

A NEW VISION FOR DEVELOPING WAKEFIELD DISTRICT

Site Specific Proposals

Development Plan Document

Preferred Options Report



Local Development Framework

Site Specific Proposals
Development Plan Document
Preferred Options Report

Information

The Site Specific Proposals Development Plan Document Preferred Options Report the accompanying Sustainability Appraisal Report, the Options Assessment Technical Paper, the Appropriate Assessment Screening Report and the Initial Statement of Pre-Submission Consultation are available to view and download on the Wakefield Metropolitan District Council's web site at www.wakefield.gov.uk/ldf. The purpose of these reports is explained in Chapters 2 and 4. Copies are also available to view at main libraries and Council offices and can be obtained free of charge from the above address or by ringing (01924) 306495.

If you would like to talk to a planning officer working on the Local Development Framework about any aspect of this document please contact the Spatial Policy Group on (01924) 306620 or 306536.

If you would like an extract or summary of this document on cassette, in large type, in Braille or any other format, please call the Spatial Policy Group on (01924) 306495.

دیکھو سنو

اگر آپ کو اس لفٹ کی کاپی آڈیو کیسٹ، بڑی

لکھائی، بریل یا کسی اور زبان میں اس کا ترجمہ

چاہیے تو ہمیں اس نمبر پر فون کریں:

(01924) 306495



Yorkshire Planning Aid provides a free, independent and professional planning advice service to individuals and groups from within the Yorkshire and Humber region who cannot afford professional fees. The organisation may be able to assist groups and individuals who would like support and advice in order to get involved in this consultation process. Please contact the Regional Co-ordinator on 0113237 8486, email ykco@planningaid.rtpi.org.uk for further information.

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1 Frequently Used Terms

Term/Acronym	Definition
Air Quality Management Area. (AQMA)	Designated under Environmental Act 1995 as areas where local authorities are required to prepare action plans to enable them to achieve national air quality objectives.
Annual Monitoring Report. (AMR)	Part of the Local Development Framework which the Council is required to prepare annually showing progress in preparing Local Development Documents compared to targets in the Local Development Scheme, and monitoring the implementation and effectiveness of its policies and proposals in Local Development documents.
Area Action Plan	Area action plans should be used to provide the planning framework for areas where significant change or conservation is needed. They should identify the distribution of uses and their inter-relationships, including specific site allocations, and set the timetable for the implementation of the proposals.
Community Strategy	The plan which Local Strategic Partnerships are required to prepare for improving the economic, environmental and social well being of local areas and by which Councils are expected to co-ordinate the actions of the public, private, voluntary and community organisations that operate locally. Wakefield's Community Strategy is called 'Fast Forward' and has been subject to partial review entitled 'Knowledge Communities: The Wakefield District Community Strategy 2006 Review'.
Core Strategy	A Development Plan Document setting out the spatial vision and objectives of the planning framework for an area.
Department for Communities & Local Government (DCLG) (formerly Office of the Deputy Prime Minister (ODPM))	The government department responsible for local and regional government, housing, planning, regeneration, social exclusion and neighbourhood renewal. It works with other Government departments, local councils, businesses, the voluntary sector, and communities themselves to help create sustainable communities.
Development Plan	The statutory plan setting out the local planning authority's policies and proposals for the development and use of land and buildings in the authority's area. In Wakefield the current plan is the Unitary Development Plan First Alteration.
Development Plan Document. (DPD)	A Local Development Document which forms part of the statutory development plan, including the Core Strategy, Proposals Maps and Area Action Plans.
Environment Agency	Public body charged with protecting and improving the environment in England and Wales. Aims to make sure that air, land and water are looked after to help achieve sustainable development and ensure that future generations inherit a cleaner, healthier environment.
Government Office for Yorkshire & the Humber (GOYH)	Represents Central Government in the region and aims to work with regional partners and local people to increase the prosperity of the region, promote sustainable development and tackle social exclusion.
Highways Agency	Executive agency of the Department for Transport which manages and maintains the motorway and trunk road network in England.
Inset Map	May form part of the adopted Proposals Map probably at a more detailed scale than the rest of the map. Proposals for area action plans may be shown on inset maps.
Key Diagram	May be used to illustrate the broad strategy for the area, including locations for change or strategic development, major transportation issues, and main patterns of movement and constraints. It provides the means to show links and relationships with other strategies and with the plans of neighbouring areas.

Term/Acronym	Definition
Leeds City Region	The sub-area comprising Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirkstall, Leeds, Selby, Wakefield and York local authorities, for which specific policies are included in the Regional Spatial Strategy.
Local Development Document	Comprising two main types, Development Plan Documents, which will form part of the statutory development plan, and Supplementary Planning Documents, which do not. Together LDDs form the main part of the Local Development Framework.
Local Development Framework (LDF)	A portfolio of Local Development Documents which sets out the planning policy framework for the District. It also includes the Local Development Scheme, the Statement of Community Involvement and the Annual Monitoring Report.
Local Development Scheme. (LDS)	A three year project plan setting out the Council's programme for the preparation of Local Development Documents, reviewed annually in the light of the Annual Monitoring Report.
Local Strategic Partnership. (LSP)	Umbrella organisation which aims to improve the quality of life and governance in a particular locality. Partnerships seek to align and co-ordinate services and priorities to meet the needs and aspirations of those who use them. The Wakefield District Partnership is responsible for producing the Community Strategy.
Local Transport Plan. (LTP)	The West Yorkshire Local Transport Plan is the statutory long-term transport strategy for the county and five year action plan which is used by the Department for Transport (DfT) to allocate funds for local transport improvements. Prepared by a partnership of the five West Yorkshire local authorities and Metro.
Natural England	Formed by bringing together English Nature, the Countryside Agency and the Rural Development Service. Aims to conserve and enhance the natural environment for its intrinsic value, the wellbeing and enjoyment of people and the economic prosperity that it brings.
Northern Way	A strategy to promote regeneration and growth in the three northern English regions (the North East, North West and Yorkshire and the Humber).
Planning Policy Guidance (PPG)	Guidance produced by central Government setting out its policies on specific planning topics. Being updated and replaced by Planning Policy Statements.
Planning Policy Statement (PPS)	Statements produced by central Government setting out its policies on specific planning topics. Regional Spatial Strategies and Local Development Frameworks must take account of and conform to national planning policy.
Proposals Map	A map, illustrating clearly on an Ordnance Survey or similar base the spatial extent of policies and proposals, must be prepared and maintained to accompany all Development Plan Documents. This may contain inset maps, where necessary.
Protected Area of Search for Long Term Development. (PAS)	A term used in the Wakefield Unitary Development Plan First Alteration and the Local Development Framework to denote areas to be safeguarded for possible long term development beyond the period of the current plan.
Reference Maps	Maps identifying the spatial content of Preferred Options proposals and rejected proposals on an Ordnance Survey Base.
Regional Development Agency	Government agencies set up to co-ordinate regional economic development and regeneration, enable the English regions to improve their relative competitiveness and reduce imbalances within and between regions. Yorkshire Forward is the RDA for Yorkshire & the Humber.
Regional Economic Strategy	A 10-year plan that provides a framework of common priorities for businesses, public agencies, voluntary groups and communities in the region to focus their

Term/Acronym	Definition
	investment. It highlights a number of strategic objectives, themes and priority actions for the region and is co-ordinated by Yorkshire Forward.
Regional Planning Body	Body charged with preparing and monitoring a draft of the Regional Spatial Strategy for the region. The Yorkshire & Humber Assembly is the RPB for the Yorkshire & the Humber region.
Regional Spatial Strategy (RSS)	The statutory replacement for Regional Planning Guidance prepared by the Yorkshire & Humber Assembly and issued by the Secretary of State. It forms part of Wakefield's statutory development plan and provides a spatial framework to inform the preparation of Local Development Documents, the Local Transport Plan and regional and sub regional strategies and programmes that have a bearing on land-use activities
Regional Transport Strategy	Sets out the policies and investment priorities for transport in the region. Forms part of the Regional Spatial Strategy.
Saved Policy / Proposal	A policy or proposal in a current Unitary Development Plan (or Local Plan) which is automatically retained for three years from commencement of Part 2 of the Planning & Compulsory Purchase Act 2004 i.e. until 28th September 2007. Policies and proposals can be saved for longer with the agreement of the Secretary of State.
Special Policy Area	A term used in the Wakefield Unitary Development Plan First Alteration and the Local Development Framework to denote areas proposed for mixed use development where special policy considerations will apply to achieve the desired outcome.
Statement of Community Involvement. (SCI)	Sets out the Council's vision and strategy for the standards to be achieved in involving the community and stakeholders in the preparation of all Local Development Documents and in decisions on planning applications.
Strategic Environmental Assessment	All major strategies and plans, including Local Development Documents, must be subject to the requirements of the European Union Directive on Strategic Environmental Assessment. Environmental impacts have to be assessed and monitored and necessary mitigation measures identified. (See also Sustainability Appraisal).
Strategic Flood Risk Assessment	An assessment of the risk of flooding within a defined area, usually a local authority area or river basin, carried out for strategic planning purposes.
Supplementary Planning Document. (SPD)	A Local Development Document which is part of the Local Development Framework but does not form part of the statutory development plan. Supplementary Planning Documents elaborate upon policies and proposals in a Development Plan Document or the saved Unitary Development Plan and include development briefs and guidance documents.
Supplementary Planning Guidance. (SPG)	Guidance which elaborates upon policies and proposals in the Unitary Development Plan. SPG can not be 'saved' but can still be relevant if related to a policy or proposal in a saved plan or a Development Plan Document. SPG will need to be replaced by an appropriate Supplementary Planning Document.
Sustainable Development	Activity which achieves mutually reinforcing economic, social and environmental benefits without compromising the needs of future generations.
Sustainability Appraisal	The process of assessing and weighing the economic, social and environmental costs and benefits of development proposals, both individually and collectively. (See also Strategic Environmental Assessment). All Local Development documents must be subject to SA prior to submission and adoption.

Term/Acronym	Definition
Unitary Development Plan (UDP) First Alteration	The statutory development plan for the District adopted by the Council in January 2003 which forms the basis for determining planning applications. Its policies and proposals will be 'saved' for at least three years. Its policies and proposals will be replaced eventually by new Development Plan Documents.
Yorkshire Forward	The regional development agency (RDA) responsible for the sustainable economic development and regeneration of the Yorkshire & the Humber region.
Yorkshire & Humber Assembly	Acts as the Regional Planning Body and strategic regional partnership for the Yorkshire & the Humber region. One of its tasks is to prepare the Regional Spatial Strategy on behalf of the Secretary of State.

2 Introduction

Introduction

The Local Development Framework

- 2.1 Wakefield Metropolitan District Council is introducing a new type of plan, known as the Local Development Framework (LDF), to guide the use of land and new development throughout the district. It is being prepared under government legislation for development plans ⁽¹⁾and will replace the Unitary Development Plan First Alteration (UDP) which was adopted in January 2003. A description of the new LDF system is given in more detail in Appendix 1 and a list of frequently used terms is given in chapter 1.
- 2.2 The LDF Core Strategy includes strategies, policies and proposals for the development and use of land in the district for the period to 2026. It is closely linked to Wakefield District Partnership's Community Strategy, addressing issues which relate to land use and development in different places, with the overall intention of making the district a more attractive and prosperous place to live.
- 2.3 The LDF also conforms to the Regional Spatial Strategy (RSS) which now forms part of Wakefield's statutory development plan. The RSS⁽²⁾ has recently been published and account has been taken of its proposals.
- 2.4 The LDF will provide the policy framework for determining planning applications.

The LDF should be read as a whole and decisions about future development must have regard to all its relevant parts. The Core Strategy Development Plan Document (DPD) brings together in one place all the strategic elements of the LDF.

This document sets out our preferred and rejected development proposals options for various sites across the district for consultation purposes. These are proposed land allocations and designations. In addition it identifies other proposed designations for information (which have been approved through other processes) and lists 'saved' UDP policies and proposals. This document is accompanied by detailed Reference Maps and these will ultimately form part of the Proposals Map.

