunity to develop affordable residential dwellings which will improve the linkage between Tanshelf and the Prince of Wales urban extension area and improve the natural surveillance therefore creating a more attractive, safe environment for pedestrians.

We anticipate the development of a mix of affordable housing types at this site in accordance with local planning policy.
4.31 The final stage public realm improvements represent the final and optimal solution for Tanshelf whereby the public realm and infrastructure improvements have been delivered alongside successful commercial development improving the visual quality and sight lines within the boundary.
The Comprehensive Design Solution

4.32 The design solution outlined below represents a comprehensive development of the Tanshelf study area. The solution meets the objectives of the study in presenting new building(s) along the main desire lines through the site so that a strong, continuous building line and frontage is established within the area. This would provide a sense of enclosure and create an appropriate balance between buildings and spaces while taking into consideration the urban grain of the historical burgage plots associated with the medieval origins of the town.

4.33 The comprehensive design solution shows that Tanshelf provides an excellent opportunity to deliver the development, public realm and highways solutions necessary to meet the objectives of the study which are to see the area become more urban in character, serve as an appropriate gateway to the town centre, and create new development which will link the proposed development at the former Prince of Wales colliery to Pontefract town centre.

Figure 14: Comprehensive Design Solution
Highways proposals

4.34 There are a number of proposals in the vicinity of the study area which are expected to have a significant impact on traffic flows along Stuart Road. As part of the proposed Prince of Wales development a new link road is to be constructed (known as the Northern Relief Road – NRR) between Skinner Lane and Park Road joining Park Road just to the south of Junction 32 of the M62 and it is expected that this will take traffic off Stuart Road. Studies undertaken by Jacobs in relation to the Prince of Wales proposals have identified that some 200 vehicles in each peak hour are expected to divert to the new link road. However such traffic generation is unlikely to take place in the short to medium term.

4.35 Any potential retail development, together with the general redevelopment of the Tanshelf area, is likely to attract additional traffic to the area and therefore reduce the benefits of any redistribution resulting from the NRR. It is also likely that retail development will be forthcoming before the new NRR.

4.36 The down grading for vehicles of the section of Stuart Road between Finkle Street and Headlands Road will result in through movements along this section of Stuart Road and movements between the supermarket car parks and the east reassigning to Headlands Lane.

4.37 Highway improvements will therefore be necessary at both the Park Road/Stuart Road junction and the Stuart Road/Headlands Lane junction to address the existing congestion and improve pedestrian facilities.

4.38 Jacobs’ Transport Assessment for the Prince of Wales development included an assessment of the wider impact of the NRR however there are a number of anomalies relating specifically to the impact of the NRR on traffic flows in the Tanshelf area. 2016 base traffic flows, the traffic likely to be generated by the Prince of Wales site and traffic from other committed developments in the area have been taken from this document but the impact of the NRR on Stuart Road has been re reviewed taking as a starting point the wider impact presented in the Prince of Wales Transport Assessment.

4.39 Preliminary junction layouts have been developed on the basis of this preliminary traffic assessment as necessary to accommodate this traffic and also to provide improved pedestrian facilities across Stuart Road and Park Road.

Park Road/Stuart Road

4.40 The improvements at Park Road/Stuart Road junction involve the introduction of traffic signals to provide a right turn directly from Stuart Road to Park Road. A movement that is not currently possible within the junction but can be made by turning right before the junction, and joining a link road that passes beneath Park Road adjacent to the railway and joins Park Road just to the north of Stuart Road. Because of the width of Stuart Road, vehicles currently making this right turn manoeuvre block the straight ahead traffic and cause congestion on Stuart Road. There are too many conflicts within the junction to accommodate right turning traffic from Park Road (south) to Stuart Road, which also currently uses the link road beneath Park Road. It is proposed that this traffic will continue to use the link but once having passed beneath Park Road. The link road will continue parallel to the railway before turning to the south some 90m further to the east and joining Stuart Road in the vicinity of the existing Newport Street junction. The north-south section of the current link road parallel to Park Road would be closed. The realigned link would be one way from west to east from the Park Road bridge to the point at which it turns to the south, beyond this, south to the junction with Stuart
Road it would be two way, to permit vehicular access to adjacent development plots.

4.41 The current preliminary layout shows two right turning lanes from Stuart Road, but the preliminary traffic analysis suggests that it may be possible to accommodate the right turn with a single lane. More detailed traffic modelling will be required to finalise the layout of this junction.