Further documents will be produced covering topics for which there are no detailed policies in this or the Core Strategy, such as the:

- Development Policies
- Central Wakefield Area Action Plan
- Waste
- Retailing/Town Centre
- Leisure/Open Space
- Site Specific Proposals (this document)

Each of these will be consistent with each other and should not be considered in isolation. The programme for preparation of these and other LDF documents is set out in the latest Local Development Scheme which can be viewed on our web-site at www.wakefield.gov.uk/ldf.

What is the Site Specific Proposals Development Plan Document?

- 2.5 Whereas the UDP is a single plan, the LDF is made up of a number of separate documents produced at different times. This report is concerned with the Site Specific Proposals Development Plan Document which will provide broad details of proposals for sites in terms of the nature of the land use and the location and extent of development. It will:
 - interpret the spatial vision for Wakefield district, with the exception of central Wakefield, which is defined in the Core Strategy by allocating development land to 2021. (The Core strategy sets out the distribution and scale of housing land to 2026, focusing development in Wakefield, Castleford and Pontefract).

1 The Planning and Compulsory Purchase Act 2004

2 The Yorkshire & Humber Plan: The Regional Spatial Strategy, GOYH, May 2008

- meet the objectives designed to achieve the vision and accommodate the anticipated need for new development, including that needed to deliver the Community Strategy, and
- identify the scale, type and location of new development and transport investment, and the geographic areas within which development policies will apply.

2.6 This Preferred Options report of the Site Specific Proposals identifies and describes the Council's preferred options for public consultation. In addition to this the report sets out designations that have been approved by other bodies through other processes, for example; Sites of Scientific Interest and Archaeological Sites. It also lists the 'Saved' Unitary Development Plan proposals which will be replaced at a future time when new Development Plan Documents are adopted that deal with these topics : the Preferred Options do not cover these topics.

2.7 All sites within the document are ordered by their position in the Settlement Hierarchy⁽³⁾ and then alphabetically. Each preferred and rejected option is presented within a site box, which contains the site number, site name and a brief description if applicable.

2.8 The table below provides a summary of the document for easy reference.

Subject	Where found in the Document (chapter)	Sub-Sections	Purpose
Information			To briefly explain the new development plan system, the Site Specific Proposals DPD in particular and its layout and Community Engagement arrangements.
Frequently used terms	1		
Spatial vision, objectives, themes and development strategy	2		The spatial context set by the Core Strategy, repeated here for information.
Potential land use allocations – Identifying and assessing options	3		The process of selecting proposals to achieve the spatial vision

Subject	Where found in the Document (chapter)	Sub-Sections	Purpose
Preferred and rejected options by topic and then by settlement hierarchy order	4.1 – 9.2	4 Housing Proposal 4.1 Introduction 4.2 Housing Sites 5 Employment Proposals 5.1 Introduction 5.2 Employment Zones 5.3 Employment Sites 6 Community Facilities 7 Transport Proposals 8 Environment & Open Land 8.1 Introduction 8.2 Protection of Bio-Diversity 8.3 Green Belt 8.4 Open Land Within the Built-Up Area 8.5 Protected Area of Search for Long Term Development. 8.6 Land Reclamation 8.7 Mineral safeguarding Areas 9 Special Policy Areas	The preferred options sites with planning requirements and the listed rejected options sites set out by topic. They are listed by settlement in settlement hierarchy order and alphabetical order.
Designations not open to preferred options consultation by topic	10.1 – 10.10	10.1 Sites of Special Scientific Interest 10.2 Sites of Scientific Interest 10.3 Special Areas of Conservation 10.4 Local Nature Reserves 10.5 Archaeological Sites 10.6 Historic Sites 10.7 Conservation Areas 10.8 Strategic Highway Routes 10.9 Cycle Routes 10.10 Mineral Reserves	These designations have been approved through processes other than the development plan and its public engagement. They are listed in the text and shown on the Reference Map to provide context for consideration of the preferred and rejected options. They will be incorporated in the reference maps.
Saved UDP proposals by topic	11.1 – 11.2	11.1 Leisure Proposals and Associated Reasoned Justification 11.2 Town Centre and Retailing Proposals and Associated Reasoned Justification.	The saved UDP proposals are listed in the text and shown on the UDP First Alteration Proposals Map to provide context for consideration of the preferred and rejected options.
Reference maps	12.1 - 12.2	12.1 Preferred Options and Designations Not Open to Public Consultation 12.2 Rejected Options	To identify location and extent of proposals and inter-relationships between them.
The new development plan system	Appendix 1		To provide clarification regarding the new development plan system.
Accessibility planning	Appendix 2		To give details of accessibility modelling used as part of the preferred options site selection process.
Environment agency flood zones map	Appendix 3		To identify the latest Environment Agency Flood Zones. These have not been incorporated in the Reference Map because

Subject	Where found in the Document (chapter)	Sub-Sections	Purpose
			they are frequently reviewed and therefore immediately become out of date, and because the amount of information would over complicate the Reference Map.
Strategic flood risk assessment maps	Appendix 4		To set out the Strategic Flood Risk Assessment flood zone maps used as part of the preferred options site selection process. These have not been incorporated in the Reference Map because the amount of information would over complicate the Reference Map.
Housing delivery	Appendix 5		To illustrate potential phasing of sites development to demonstrate that the proposals can meet the housing requirement year by year.

How does it fit into the LDF?

2.9 The figure below shows how this document relates to the strategies which influence its content and its relationship to other parts of the LDF:

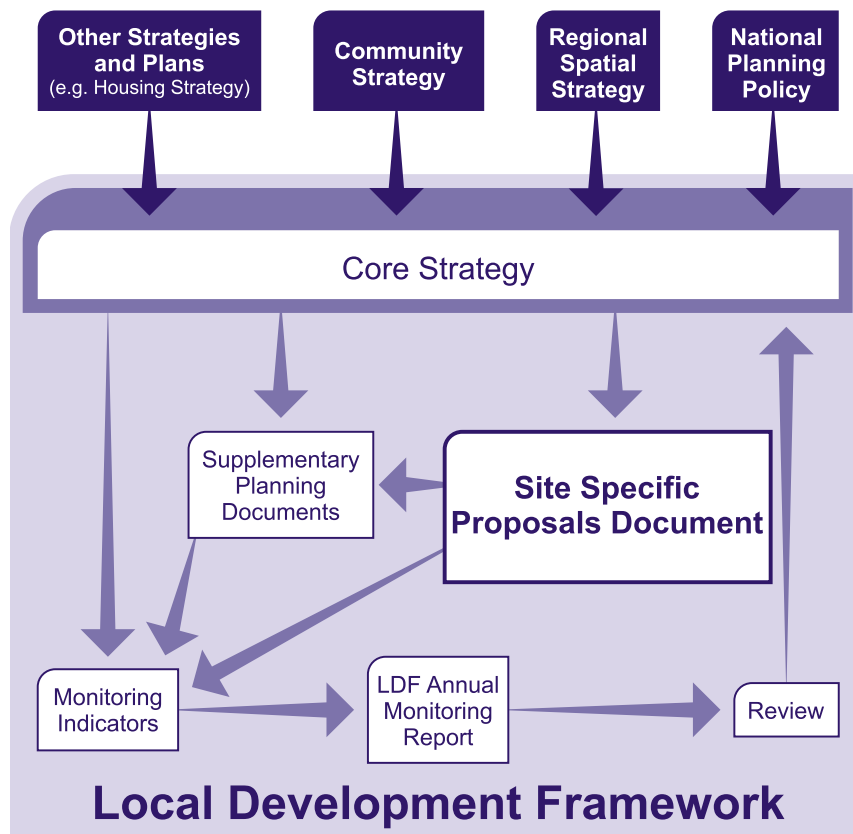


Figure 1 Relationship of the Sites Specific Proposals Document to other Local Development Framework documents

Relationship to the Core Strategy Submission Document

2.10 This preferred options report of the Site Specific Proposals document is in accordance with the draft policies and strategy of the Core Strategy Submission Document. It does not take account of subsequent proposed changes by the Council that have been put to the Examination Inspector for consideration.

How does the LDF relate to the UDP?

- 2.11 Eventually, the LDF will fully replace the UDP as part of the statutory development plan for the Wakefield District. However, until all the new LDF documents are in place, some parts of the UDP will be 'saved' to ensure comprehensive planning policy coverage remains in place. Saved parts of the UDP remain in force and will be used in determining planning applications until replaced. Details of which policies and proposals in the UDP are saved after 27 September 2007 are referred to in the latest Local Development Scheme and listed in the Direction issued by the Secretary of State.⁽⁴⁾

What is the LDF trying to achieve?

- 2.12 Sustainable development is the fundamental aim of national and regional planning policy. The main purpose of the LDF is to put the principles of sustainable development at the heart of decisions about land use planning at the local level in Wakefield district. These principles underpin all the LDF's policies and proposals. Sustainable development means achieving economic growth, removing social inequalities and meeting people's needs for housing, jobs, services, and transport whilst at the same time protecting and enhancing the environment. This involves finding optimum solutions to sometimes conflicting needs and aspirations and means making different choices in different places. The spatial vision, objectives and policies in the draft Core Strategy provide a broad planning policy framework to help achieve sustainable development tailored to the distinctive characteristics and particular needs of the district.

How will this be achieved?

- 2.13 Ensuring that new development conforms to the strategy and policies of the Core Strategy and the proposals in this document is one of key ways in which the vision and objectives of the LDF and the Community Strategy will be delivered. The strategy and strategic policies provide direction for the scale, type and location of development and investment.
- 2.14 The LDF has a key role in providing a spatial dimension for many strategies and policies prepared by a variety of bodies and agencies, which in turn help determine the approach taken in the LDF. As well as seeking to achieve its own vision and objectives, the LDF can also help to deliver other action plans and programmes.
- 2.15 New development contributes to demands on existing infrastructure, community facilities and public services. Specific bodies and agencies are responsible for the provision of new and replacement services and facilities. Developers will be expected to contribute towards improvements or additional services and facilities needed to serve their development.

The Preferred Options Stage - Community Engagement

- 2.16 Stakeholder and community engagement is a fundamental principle of the new planning system. Details of how the community and stakeholders are to be involved in the preparation of Wakefield's LDF are contained in a separate document – the 'Statement of Community Involvement' (SCI) which was adopted by the Council on 8th February 2006.
- 2.17 The Council has carried out widespread consultation with statutory bodies, local organisations and groups and individual citizens throughout the preparation of this document. An explanation of how community involvement has been carried out in compliance with Regulations⁽⁵⁾ and the Council's SCI and how views have been taken into account is set out in the Statement of Consultation (Initial Statement of Pre-Submission Consultation) which accompanies this document.
- 2.18 Briefly, the main stages of consultation and engagement have been:
- Early Community Engagement In - Summer Autumn 2004
 - Issues and Options In - January to March 2005
 - Preferred Options - Current Stage. The purpose of the 'Preferred Options' stage of the Site Specific Proposals DPD is for the Council to seek the views of the community and stakeholders on the preferred options proposals it is recommending which will form part of the future planning of the District. The aim is to encourage public involvement before decisions are made about the content of the final document to be submitted to the Secretary of State.

4 Direction under Paragraph 1(3) of Schedule 8 to the planning and Compulsory Purchase Act 2004

5 Town & Country Planning (Local Development) (England) Regulations 2004

Strategic Environmental Assessment & Sustainability Appraisal

- 2.19 To ensure that the LDF's policies and proposals will create sustainable development, each of its documents must comply with the requirements of the EU Directive on Strategic Environmental Assessment⁽⁶⁾ and must be subject to a Sustainability Appraisal, required under planning legislation.⁽⁷⁾ This means testing proposals at each stage of preparation to assess their potential impact on environmental, economic and social objectives and making any necessary changes to ensure sustainability. The Sustainability Appraisal Report which accompanies this document fulfils these requirements.
- 2.20 A Screening Report and Initial Sustainability Appraisal Report were issued for the Issues & Options consultation in 2005. Initial Sustainability Appraisals of individual proposed development sites were carried out and placed on Wakefield Metropolitan District Council's web site. The Sustainability Appraisal Report of the Preferred Options proposals was also undertaken and accompanies this report. The outcomes of both the Initial Sustainability Appraisal and Preferred Options Sustainability Appraisal have been taken into account throughout the preparation of this document and their recommendations have been taken on board wherever possible.
- 2.21 The accompanying Sustainability Appraisal Report shows the outcome of the Sustainability Appraisal of the preferred options and demonstrates how the previous appraisals have helped inform its preparation. Copies of the report and a summary are available on request and can be accessed on the Council's web-site.

Appropriate Assessment

- 2.22 The Conservation (Natural Habitats, &c.) (Amendment) (England and Wales) Regulations 2006 require an appropriate assessment to be carried out of a land use plan to assess their impacts on certain protected sites and species⁽⁸⁾ of European importance. To satisfy the requirements of these Regulations an appropriate assessment has been carried out.
- 2.23 The accompanying Appropriate Assessment Screening Report shows the outcome of the assessment of the preferred options document. Copies of the report are available on request and can be accessed on Wakefield Metropolitan District Council's web site.

How Do I Get Involved?

- 2.24 We are writing to:
- consultees identified in the Council's SCI;
 - all those who responded to earlier consultation and engagement;
 - anyone else who has asked to be kept informed about the preparation of the LDF;
- 2.25 to let them know that this document is being published to be the subject of public consultation, and that its accompanying Sustainability Report is available for comment. If you are aware of anyone else who may wish to be informed let us know and we will write to them.

Do you wish to make a representation or view the site maps on this document? If so please use one of the following methods:

- visit the LDF consultation portal to make a representation online at: <http://consult.wakefield.gov.uk/portal>, or
- download the documents, area reference maps and representation forms from the Council's web site <http://www.wakefield.gov.uk/ldf>; or
- use the enclosed representation form and return it to the address below; or
- e-mail your comments to ldf@wakefield.gov.uk

6 Environmental Assessment of Plans and Programmes Regulations 2004, and *A Practical Guide to the Strategic Environmental Assessment Directive*, ODPM, 2005

7 *Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks*, ODPM, 2005

8 Ramsar, Special Areas of Conservation, Special Protection Areas

You can also comment on the other documents - the Sustainability Appraisal Report, Appropriate Assessment Screening Report, Initial Statement of Pre-Submission Consultation and Options Assessment Tables Technical Paper in the same ways.

Do you have a site development proposal that you wish to be considered which is not featured in this report?

We are inviting new proposals for additional or alternative developments.

If you have a new development proposal that you wish to be considered please complete the **The Site Information Form**.

This can be completed;

- on-line at the LDF consultation portal;
- downloaded from our web site;
- or obtaining a copy by contacting (01924) 306495

All proposals submitted will be public information.

By completing the form and a location plan you will providing all the information we need at this stage. We will contact you if we need additional information.

All new site proposals submitted will be included into the Strategic Housing Land Availability Assessment database (SHLAA). SHLAA is important in informing plan making but does not determine whether a site should be allocated for housing. It should be noted that the inclusion of particular sites and the nature of the comments made about them either in this report or in the database, or extracts from either, does not in any way infer that those sites will be granted planning permission or will be allocated for development in the Local Development Framework.

2.26 Postal Address and Fax Number - please send your comments to:

2.27 Wakefield Metropolitan District Council
Spatial Policy Group
Planning Services
PO Box 92
Newton Bar
Wakefield
WF1 1XS
Fax: (01924) 306660

2.28 If you wish to be kept informed of the later stages of preparing this document or be notified of consultation on future LDF documents, register on-line, or tick the relevant box on the form/e-mail us with details and we will add your name and address to our mailing list.

What Happens Next?

2.29 All representations received during the 6 week period of consultation will be considered carefully by the Council. There will be opportunities for those who made representations to submit further evidence.

2.30 Details of the proposed timetable for the later stages of preparing this and other LDF documents are shown in the Local Development Scheme. The scheme is available to view on the Council's web-site or from the above address.

3 Spatial Vision, Objectives, Themes & Development Strategy

Introduction

- 3.1 The following sections are extracts from the LDF Core Strategy Submission Document which set out the overall **spatial vision, spatial objectives, strategic themes** and **spatial development strategy** in Wakefield district for the period to 2026 and the associated **Key Diagram**. These govern the content of the Site Specific Proposals DPD and the Central Wakefield Area Action Plan which together give district-wide site specific proposals coverage. The LDF development strategy is consistent with the Regional Spatial Strategy and with national planning policy statements and will also be one of the most important delivery tools for achieving the Community Strategy.
- 3.2 The following sections are included at this consultation stage only to set the context for the preferred option proposals and will not be appear in the submission document which should be read in conjunction with the Core Strategy Document. Any references in these sections to appendices etc do not relate to this document, but they can be found in the Core Strategy Submission Document.

"Spatial Vision

- 3.3 The Community Strategy sets out the vision for the district:

In 25 years time Wakefield District will be a place:-

- Moving forward motivated by pride and its heritage
- Where our people look after themselves and each other so that they are safe and healthy, having the skills and confidence to take more control over their lives.
- With places that are attractive to live, learn, work and invest in and where our diverse towns and villages work together to promote the well being of the whole district.
- Where together with the younger people of the district we will ensure that the work we do now will stand the test of time.

- 3.4 The LDF shares and supports this overall vision and the Core Strategy spatial vision gives direction to the development and infrastructure needed to deliver the spatial aspects of the Community Strategy up to 2026. It also takes into account the spatial implications of other plans, strategies and programmes at regional, sub-regional and local level that deal with urban renaissance, regeneration, transport, investment, health, culture and safety, amongst other matters.
- 3.5 The spatial vision to be delivered through the LDF is:

By 2026 Wakefield District will be a more attractive, prosperous and sustainable place with improved quality of life. The district will make a significant contribution to the prosperity and diversity of the region and will benefit from the expansion of the sub-regional economy by taking advantage of its accessibility to centres within the Leeds City Region and to the national transport network.

The demand for new development generated by continuing economic growth will be accommodated in a sustainable way, by ensuring that the benefits are spread throughout the district, particularly to deprived communities, and that the environment is protected and enhanced. More sustainable patterns of living will be achieved through the creation of balanced communities, where individual settlements have a range of housing, jobs and services to meet local needs, appropriate to their size and function, and where other jobs and higher level services can be accessed conveniently by sustainable means of transport.

Wakefield, Castleford and Pontefract will continue to be the main centres of the district where most homes, jobs and services are located. The other urban areas of the district will become more attractive and viable, being the focus of local shopping, employment and service provision. Investment and new activities will be located in the city and town centres where they will contribute to urban renaissance and other regeneration initiatives. In villages and the smallest settlements new development will be very limited, aimed particularly at supporting the rural economy, providing community facilities and increasing the availability of affordable housing.

The quality of the district's rich historic and natural heritage, its diverse wildlife and habitats and the character of its landscape and open spaces will be protected and enhanced and the Green Belt will be maintained. Opportunities will be taken to create new habitats and landscape features. Improved standards of design and management will improve the quality of the built and natural environment.

The Council will work with the Wakefield District Partnership, other agencies and groups, citizens and businesses to bring about the desired changes and will seek to direct new development, infrastructure and services towards fulfilling the vision. The district will continue to make a significant contribution to the prosperity and diversity of the Leeds City Region and the wider Yorkshire & Humber Region. Close links with neighbouring areas will be strengthened and the district will benefit from the expansion of the sub-regional economy by taking advantage of its accessibility to other centres within the Leeds City Region and to the national transport network. Education and training will be essential to achieving the vision, underpinning future economic development and enterprise, reducing inequalities and improving the quality of life.

Action and investment will be focused on making Wakefield a distinctive, vibrant city at the heart of the district's economy, with a distinctive retail offer, modern office accommodation, a range of quality residential opportunities and a mix of excellent leisure and cultural facilities. Key regeneration schemes will be completed over the next few years, include the Wakefield Waterfront development, Wakefield Westgate (Merchant Gate) proposals and the Marsh Way (Trinity Walk) redevelopment.

Urban renaissance initiatives will be progressed in the 'Five Towns' (Castleford, Pontefract, Normanton, Knottingley and Featherstone) to transform these urban areas, providing new housing, economic opportunities, good quality transport links and a high quality environment. Castleford and Pontefract town centres will provide a range of shopping, service, health and transport opportunities which meet the needs of those living in the area. Glasshoughton (Castleford) will continue to provide sub-regional leisure and niche shopping opportunities which complement and enhance the town centres.

In the South East of the district new development and investment will be focused in Hemsworth to enhance its role as a market town, and in South Elmsall/South Kirkby, to ensure they become viable, and sustainable centres for local jobs and services. The Green Corridor partnership will deliver concerted action to tackle housing market failure in parts of the area and improve the housing environment.

The Council and its partners will work together to ensure that new housing meets the needs of existing residents, particularly the provision of sufficient housing which is affordable. Action by Wakefield and District Housing, the Council and private owners will help improve the existing housing stock, mainly through refurbishment but in some places through selective demolition and rebuilding.

The Council will work with Metro, bus operators and developers to improve public transport services to enable speedier, more convenient travel throughout the district and the wider sub-region, allowing people in rural areas and smaller communities to take advantage of the range of jobs and services available in larger centres. Investment in key highway schemes and new traffic management measures will help to relieve congestion particularly in city and town centres and on the strategic highway network.

Spatial Objectives

3.6 The following strategic objectives have been defined to help measure the success of the LDF in delivering the spatial vision for the district by 2026. Appendix 4 shows how the objectives relate to the aims and priorities in higher level strategies.

1. To ensure that all new development, activities and uses of land adhere to and promote the principles of sustainable development and enhance the quality of life for district residents.
2. To meet the needs of the district by building on its strengths and the opportunities provided through good links with the wider Leeds City Region, enabling it to play a prominent role in the creation of sustainable communities, in line with the strategy and policy framework provided by the Regional Spatial Strategy.
3. To locate development where it will provide the opportunity for people to satisfy their day-to-day needs for employment, shopping, education, leisure, health and other services locally or in places which minimise the need to travel and are accessible safely and conveniently by non-car modes of travel – walking, cycling and public transport. This will be achieved by:
 - a. concentrating most new development within Wakefield, Castleford, Pontefract and other urban areas, with major developments located in the largest settlements;

- b. focusing development activity in Wakefield city centre, Castleford, Pontefract and other town centres, taking advantage of existing services and high levels of accessibility;
 - c. allowing small scale development in local service centres, villages and rural areas which meets identified local needs or maintains the viability of local services.
4. To make it easier to travel around the district and the wider Leeds City Region and to access local services and amenities using sustainable transport modes (walking, cycling and public transport), by increasing transport choice and improving public transport accessibility particularly in the South East of the district.
 5. To provide sufficient good quality housing of the appropriate sizes, types, tenures and affordability to meet the identified needs of the district, in line with the housing requirement of the Regional Spatial Strategy, by promoting efficient use and improvement of the existing housing stock and providing new housing in sustainable locations.
 6. To create attractive, successful and accessible city and town centres by encouraging development which provides a range of services and activities which are appropriate to the function and size of the centre.
 7. To support the growth of a dynamic local economy which increases prosperity for all sections of the community by:
 - a. encouraging investment and enterprise in the district and the development of clusters of economic activity;
 - b. building on the competitive advantages enjoyed by the district;
 - c. the urban renaissance of Wakefield city;
 - d. reconnecting the coalfield communities in the South East;
 - e. the urban renaissance of the Five Towns;
 - f. encouraging the diversification of the rural economy
 8. To provide a range of high quality, accessible cultural, recreational and leisure opportunities across the district to improve the quality of life for residents and visitors.
 9. To protect and enhance the historic heritage, character and identity of the individual settlements of the district by:
 - a. ensuring that the scale and location of development in each settlement is in keeping with its size, form and character;
 - b. ensuring that the buildings and open spaces which create character are protected, maintained and enhanced;
 - c. ensuring high quality, sustainable, design in all new development;
 - d. retaining the Green Belt to make a clear distinction between town and country.
 10. To ensure that the district's natural environment, including wildlife habitats and landscape character, is conserved and protected and that new development identifies, protects and enhances important assets and where possible creates new wildlife habitats.
 11. To promote and maintain a clean, attractive and safe environment by reducing waste, avoiding pollution, and promoting high quality design in all new development.
 12. To reduce the impact of development on climate change by reducing greenhouse gas emissions, notably by conserving resources, and to adapt to the potential effects of climate change by managing and reducing risks, particularly flood risk.
- 3.7 The process of Sustainability Appraisal and Strategic Environmental Assessment has identified that there are no instances where these spatial objectives are incompatible with the LDF's sustainability appraisal objectives.
- 3.8 Spatial planning is often about resolving competing objectives, therefore, the development strategy and policy framework are designed to take account of many factors in order to meet communities' needs and aspirations. The policies which follow are all associated with targets and monitoring indicators so that the success in delivering the spatial vision and objectives can be assessed and kept under review.