4.42 The signalisation of this junction allows the introduction of pedestrian facilities across both Stuart Road and Park Road on the south side of the junction, thereby improving pedestrian linkages from the Tanshelf Area to both the west and the north.

4.43 The Park Road/Stuart Road junction is some 80m to the north of the existing signalised Front Street/ Halfpenny Lane junction and some 225m south of the signalised Park Road/Park Lane junction. The operation of the signals at all three junctions will therefore have to be coordinated. The preliminary analysis indicates that this can be successfully achieved.

4.44 Because of the lack of a right turn facility from Park Road (north) to Park Lane at the Park Road/Park Lane junction a number of vehicles continue south to the Stuart Road junction and utilise the link road to make a U-turn and then turn left into Park Lane. With the proposed amendments to this junction this movement will no longer be possible and therefore a U turn facility is also to be introduced at the Park Road/Stuart Road junction.

4.45 An area of land to the west of the A639 Park Road through to the A645 east of Purston Jaglin is protected in the Wakefield UDP for the Pontefract Western Relief Road (WRR). The protected land allows for possible alternative alignments north or south of the railway and the Wakefield District Transport Strategy identifies that the most likely route lies to the south of the Railway and would connect to the existing Park Road/Start Road junction/link road. However the status of these proposals within the LDF is currently undecided. More detailed proposals for the WRR junction with Park Road include a mini roundabout on the link road to the north of the Stuart Road junction with the section of the current link running north from Stuart Road becoming one way to the north and a new link similar to that proposed as part of the amendments to the junction described above.

4.46 The signalisation of the junction as described above would not permit the right turn from Park Road to the Western Relief Road but given the uncertainties regarding its status and also regarding the likely traffic redistribution it is not considered appropriate to try to accommodate these proposals in the design of the junction. Should the Pontefract Western Relief Road be retained through the LDF more detailed traffic modelling would be required to assess the impact on traffic movements in the area and inform the design of this junction.

Stuart Road/Headlands Lane

4.47 In order to accommodate the traffic redistribution resulting from the downgrading of the section of Stuart Road between the supermarket accesses, traffic signals are to be introduced at this junction. Pedestrian facilities are to be introduced across Headlands Lane to provide a link to Pontefract Squash Club and across Stuart Road to the south of the junction. The pedestrian facility on Stuart Road to the east of the junction is to be provided some 90m to the west of the junction close to the current junction with Colonel’s Walk thereby facilitating the main north south route between the Town Centre and the Prince of Wales development.

4.48 This signalised junction also incorporates the access to Pontefract Squash Club. Consideration has also been given to the consequential impact on the existing Skinner Lane/Headlands Lane junction and the preliminary traffic assessments indicate that the
current layout of this junction is capable of accommodating this additional traffic.

Figure 15: Preliminary Road Layout

Outline Delivery Strategy

4.49 The design vision and proposed phasing solution has been outlined in the preceding sections of the report. However, to take the development forward the following steps need to be addressed.

Viability and funding

4.50 It is necessary to assess the viability of the vision in respect of the costs for land assembly, public realm and highways improvements.

4.51 In order to determine funding requirements the design of the highway and public realm proposals will need to be refined and provisional costs for undertaking these works determined.

Planning

4.52 Adopting additional planning policy for the proposed vision may guide the development process and provide greater certainty so that the design vision can be delivered. The existing and proposed planning policy does not relate to the proposals outlined in this document
4.53 However, the form and structure of any additional guidance needs further consideration within the context of Tanshell so as not to blight development or impact upon flexibility. The timings for adopting additional guidance should not negatively impact upon the timings for delivery.
5.0 Conclusions

5.1 In conclusion, Tanshelf represents an excellent opportunity to deliver the land use, public realm and highways solutions needed to meet the objectives of the study. However the development of Tanshelf is complex with numerous risks associated with delivering the design vision.

5.2 In brief our findings are as follows;

1) The vision is to transform this key gateway area into a vibrant area by remodelling the built form through a mixture of development, public realm and highways improvements. This will complement Pontefract Town Centre and provide connections between the town centre and the Prince of Wales urban extension site.

2) Retail development on the Stuart Road Car Park could represent the catalyst needed to facilitate development at other identified sites and the realisation of the design vision.

3) A land assembly programme may be required to deliver the vision

4) The timescale for delivery between the Primary Vehicular Access Improvements and Potential Retail Development and is likely to be lengthy with the viability of later stages dependent on the success, or otherwise of the early phases.