Strategic Themes

- 3.9 Strategic themes are identified to provide a coherent link between the spatial vision and objectives and the policies that will guide development and investment. The themes embody the aims of higher level strategies, including the Government's guiding principles of sustainable development, the RSS core approach and the Community Strategy and LDF visions. Appendix 4 shows how the themes relate to the aims and priorities in higher level strategies.
- 3.10 Five strategic themes provide a clear focus for the spatial development strategy and a means of organising polices to demonstrate how they will help to deliver the shared objectives of the LDF and related strategies:
- Meeting Local Needs in Sustainable Locations
 - Creating Mixed and Balanced Communities
 - Supporting a Dynamic and Efficient Local Economy
 - Creating High Quality, Distinctive and Safe Environments
 - Mitigating and Adapting to Climate Change Efficient Use of Resources

The Spatial Development Strategy

- 3.11 Before considering the policies needed to achieve the LDF's objectives under each of the themes, it is necessary to set out the broad framework to guide what type of and how much new development and infrastructure investment should take place in different parts of the district. This section of the Core Strategy sets out the spatial development strategy is a key element of the Core Strategy cutting across and embracing all five themes to guide the location of new development, services and infrastructure within the district to help achieve the vision and objectives.
- 3.12 Three options for a spatial development strategy were considered initially, which are summarised below:
1. Concentrate new development in urban areas identified in the Community Strategy as priorities for regeneration, particularly town and city centres, and meeting local needs in other settlements.
 2. Support regeneration throughout the district giving priority to areas which are most deprived, following the approach adopted in the UDP.
 3. Allow further development on greenfield land on the edge of settlements, particularly in the vicinity of motorway junctions reflecting market demand.
- 3.13 Following the consultation on Issues and Options early in 2005 option one is the preferred approach because it:
- will help address the issues facing the district and deliver the Core Strategy's spatial objectives, particularly objective 3;
 - is identified as the most sustainable option in the sustainability appraisal work;
 - is clearly linked to the priorities in the Community Strategy, and to the district's urban renaissance programme;
 - conforms to RSS and draft new RSS by concentrating development in the main urban centres, making best use of available brownfield land, accessibility and infrastructure;
 - is supported by national planning policy guidance on sustainable development;
 - received general support during consultation and engagement.
- 3.14 The development strategy clearly identifies the places where most development should take place and those where development ought to be limited, in order to create sustainable communities. The basis of the strategy is to ensure a consistent approach, and a settlement hierarchy has been devised, based on the role and function of each settlement identifying those where most development should take place and others where development ought to be limited, with the overall intention of creating sustainable communities.

The Role and Function of Places

- 3.15 In general, it is not anticipated that the relative size of most settlements will change significantly but in some cases their functions need to be enhanced or strengthened, particularly where this will enable needs to be met locally leading to the creation of more sustainable communities.

- 3.16 A threefold classification is adopted to reflect the respective role and function of settlements within the district, taking account of current Government guidance, RSS and settlement appraisal work prepared as part of the evidence base.
- 3.17 This classification builds on the settlement network in the draft RSS core approach and seeks to accommodate its proposals for the Leeds City Region. RSS policies YH5 and YH6 identify Wakefield, Castleford and Pontefract as regionally significant settlements. Policies LCR1 and 2 identify the 'Coalfield Regeneration Area', which includes the Five Towns and the Green Corridor towns of Hemsworth and South Kirkby/South Elmsall, as one of five areas in the city region capable of accommodating additional housing and employment growth. The settlement hierarchy and development strategy set out below gives effect to these policies.

Urban Areas	Local Service Centres	Villages
Sub Regional City - Wakefield	Ackworth (Moor Top)	Badsworth
Principal Town - Castleford	Crofton	Darrington
Principal Town - Pontefract	Fitzwilliam/Kinsley	Hall Green
Featherstone	Ryhill/Havercroft	High & Low Ackworth
Hemsworth	Upton	Kirkhamgate
Horbury		Middlestown
Knottingley (inc. Ferrybridge)		Netherton
Normanton (inc. Altofts)		North Featherstone
Ossett		Notton
South Elmsall/South Kirkby		Sharlston
Stanley/Outwood		South Hiendley
		Streethouse
		Thorpe Audlin
		Walton
		West Bretton
		Woolley

Table 1 Settlement Hierarchy

Urban Areas

- 3.18 Though the urban areas in the district vary considerably in size and in the range of services they offer, they are generally the settlements which offer the highest level of services and employment opportunities and are most accessible. To create and maintain sustainable communities, the scale of new development should be in keeping with the size and function of the existing settlement with the largest urban areas being the focus for most development. However, in order to meet the spatial vision and objectives it is necessary to consider other factors when assessing the appropriate scale of development in individual urban areas. These factors include:
- the need to take advantage of the growth opportunities as part of the Leeds City Region;
 - the spatial priorities identified in the Community Strategy for urban renaissance and regeneration;
 - the need to tackle high levels of deprivation in some urban areas and to spread the benefits of growth more widely;
 - the pressure on infrastructure and services created by past development in some urban areas and the availability of spare capacity;
 - the opportunities afforded for new development;
 - the impact on the settlement's character, setting and environment.

- 3.19 Taking account of these factors, the development strategy for urban areas is set out below in order of priority. The appropriate scale for development of different types is considered under individual policies or in separate LDF documents.

1) Wakefield

- 3.20 Wakefield is the largest settlement in the district and the only Sub Regional City identified in draft new RSS. It offers the greatest range of services and employment and has a high degree of accessibility by public transport, walking and cycling. More new development should take place within the Wakefield urban area than in other individual settlements, in order to enhance the city's role as a Sub Regional City within the Leeds City Region. The city centre will be the main focus of new retailing, leisure, commercial office and cultural developments in the district to support the high priority afforded to the urban renaissance of the centre in the Community Strategy. New housing should also be concentrated in the city centre and generally within the urban area, making best use of previously developed land and good quality public transport routes (high service frequencies, new vehicles and upgraded boarding facilities).
- 3.21 Outside Wakefield, new development should support the urban renaissance of the Five Town and enable the towns to develop together as a network of inter-related urban areas. In the South East new development should support the Green Corridor Strategy and be concentrated within the main urban areas whilst generally maintaining the open nature of this part of the district. New development should be focused in the following urban areas:

2) Castleford and Pontefract

- 3.22 Castleford and Pontefract are the second and third largest settlements and identified as Principal Towns in draft new RSS. After Wakefield, they should be the main focus for new employment, housing, retailing, leisure, and cultural developments. Key locations for new development are: Castleford town centre and riverside (including sites of former chemical works), Glasshoughton, Pontefract town centre and the former Prince of Wales Colliery site.

3) Normanton, Knottingley, Featherstone, Hemsworth and South Elmsall/South Kirkby.

- 3.23 In Featherstone and Knottingley new development should help to create a more coherent urban form which better serves the needs of the communities. In Normanton smaller scale growth will be appropriate focused around the town centre, following significant housing and employment development in recent years.
- 3.24 In Hemsworth and South Elmsall/South Kirkby the scale and location of new development should help to make these settlements more sustainable and able to act as service centres for surrounding area. Improving accessibility to and within this part of the district is essential to the success of the strategy. The scale of new housing should be to support housing market renewal. Key locations for new development are: South Kirkby Business Park and the Westfield Lane area in South Elmsall.

4) Ossett, Horbury and Stanley/Outwood.

- 3.25 These urban areas have experienced considerable housing growth in recent years and have developed a role as commuter settlements for Leeds. This has given rise to pressures on existing infrastructure and facilities. There is considerable demand for new development, particularly housing, in these urban areas but the scale of additional development should be limited to that which revitalises town centres to create and maintain a balanced range of services and facilities, commensurate with each settlement's size and function, or makes best use of the limited supply of development opportunities within the existing urban areas. Development should be capable of being accommodated within the capacity of existing or proposed services, facilities and infrastructure.

Local Service Centres

- 3.26 Away from the urban areas the scale of development should be less and be appropriate to smaller settlements. Local Service Centres are identified as the main settlements in the more rural parts of the district where employment, housing (including affordable housing), services and other facilities can be provided close

together to serve the needs of the immediate area. They are the larger more sustainable settlements which have the best public transport connections, the highest numbers of shops and facilities, and relatively high proportions of jobs in relation to the number of residents of working age.

- 3.27 The settlements of Ackworth (Moor Top), Crofton, Fitzwilliam/Kinsley, Ryhill/Havercroft, and Upton, which already act as local centres, are identified as the Local Service Centres. New retail, employment and housing development should be limited to that which maintains or enhances the level of services to meet the needs of the settlement and its immediate area, without undermining the viability of services in other settlements, and creates more balanced, sustainable communities. Service providers should support and develop appropriate facilities in these centres. Key aims are to diversify the local economy to increase job opportunities and improve public transport accessibility.

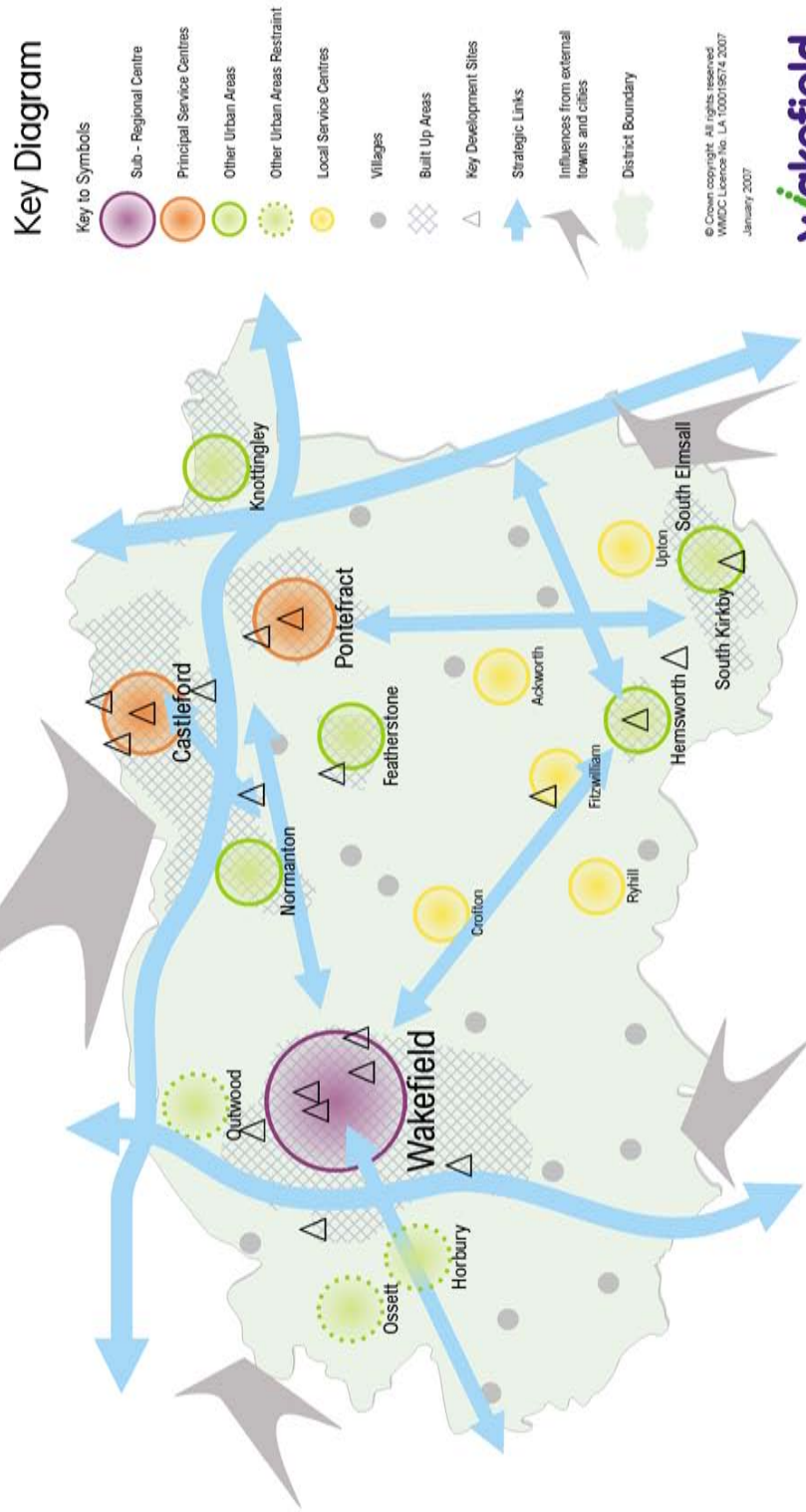
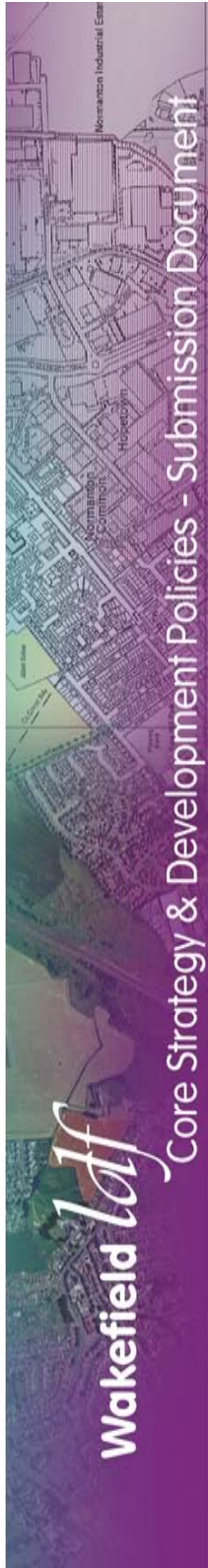
Villages

- 3.28 Outside the urban areas and local service centres the scale of new development should be restricted in order to help create sustainable communities. In settlements identified as villages with relatively few facilities and low public transport accessibility, only small scale development should take place. Housing development should be of a scale appropriate to the settlement and necessary to meet identified needs originating within the settlement or to maintain the viability of existing services, without adding to the need to travel. Small scale development which helps to diversify the rural economy or provides new or improved local community facilities will be encouraged, but not those uses which should be located in urban or service centres, such as most retail and leisure uses. When considering proposals for re-using existing buildings preference will be given to local employment and community uses before residential.

Other Settlements

- 3.29 Most of the district outside urban areas, local service centres and villages lies within the Green Belt where specific policies apply to new development. However, there are a number of small settlements and groups of buildings which are not identified as villages but are not washed over by the Green Belt. In these places development should be strictly limited and be of a scale and type appropriate to and contained within the confines of the settlement, to ensure that development is sustainable. When considering proposals for re-using existing buildings preference will be given to employment and community uses before residential.
- 3.30 To help with identifying sites for development within individual settlements which are sustainable and comply with the spatial development strategy settlement boundaries have been defined and these will be shown on the Proposals Maps that will accompany the Site Specific Proposals document."

3.31 **KEY DIAGRAM**



4 Potential Land Use Allocations: Identifying and Assessing Options

Introduction

- 4.1 Potential land use allocation options were identified from several sources. Allocations designated in the Unitary Development Plan First Alteration but where development has not been completed, sites identified by the 2004 Urban Potential Study, urban renaissance and regeneration projects and sites submitted by developers and landowners were all options to be evaluated in relation to proposed use(s) such as housing and employment.
- 4.2 The assessment of potential land use allocation options took account of the sites conformity with the RSS, the Core Strategy and in particular its spatial development strategy, and regeneration initiatives across the district. The assessment considered many factors: the scale of the proposal in relation to the status of its settlement in the settlement hierarchy, whether the site is brownfield or greenfield, whether the site is within the settlement, an extension to the settlement, or is outside and detached from the settlement and accessible by public transport, and whether there is a significant regeneration case. The assessment also considered each proposals performance in the initial sustainability appraisal in terms of economic, social, transport and environment aspects. In addition, it took into account any major constraints that were known or had come to light through the technical consultations such as flood zones and the findings from an accessibility model were also taken into account. Sites are now put forward as a preferred option or as a rejected option for various land use proposals or combinations of land uses. The process is described in more detail in the sections below which are largely drawn from the Housing and Employment Land Technical Papers.

Identifying Options for Housing Allocations

- 4.3 There are a number of sources from which options for potential housing allocations have been identified:
- allocations carried forward from the UDP;
 - the 2004 Urban Potential Study;
 - sites identified through urban renaissance and regeneration proposals and;
 - sites put forward by developers and land owners as a result of public engagement.

Unitary Development Plan First Alteration Allocations

- 4.4 Most of the housing allocations in the UDP have either been developed and will not be shown on the LDF Proposals Maps, or have the benefit of a planning permission and are counted as commitments. Those housing allocations which remain undeveloped and have no extant planning permission have been re-assessed alongside all other potential housing sites to make sure that they are still likely to be developed, fit with the spatial development strategy and meet current criteria for sustainable development. Suitable allocations have been carried forward as proposals.

Urban Potential Study

- 4.5 In accordance with the advice in Planning Policy Guidance Note 3 (PPG3) Housing, the Council undertook an Urban Potential Study in 2001 to assess the capacity of individual urban areas in the district to accommodate additional housing. This was subsequently updated to 31st March 2004. Results indicate that potential exists for approximately 10,100 dwellings within the urban areas of the district to 2016 (including land with capacity for approximately 4,000 dwellings which already has planning permission or is allocated for housing in the UDP). Sites identified in the study have been considered as options for potential housing allocations, where appropriate. The methodology and conclusions of the study are set out in a separate report.

Urban Renaissance and Regeneration

- 4.6 The Core Strategy refers to various strategies and priorities for promoting urban renaissance and regeneration across the district. New housing can be an important element in development programmes to support renaissance and encourage regeneration. Proposals for regeneration are being drawn up on sites in most of the urban areas of the district. Some of these are being progressed through master-planning exercises. Where proposals are specifically for housing or include an element of housing as part of a mixed use development, they will be considered as options for potential new housing allocations or Special Policy Areas.

Public Consultation

- 4.7 In accordance with advice in Planning Policy Statement 12, land owners and developers were asked at both the Issues & Options stage of consultation and again during engagement on the Core Strategy Preferred Options, to inform the Council about land which they wish to be considered for future development, so that all possible options are known about early in the process. A number of sites have been submitted and considered as options for potential allocations. Sites continue to come forward. Those which are too late to be considered at the preferred options stage will be assessed during preparation of the submission Site Specific Proposals document.

Assessing Options for Housing Allocations

- 4.8 Options identified from the sources described above have been considered as potential new housing allocations. A process has been devised for assessing alternatives in a comprehensive, consistent way. The object is to arrive at a preferred list of sites which meet the requirements of the LDF Core Strategy in terms of the proposed scale and location of housing development year by year through to 2021. This in turn will satisfy the strategy in Proposed Changes to the new draft RSS. The process must also accord with national planning policy guidance and statements. It takes account of the factors listed below.

National Policy

- 4.9 Planning Policy Statement 3 states that drawing on information from the Strategic Housing Land Availability Assessment or other relevant evidence, Local Planning Authorities should identify sufficient specific deliverable sites to deliver housing in the first five years. To be considered deliverable, sites should, at the point of adoption of the relevant Local Development Document:

- Be Available – the site is available now.
- Be Suitable – the site offers a suitable location for development now and would contribute to the creation of sustainable, mixed communities.
- Be Achievable – there is a reasonable prospect that housing will be delivered on the site within five years.

Regional Policy

- 4.10 Policy YH8 in the Proposed Changes to the new draft RSS establishes the principles for identifying and distributing land for development based on the proposed settlement hierarchy. LDFs should:

- concentrate the majority of new development and redevelopment on the Regional and Sub-Regional Cities (i.e. Wakefield city);
- provide for sufficient development in Principal Towns (i.e. Castleford & Pontefract) to enable them to fulfil their service centre role;
- allow limited development to take place in Local Service Centres (other urban areas and local service centres in this District) with a focus on meeting local needs for affordable housing and economic diversification.

- 4.11 Local planning authorities should allocate sites by giving:

- first priority to the re-use of previously developed land and buildings and the more effective use of existing developed areas within the relevant city or town;
- second priority to other suitable infill opportunities within the relevant city or town;
- third priority to extensions to the relevant city or town.

- 4.12 In identifying sites for housing they should also adopt a transport-orientated approach to ensure that development:

- makes the best use of existing transport infrastructure and capacity;
- complies with the public transport accessibility criteria and maximises accessibility by walking and cycling;
- maximises the use of rail and water for uses generating large freight movements.

Local Policy

- 4.13 The Core Strategy describes the factors to consider when identifying suitable housing allocations:

- the spatial development strategy and the principles determining the location of development in Policy CS1;
- the annual housing requirement;
- the distribution of additional housing proposed in Policy CS2, including indicative figures for individual settlements;
- ensuring the site is suitable for housing and developable, assessed in terms of national and regional planning policy and the need to take sustainability appraisal and appropriate assessment into account;
- the need to achieve a high proportion of new housing built on brownfield land as set out in RSS.

Site Information

- 4.14 It has been necessary to assemble baseline information on the characteristics of individual sites to enable the assessment process to be undertaken. This has come from a number of sources.

Technical Consultations

- 4.15 All potential housing sites have been subject to detailed consultation with technical advisors to gain up to date information on the nature and extent of constraints, notably highway access, surface water and foul drainage, water and power supply and ground conditions, to help assess their suitability for residential development. Where an over-riding physical constraint has been identified the site is excluded from further consideration.

Sustainability Appraisal

- 4.16 Waterman Environmental have been asked to undertake an initial sustainability appraisal of all potential housing sites using the Sustainability Appraisal Framework developed to appraise all the Council's Local Development Documents. Sustainability has been appraised under four headings to ensure that the site contributes to the achievement of the Council's sustainability objectives:
- Economic
 - Social
 - Environment (Transport)
 - Environment (Other)

- 4.17 The results have been published in an Initial Sustainability Appraisal Report which is available on the Council's web-site.

Accessibility

- 4.18 Accession' software has been used to determine the accessibility of proposed housing sites via public transport. Accessibility to 5 basic types of destination was measured using criteria specific to each type. The criteria were based on assumptions about how long people are willing to spend travelling from home to their destination. The destinations and the criteria used to assess accessibility are as follows:

- Employment sites within 40 minutes from 7am to 9am.
- GPs within 15 minutes from 9am to 5pm.
- Hospitals within 60 minutes from 9am to 5pm.
- High Schools within 40 minutes from 7am to 9am.
- Primary schools within 15 minutes by public transport from 7am to 9am.
- Primary schools within 15 minutes walk from 7am to 9am.

- 4.19 A walking speed of 4km an hour and a walking distance of 0.5 km to a bus stop were assumed. Travel time included waiting at a bus stop. Accessibility to primary schools was measured by public transport and walking, since many primary schools are within walking distance of home. If one or more employment site or GP etc. was within the prescribed travel time from a housing site then that particular destination type was considered to be accessible from the site. Each housing site received a mark for each accessible destination type. Sites were then rated for accessibility by how many marks out of 6 they received.

- 4.20 Accessibility planning is described more fully in Appendix 2.

Flood Risk

4.21 The Environment Agency publishes Flood Zone maps, which are updated regularly, showing areas at high (1 in 100 year), medium (1 in 1,000 year) and low (< 1 in 1,000 year) risk of flooding. The latest Environment Agency flood zone map extract for Wakefield district is reproduced in Appendix 3. The Council, together with Calderdale and Kirklees Councils, and in conjunction with the Environment Agency and the YHA, completed a Strategic Flood Risk Assessment of the three districts in 2005 which identifies in more detail the degree of flood risk in different locations. The content of the maps incorporated in the Assessment report for Wakefield district is reproduced in Appendix 4. An update of this assessment is currently being undertaken which will take full account of Planning Policy Statement 25 (which was issued in draft form at the time of preparation of the original assessment). Together these sources have been and will be used to assess the flood risk at each potential housing site. National planning policy guidance requires a sequential approach to identifying sites for development in plans to take account of flood risk and this has been applied to potential sites.

The Assessment Process

4.22 The assessment tables in the accompanying Options Assessment Tables Technical Paper show how strategy / policy considerations have been brought together with information on constraints, sustainability appraisal, accessibility and flood risk to provide an overall assessment of the suitability of each site option. Sites are grouped by settlement as set out in the Core Strategy Settlement Hierarchy.

Stage 1

4.23 The first stage of the process is to eliminate sites which can not or should not be developed:

4.24 Sites that are considered to be subject to one or more 'insurmountable' major constraint on development will be rejected. Site access, impact on the local highway network and high flood risk are types of major constraint. Sites located in flood zones 2 and 3 will be rejected at this stage (in accordance with the sequential approach in Planning Policy Statement 25) except those in flood zone 2 and 3a which have a strong regeneration and sustainability case in favour of the proposal, or where development proposals could be excluded from parts of sites affected by high risk flood zones. Generally regeneration proposals can not be located elsewhere because they were specific to those locations. They will be subject to the 'exception test' required by PPS25. Flood zone 2 often affects only parts of sites so that 'developability' may not be affected.

4.25 A severe adverse effect (xx) identified in the sustainability appraisal findings will generally be taken to mean that the site should be rejected. However, in some cases where a severe adverse environmental effect is recorded, and the impact could be avoided or mitigated, for example, by excluding the affected part of the site from the developable area, the site could be retained for further assessment.

Stage 2

4.26 The remaining site options have been assessed for their conformity with the strategy and approach to identifying sites set out in RSS and the LDF Core Strategy. A sequential approach was used to assess conformity. A site's priority depended on whether it was defined as 'brownfield' or 'greenfield' and whether it was 'within the settlement' or an 'extension to the settlement' or 'outside the settlement accessible by public transport'. Sites were categorised according to their position in relation to settlement boundaries which have been identified on the accompanying reference maps. The order of priority is:

- Brownfield within the settlement
- Greenfield within the settlement
- Brownfield extension to the settlement
- Greenfield extension to the settlement
- Brownfield outside the settlement (detached) and accessible by public transport
- Greenfield outside the settlement (detached) and accessible by public transport.

4.27 The scale of the development which could be accommodated on a particular site will also be considered in relation to the size and type of settlement (e.g. urban area, local service centre, village) and the maximum scale of development proposed for that settlement type in the Core Strategy. The regeneration benefits accruing from development of the site will also be considered, based on advice from officers in our Regeneration Service. Where the scale of the proposed development is not known from another source, the site capacity will be estimated using a density of 30 dwellings per hectare, 40 dwellings per hectare in Wakefield, Castleford and Pontefract urban areas and 50 dwellings per hectare in Wakefield city centre and Castleford and Pontefract town centres.

- 4.28 Sites located in the green belt will not be discarded but will generally fall in the lower priority categories. In addition to other considerations, 'exceptional circumstances' need to be demonstrated to justify release of green belt land as required by national policy guidance in Planning Policy Guidance Note 2: Green Belts. The need to accommodate additional housing could justify exceptional circumstances if more suitable options are not available.

Stage 3

- 4.29 A further refinement has been undertaken to choose between or rank sites of equal status according to the priorities identified above. Factors taken into account included:
- The sustainability appraisal findings – options with fewer beneficial or more adverse sustainability effects have been given a lower rank, though the opportunity for development to improve the site's performance and the regeneration benefits gained have been taken into account.
 - Development constraints – options with one or more significant constraints which might affect the timing of development or the viability of the site have been given a lower ranking.
 - Accessibility – options which have a high accessibility rating were ranked highest.
 - Flood risk – the sequential approach to flood risk in Planning Policy Statement 25 has again been considered. Options with lower flood risk have been given a higher rank.

Choosing Preferred Options

- 4.30 Once the assessment process is complete, preferred options for housing allocations in each settlement will be chosen. In doing so, the following targets will need to be met:
- the annual housing requirement for the district and the annual shortfall identified in the housing trajectory each year between 2004 and 2021;
 - the indicative net additional requirement figure for individual settlements for the period 2004-2021;
- 4.31 The Core Strategy provides the justification for providing land upto 2021 and not upto 2026. To meet point (b) in each settlement sites will be chosen in descending order of priority until the total requirement for the settlement is achieved. To ensure an adequate supply of land each year across the district to meet point (a) assumptions will need to be made about phasing i.e. when individual sites can come forward for development and the rate at which houses could be built on these sites. The Council's Regeneration Service has been and will be consulted about the likely timing of development on known regeneration schemes.
- 4.32 Choosing preferred options is an iterative process involving bringing sites forward or delaying them to ensure that housing delivery can be met. The process results in lower priority sites being chosen in settlements with a high housing requirement but low availability, whereas in settlements with a low requirement and high availability relatively sustainable sites might be rejected or postponed in order to meet the overriding development strategy. In a limited number of cases, the settlement target figures may need to be adjusted to accommodate important regeneration proposals whilst ensuring that the spatial development strategy is not undermined. A summary of the final results of the process of choosing preferred options for housing allocations, a list of the preferred housing allocations settlement by settlement showing the overall scale and timing of development on each site is appended to this report. A concise table which illustrates the broad phasing of the preferred housing options is included at the end of the Housing preferred options chapter.

Identifying and Selecting Employment Land Options

- 4.33 In addition to existing UDP sites, sites put forward during consultation on the LDF and other known sites have been considered as potential employment land allocations. The Core Strategy Submission Document states that the basis for identifying suitable allocations is:
- the overall need for different types of employment land identified in policy CS8 of the Core Strategy (including any specific land requirements in RSS for the district or Leeds City Region);
 - the development strategy and the principles determining the location of development in Core Strategy policy CS1;
 - the broad locations for different types of employment use identified in Core Strategy policy CS8;
 - the suitability of the site, assessed in terms of national and regional planning policy guidance;
 - the opportunities to provide new employment development close to housing areas giving people the opportunity to work close to where they live.

- 4.34 All potential sites, both those carried forward from the existing UDP and potential new sites, have been subject to:
- consultation with technical consultees to determine the type and extent of constraints affecting each site;
 - initial Sustainability Appraisal carried out for the Council by Waterman Environmental;
 - assessing consistency with national planning policy, RSS and the emerging LDF Core Strategy and Development Policies;
 - determining accessibility using new accessibility modelling techniques;
 - market demand assessment.

Settlement Boundaries

In determining whether a proposal was located within the settlement, an extension to the settlement or outside the settlement area reference was made to settlement boundary maps. An exercise to precisely identify the boundary of settlements had previously been undertaken and this is described in the Settlement Technical Paper. The resulting settlement boundaries are open to consultation at this preferred options stage and they are identified on the Reference Maps incorporated in this report.

Do you agree with the settlement boundaries location as shown on the Reference Maps? Do you have an alternative proposal?

- 4.35 Tables summarising the above factors as they relate to each proposed site, and which were used in assessing proposals and selecting preferred options, form the Options Assessment Tables Technical Paper which accompanies this report. It is available on request and can be accessed on our web site.

Land Provision for each Topic

Housing

- 4.36 A target housing development land area figure was identified for each settlement based upon the spatial development strategy and taking completions, commitments and brownfield windfall allowance into account. The best performing housing sites in each settlement to meet this figure were then selected. In view of policy relating to development in villages (CS2), allocations in villages are not warranted due to the size of sites being too small. The acceptability of the combined impact of the selected sites was then considered. Within each settlement sites were not selected in flood zones 2 and 3 unless suitable alternative sites in flood zone 1 were not available and in the case of proposals primarily in flood zone 3, there was considered to be a strong enough wider sustainability and regeneration case to satisfy the exception test. Where parts of sites within flood zones 2 and 3 could be excluded from 'hard development' proposals these considerations were not applied.

Employment

- 4.37 Having considered development plan policies (Regional Spatial Strategy and LDF Core Strategy and Development Policies), only warehousing storage and distribution had substantially different locational considerations compared with other employment land uses (in terms of sustainable locations). The environmental impact of a proposal could potentially be a major constraint locally. Ultimately, in view of the RSS conclusions regarding employment land requirement in the District, proposals for employment use would only be considered favourably where there was a strong regeneration case, possibly in mixed use schemes.

Community Facilities

- 4.38 Proposals for community facilities would be supported subject to need, site constraints and location in relation to planning policy. With retail and town centre proposals and leisure topics being policies and proposals to be saved for longer than 3 years and to be the subject of later Development Plan Documents, sites associated with other uses were few in number, primarily minerals and community facilities proposals.

Transport

- 4.39 There are few preferred option transport proposals because these are usually the subject of public engagement and approved through processes separate from the LDF process. They may be incorporated in the Local Transport Plan. These will then not be open to public consultation as part of the LDF proposals but will be shown on the reference maps for information and to provide a context. They include strategic highway routes to be safeguarded and proposed cycle routes. Public transport provision together with impact on the strategic and local highway networks are important consideration is assessing development proposals and statements on these subjects are included in chapter 11 of this report - Designations Not Open to Preferred Options Consultation.

Environment and Open Land

Protected Biodiversity

- 4.40 We are proposing to designate of areas of ancient woodland, Wakefield Nature Areas and a wildlife habitat network. These are preferred options for consultation. Other designations which have been approved by other bodies through other processes are not open to consultation. These include SSIs, SSSIs, Special Areas of Conservation and Local Nature Reserves.

Green Belt

- 4.41 The Council is only exceptionally proposing changes to the green belt. Mostly this is to extend the green belt where examination of the boundary in relation to the latest base map information has found a more rational boundary. However a change is proposed regarding power station operational land at Ferrybridge where the existing green belt boundary is poorly defined, the new A1(M) provides a possible strong defensible boundary and where land could in the future be required for power station operational requirements. This area would become an employment zone for power generation and associated uses.

Open Land in the Built-Up Area

- 4.42 This is an area which, like green belt, is protected from most forms of development. No development proposals are being supported within this area.

PAS

- 4.43 PAS stands for protected area of search for long term development and it is land which can be made available for development when it is required and if it is found to be suitable for the land use proposed. Some PAS land has been retained and others have been required for development within the plan period. All these proposals are put forward as preferred options and are therefore open to public consultation.

Land Reclamation and Mineral Resources

- 4.44 Land reclamation schemes are designated where they are firmly programmed and likely to take place within the plan period.
- 4.45 Mineral Safeguarding Areas (MSAs) identify areas where proven mineral resources should not be sterilised by non-mineral development. There is no presumption that resources identified in MSAs will be worked. Amongst other matters, proposals will require appropriate environmental assessment.

Special Policy Areas

- 4.46 Special Policy Areas are major development proposals often for mixed use where the balance of the uses may not be known and where proposals are often important for the regeneration of the wider area. They provide more flexibility for subsequent detailing of proposals in masterplans or supplementary planning documents than a single land use allocation. Retained, modified and newly proposed Special Policy Areas are put forward as preferred or rejected options for public consultation.

Planning Requirements

- 4.47 Planning requirements, which may be the subject of planning conditions or obligations at the time when planning applications are determined, arise from policies in the Core Strategy and Development Policies DPDs and the requirements of the Developer Contributions SPD. Those policies and the consequent planning

requirements will be applied to all planning applications including those associated with the proposals listed below as preferred options. These proposals, which if fully approved through the DPD preparation process will take the form of designations, identify particularly important or unique planning requirements but these are not exhaustive (education facilities and affordable housing requirements will be assessed at the time of a planning application for example because these are likely to change year by year).

5 Housing Proposals

Introduction

- 5.1 The Core Strategy sets out the approach for the delivery of additional housing and how the LDF will supply enough housing land to at least meet the housing requirements set out in the RSS.
- 5.2 As submitted the Core Strategy took into account an allowance for windfall housing⁽⁹⁾. During the course of the public examination into the Core Strategy this assumption has been questioned by the Planning Inspectorate and proposed amendments to remove the need for a windfall allowance will be debated at the public examination.
- 5.3 The sites listed below are proposed housing allocations to meet the housing requirement and spatial development strategy as set out in the submitted Core Strategy. Depending on the outcome of the public examination we will need to assess the approach to the windfall allowance before submitting the Site Specific Proposals document to the Secretary of State.

Housing Sites

- 5.4 The pressures for housing development remain strong in many parts of the district, particularly the areas closest to Leeds – Wakefield, Stanley/Outwood, Ossett and Horbury on the western side of the district and Castleford and Normanton to the east. This demand must be carefully managed to ensure that the qualities and characteristics that attract people to the area in the first place are not damaged and that the demand can be accommodated without placing excessive pressure on existing infrastructure and services. In some settlements in the south east of the district there are problems associated with low demand and abandonment which need to be addressed. The housing objectives are as follows:
- to provide an adequate and continuous supply of land for housing to meet the housing requirement in RSS in sustainable locations;
 - to ensure the provision of a range of housing types and sizes, including affordable housing, to meet the identified needs of all sectors of the community;
 - to protect and enhance the residential environment by ensuring that new residential development, whether through new build or conversion, is appropriate to its location;
 - to support efforts to improve and renew the existing housing stock set out in the RSS and our Housing Strategy

Do you agree with the selection of the sites listed below as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

IN ACCORDANCE WITH POLICIES CS1, CS2 and CS3 OF THE CORE STRATEGY SUBMISSION DOCUMENT THE FOLLOWING SITES AS SHOWN ON THE REFERENCE MAPS ARE ALLOCATED FOR HOUSING AND RELATED PURPOSES:

5.5 PREFERRED OPTIONS

WAKEFIELD

9 Windfall sites are those which have not been specifically identified as available in the local plan process

HS SEW5**WALTON LANE, SANDAL**

This is a greenfield site within the urban area in the sub-regional city and is not out of scale with the settlement. It is currently allocated for housing use in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels. This is a good location in relation to current bus services.

Major highway improvements will be required which will need to be fully investigated in a transport assessment that incorporates a travel plan. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. Implications of the historic landfill approximately 50m to the north of the site need to be investigated and taken into account. Drain and woodland along northern boundary should be retained as a local wildlife corridor. An archaeological evaluation is required in relation to proximity of St Helen's Church. Equivalent substitute sporting facilities provision will be required in the locality.

HS W2A**FORMER WAKEFIELD POWER STATION SITE**

This is a brownfield site within the urban area in the sub-regional city and is not out of scale with the settlement. It is currently designated an employment zone in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

A travel plan and highway access arrangements will take into account the impact of the development on the local highway network. Housing units will not be included in any flood zone 3 parts of the site. Within Health and Safety Executive Consultation Zones development will only be permitted if it is in accordance with policy D32. There is a very high likelihood of ground contamination. Footpath, bridleway and cycleway connections as appropriate along the riverbank and canal route will be created or enhanced. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. A 20 metre buffer will be provided between new development and water courses. The possible future restoration of Barnsley Canal is protected - see proposal TS/W101. The line of the former canal runs through this site and development proposals will be designed taking into account this future scheme. Development will not prejudice possible future construction of a Wakefield eastern by-pass, a scheme that is currently being evaluated. Archaeological features associated with the former canal may warrant preservation. The need for a 2 hectare natural area, a wildlife corridor and the TPOs on the north-east boundary of the site should be considered. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services, but it is a good location.

HS W4**WARBURTON'S, WESTGATE END**

This is a brownfield site within the urban area in the sub-regional city and is not out of scale with the settlement. It is currently unallocated in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

Housing units will not be included in any flood zone 3 parts of the site. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. Any contamination issues will be addressed in accordance with PPS23. An access should be provided from Kemp's Bridge. The setting of Westgate End House and the boundary wall should be considered. The presence of water voles in the adjoining section of Alverthorpe Beck should be investigated.

HS W42**DURKAR LANE, CRIGGLESTONE**

This is a greenfield site within the urban area in the sub-regional city and is not out of scale with the settlement. It is currently designated Protected Area of Search for Long Term Development (PAS) in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

A transport assessment will be required and careful examination of local drainage difficulties. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. An archaeological evaluation should be undertaken. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services, but it is a good location.

HS W103A

NORTH OF RUSKIN AVENUE AND ADJOINING LAND

This is a greenfield site within the urban area in the sub-regional city and is not out of scale with the settlement. It is currently designated primarily Protected Area of Search for Long Term Development (PAS) and is partly unallocated in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels. This is a medium location in relation to current bus services.

A transport assessment will be required. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. On-site provision of accessible greenspace (2 has) should be incorporated. Ground contamination risk needs to be investigated. Local drainage problems need careful consideration and SuDS should be applied. Railway line trespass issues will need to be addressed in the boundary treatment. An archaeological evaluation will be required.

HS W107

LAND AT DEWSBURY ROAD

This is a greenfield site within the urban area in the sub-regional city and is not out of scale with the settlement. It is currently designated Special Policy Area and green corridor in the Unitary Development Plan First Alteration. The Special Policy Area is a business park with this site being a buffer area of open land occupying high land between the employment and housing uses. The proposal for housing development is associated with an offices / light industry development within the Special Policy Area which is to act as a replacement buffer area. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

Transport assessment required of the proposal incorporating measures to minimise car travel with particular attention to impact on the operation of J40 of the M1 motorway. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. Accessible greenspace including a natural area and play area should be incorporated in the proposal. A ground contamination assessment and archaeological evaluation will be required. No surface water shall be drained to Flanshaw Beck. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services - it is a medium / good location.

HS W121

FORMER FLANSHAW CHILDREN'S CENTRE

This is a brownfield site within the urban area in the sub-regional city and is not out of scale with the settlement. It is currently unallocated in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels. This is a medium location in relation to current bus services.

Highway access improvements will be required. Accessible greenspace should be provided on-site. A survey should be undertaken to investigate the possible presence of great crested newts.

CASTLEFORD

HS N6

FORMER LAMBSON'S CHEMICALS SITE AND ADJOINING LAND

This is a brownfield site within the urban area in this principal service town and is not out of scale with the settlement. It is currently designated Employment Zone in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels. Planning permission has been granted.

Improvements to the access point onto the A6032 will be required as well as pedestrian links to the town centre. The proposal will make a financial contribution to off-site local highway network improvements necessitated by the scale of development proposals impacting on central Castleford. Housing units will not be included in any flood zone 3 parts of the site. Within Health and Safety Executive Consultation Zones development will only be permitted if it is in accordance with policy D32. It is a requirement that an integral part of the proposal must be the removal of the HSE consultation zones associated with the former chemical works use of the site. Ground contamination issues will need to be fully addressed. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. Account will need to be taken of the impact of the adjoining commercial and industrial units. An archaeological evaluation may be required of certain parts of the site. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services, but it is a good location.

HS N42

LAND NORTH OF ST ANDREWS ROAD, FRYSTON

This is a greenfield site within the urban area in this principal service town and is not out of scale with the settlement. It is currently designated Special Policy Area in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

The site should be accessed from the west through the adjoining housing redevelopment site. An archaeological evaluation should be undertaken and also an assessment of the implications of the former tip to the north. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. If progressed following comments on preferred options, this proposal will form part of the Special Policy Area Castleford Riverside N9 at the submission stage. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

HS N101

CASTLEFORD TIGERS GROUND, WHELDON ROAD

This is a brownfield site within the urban area in this principal service town and is not out of scale with the settlement. It is currently unallocated in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

The development of this site for housing use is supported in principle subject to potential flooding issues being resolved. The sequential and exception tests must be fully satisfied in accordance with PPS25. This will be determined prior to the submission of the draft Development Plan Document to the Secretary of State. A transport assessment incorporating a travel plan will be required. The proposal will make a financial contribution

to off-site local highway network improvements necessitated by the scale of development proposals impacting on central Castleford. Within Health and Safety Executive Consultation Zones development will only be permitted if it is in accordance with policy D32. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. Possible ground contamination requires investigation and also the possibility of landfill gas migration into the site. If progressed following comments on preferred options, this proposal will form part of the Special Policy Area Castleford Riverside N9 at the submission stage. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

HS N115

LAND AT PEMBERTON DRIVE

This is a greenfield site within the urban area in this principal service town and is not out of scale with the settlement. It is currently unallocated in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

Within Health and Safety Executive Consultation Zones development will only be permitted if it is in accordance with policy D32. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. Ground conditions should be investigated in relation to past sand workings. A 'kickabout' area will be required and a 2 ha natural area in conjunction with site N143 Land at Saxon Way. There should be an archaeological watching brief during development. If progressed following comments on preferred options, this proposal will form part of the Special Policy Area Castleford Riverside N9 at the submission stage. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

HS N143

LAND AT SAXON WAY

This is a brownfield site within the urban area in this principal service town and is not out of scale with the settlement. It is currently designated Special Policy Area in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

Within Health and Safety Executive Consultation Zones development will only be permitted if it is in accordance with policy D32. A green link should be provided between Queens Park and Stansfield Road Wakefield Nature Area. Greenspace provision should be made in conjunction with site N115 Land at Pemberton Drive. Ground conditions should be investigated in relation to past sand workings. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. If progressed following comments on preferred options, this proposal will form part of the Special Policy Area N9 Castleford Riverside at the submission stage. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

HS N151

FORMER C6 SOLUTIONS SITE

This is a brownfield site within the urban area in this principal service town and is not out of scale with the settlement. It is currently designated Employment Zone in the Unitary Development Plan First Alteration. It is an important regeneration site close to the town centre and falls within the Castleford Riverside Special Policy Area which is aimed at regenerating the north eastern parts of Castleford. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

Development of the former C6 Solution site primarily for housing use is supported in principle subject to the development proposals being in accordance with PPS25 and in particular meeting the sequential and exception tests. This will be determined prior to the submission of the draft Development Plan Document to the Secretary

of State. A transport assessment incorporating a travel plan will be required. The proposal will make a financial contribution to off-site local highway network improvements necessitated by the scale of development proposals impacting on central Castleford. The two river crossings identified in the masterplan could have a strategic role and this should be investigated in proposals for the site and feature in a wide ranging and comprehensive transport assessment. Effective travel planning and accessible links for pedestrians and cyclists to facilities employment and public transport will be required. The proposed development will also require the removal of the Health and Safety Executive consultation zones associated with the previous chemical works use of the site. Ground contamination issues will need to be identified and resolved. The development proposals will require an air quality impact assessment, mitigation measures and a financial contribution to a local action plan. The site should incorporate a 2 hectare accessible green space. The western part of the site may be of archaeological interest and requires evaluation. If progressed following comments on preferred options, this proposal will form part of the Special Policy Area N9 Castleford Riverside at the submission stage. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

HS N152

FORMER FRYSTON COLLIERY (PART)

This is a brownfield site within the urban area in this principal service town and is not out of scale with the settlement. It is currently designated a Special Policy Area in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

Development proposals in the Fryston and Wheldale areas will be in accordance with the approved masterplan prepared by the Homes and Communities Agency (formerly English Partnerships) in conjunction with Wakefield MDC. Ground conditions and contamination issues will need to be fully investigated and resolved. A transport assessment will be required. The proposal will make a financial contribution to off-site local highway network improvements necessitated by the scale of development proposals impacting on central Castleford. A landfill gas migration investigation will be required in view of the past landfill site to the south. An air quality impact assessment may be required. If progressed following comments on preferred options, this proposal will form part of the Special Policy Area N9 Castleford Riverside at the submission stage. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

PONTEFRACT

HS N1C

LAND AT TA CENTRE

This is a brownfield site within the urban area in this principal service town and is not out of scale with the settlement. It is currently unallocated but designated green corridor in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

Housing units will not be included in any flood zone 3 parts of the site. If accepted following comments on preferred options, this proposal will form part of the Special Policy Area Former Prince of Wales Colliery (N1A) at the submission stage. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. Noise implications of the railway station and nearby industrial areas will need to be considered. No increased run-off to the Wash Dyke tributary will be acceptable. A transport assessment will be required for the comprehensive proposals in the wider area.

HS N1D**LAND AT FOOTBALL GROUND**

This is a greenfield site within the urban area in this principal service town and is not out of scale with the settlement. It is currently unallocated but designated green corridor in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

If accepted following comments on preferred options, this proposal will form part of the Special Policy Area Former Prince of Wales Colliery (N1A) at the submission stage. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. The playing pitch will need to be replaced to the same standard in the locality. Housing units will not be included in any flood zone 3 parts of the site. No increased run-off to the Wash Dyke tributary will be acceptable. A transport assessment will be required for the comprehensive proposals in the wider area.

HS N51A**ACKWORTH ROAD / HARDWICK ROAD**

This is a greenfield urban extension site in this principal service town and is not out of scale with the settlement. It is currently designated Protected Area of Search for Long Term Development (PAS) and Green Corridor in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels. This is a medium location in relation to current bus services.

Development must be designed to create no increase in surface water run-off. An archaeological evaluation and transport assessment are required.

HS N100**LAND AT PONTEFRACT G I**

This is a brownfield site within the urban area in this principal service town and is not out of scale with the settlement. It is currently unallocated in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels. This is a good location in relation to current bus services.

The housing capacity of the site may need to be limited due to local highway network constraints. There must be no increased run-off to Friarwood Beck. A SuDS scheme may be required. Possible ground contamination needs to be investigated. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. Amenity open space financial contributions could be used off-site for improvements to Valley Gardens.

HS N109A**LAND BETWEEN KNOTTINGLEY ROAD AND FERRYBRIDGE ROAD - SOUTH OF RAILWAY**

This is a greenfield urban extension site in this principal service town and is not out of scale with the settlement. It is currently designated Protected Area Of Search For Long Term Development (PAS) in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels. This is a medium location in relation to current bus services.

Housing units will not be included in any flood zone 3 parts of the site. A SuDS scheme may be required for surface water. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. A 2 ha natural greenspace will be required in conjunction with the development of N109B as well as an equipped play site. The noise impact of the railway will need to be taken into account. A new access is required onto Knottingley Road to overcome existing flooding and visibility constraints.

HS N109B

LAND BETWEEN KNOTTINGLEY ROAD AND FERRYBRIDGE ROAD - NORTH OF RAILWAY

This is a greenfield urban extension site in this principal service town and is not out of scale with the settlement. It is currently designated Protected Area Of Search For Long Term Development (PAS) in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels. This is a good location in relation to current bus services.

Development proposals should ensure that the character and setting of the Scheduled Ancient Monument and listed building the Stump Cross will not be adversely affected and an evaluation of this area will need to be undertaken. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. A SuDS scheme may be required for surface water. The noise impact of the railway and M62 / A1M will need to be taken into account. A 2 ha natural greenspace will be required in conjunction with the development of N109A as well as an equipped play site. Access cannot be taken off Stumpcross Lane. A transport assessment will be required.

HS PNT66

GROVE ROAD

This is a brownfield site within the urban area in this principal service town and is not out of scale with the settlement. It is currently allocated for housing use in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels. This is a medium location in relation to current bus services.

A financial contribution to town centre highway improvements will be required.

FEATHERSTONE

HS N92

GIRNHILL, FEATHERSTONE

This is a brownfield site within the urban area. Featherstone is classified as an urban settlement and the proposal is not out of scale with the settlement. It is currently unallocated in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels. It is a priority housing redevelopment site. The redesigned housing layout will need to incorporate sufficient accessible greenspace. This is a medium location in relation to current bus services.

HEMSWORTH

HS HEM8

KIRKBYGATE, HEMSWORTH (SE63)

This is a greenfield site within the urban area. Hemsworth is classified as an urban settlement and the proposal is not out of scale with the settlement. It is currently a housing allocation in the Unitary Development Plan First Alteration. Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels. The area between electricity pylons to the south should be used as substitute green space. This is a good location in relation to current bus services.

HS SE29

WEST END

This is a brownfield site within the urban area. Hemsworth is classified as an urban settlement and the proposal is not out of scale with the settlement. It is currently a Housing Improvement Area in the Unitary Development Plan First Alteration. This is a priority housing redevelopment site. The current drainage regime must be reassessed. There should be no increase in surface water run-off from the site - SuDS should be considered. The design of the scheme in the south of the area must take account of noise from the club. This is a good location in relation to current bus services.

HS SE56

SPORTS GROUND, KIRKBY ROAD

This is a greenfield site within the urban area. Hemsworth is classified as an urban settlement and the proposal is not out of scale with the settlement. It is currently unallocated in the Unitary Development Plan First Alteration. This is a good location in relation to current bus services.

The housing capacity of the site is constrained. Ground conditions and potential contamination need to be fully investigated. There are drainage problems in the area - SuDS should be considered. Established woodland within this site should be retained and a sports pitch, equivalent to the existing facility that would be lost, will be required to be provided in this locality. Development should incorporate a 2 hectare natural area and a kick-about area.

KNOTTINGLEY

HS KNT30

WOMERSLEY ROAD (N106)

This is a brownfield site within the urban area. Knottingley is classified as an urban settlement and the proposal is not out of scale with the settlement. It is currently a housing allocation in the Unitary Development Plan First Alteration. This is a medium location in relation to current bus services.

A satisfactory transport assessment will be required. Housing units will not be included in any flood zone 3 parts of the site which should be retained as a 2 hectare natural area. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. Proposals must take account of presence of great crested newt to the south of the site. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services but it is a good location.

NORMANTON (inc ALTOFTS)

HS N46

STATION ROAD, NORMANTON

This is a brownfield site within the urban area. Normanton is classified as an urban settlement and the proposal is not out of scale with the settlement. It is currently a Protected Area of Search (PAS) area in the Unitary Development Plan First Alteration. This is a good location in relation to current bus services.

Development proposals require a safe access onto Station Lane and pedestrian links with the town centre need to be improved. Development will need to address any contamination and landfill gas issues. Development proposals need to take account of Ashfield Beck. There should be no increased surface water run-off from the site - SuDS should be considered.

HS N124

LAND AT GREENFIELD ROAD, ALTOFTS

This is a greenfield site within the urban area. Normanton is classified as an urban settlement and the proposal is not out of scale with the settlement. It is currently unallocated but designated green corridor in the Unitary Development Plan First Alteration. This is a medium location in relation to current bus services.

A satisfactory junction design and road safety assessment will be required. The possibility of landfill gas migration will require investigation. Surface water drainage will need to be balanced and a SuDS scheme should be considered.

SOUTH ELMSALL / SOUTH KIRKBY

HS EMS16

CARR LANE / FAITH STREET, SOUTH KIRKBY (SE60)

This is a brownfield site within the urban area. South Kirkby is classified as an urban settlement and the proposal is not out of scale with the settlement. It is currently a housing allocation in the Unitary Development Plan First Alteration. This is a good location in relation to current bus services.

Vehicular access and pedestrian connections will be via Faith Street. Housing units will not be included in any flood zone 3 parts of the site and this area will act as a 'stand-off' space between the housing development and South Kirkby Marsh habitats.

HS SE20

LAND OFF HIGH STREET, SOUTH ELMSALL

This is a partly brownfield and partly greenfield site within the urban area. South Elmsall is classified as an urban settlement and the proposal is not out of scale with the settlement. It is currently unallocated but designated green corridor in the Unitary Development Plan First Alteration. This is a good location in relation to current bus services.

An adequate access from High Street must be demonstrated. The site could be developed in conjunction with the adjacent site (SE41). There should be no increased surface water run-off from the site - SuDS should be considered. The possibility of landfill gas migration should be investigated. A noise assessment will be required. If accepted following comments on preferred options, this proposal will form part of the Special Policy Area Westfield Lane Improvement Area SE10 at the submission stage.

HS SE41

ADJOINING STATION, SOUTH ELMSALL

This is a greenfield site within the urban area. South Elmsall is classified as an urban settlement and the proposal is not out of scale with the settlement. It is currently unallocated but is designated green corridor in the Unitary Development Plan First Alteration. This is a good location in relation to current bus services.

Adequate access arrangements need to be demonstrated. The site could be developed in conjunction with the adjacent site (SE20). There should be no increased surface water run-off from the site - SuDS should be considered. A noise assessment will be required. An alternative travel assessment will be required in relation to air quality. If accepted following comments on preferred options, this proposal will form part of the Special Policy Area Westfield Lane Improvement Area SE10 at the submission stage.

HS SE45

NORTHFIELD LANE, SOUTH KIRKBY

This is a brownfield site within the urban area. South Kirkby is classified as an urban settlement and the proposal is not out of scale with the settlement. It is currently unallocated in the Unitary Development Plan First Alteration. This is a good location in relation to current bus services.

There should be no increased surface water run-off from the site - SuDS should be considered.

HS SE72

LAND AT NORTHFIELD AVENUE, SOUTH KIRKBY

This is a brownfield site within the urban area. South Kirkby is classified as an urban settlement and the proposal is not out of scale with the settlement. It is currently unallocated in the Unitary Development Plan First Alteration. This is a good location in relation to current bus services.

There should be no increased surface water run-off from the site - SuDS should be considered. A botanical survey will be required.

ACKWORTH (MOOR TOP)

HS SE73A

LAND AT BRACKENHILL

This is a partly brownfield and partly greenfield site within the urban area. Ackworth is classified as a Local Service Centre and the proposal is not out of scale with the settlement. It is currently unallocated in the Unitary Development Plan First Alteration. This is a medium location in relation to current bus services.

Development must take account of noise from adjacent industrial units. The possibility of ground contamination will need to be assessed. Off-site improvements to Hessle Beck may be required. There should be little or no surface water discharge from the site. SuDS should be considered.

CROFTON

HS W43B

BEDFORD FARM

This is a greenfield urban extension site. Crofton is classified as a Local Service Centre and the proposal is not out of scale with the settlement. It is currently designated Protected Area of Search (PAS) in the Unitary Development Plan First Alteration. This is a good location in relation to current bus services.

A transport assessment and noise assessment will be required. There should be no increased surface water run-off from the site - SuDS should be considered. An archaeological evaluation will be required.

HS W48B

LAND EAST OF PRIORY RIDGE (WCS32)

This is a greenfield urban extension site. Crofton is classified as a Local Service Centre and the proposal is not out of scale with the settlement. It is currently designated Protected Area of Search (PAS) in the Unitary Development Plan First Alteration. This is a good location in relation to current bus services.

There should be no increased surface water run-off from the site - SuDS should be considered. The possibility of landfill gas migration should be investigated. The presence of water voles and great crested newts in the nearby pond and their implications should be assessed. An archaeological evaluation will be required. The possibility of landfill gas migration should be investigated.

FITZWILLIAM / KINSLEY

HS SE32

FARM LANE, KINSLEY

This is a greenfield site that is partly within the urban area and is partly an urban extension. Fitzwilliam / Kinsley is classified as a Local Service Centre and the proposal is not out of scale with the settlement. It is currently a housing allocation and partly unallocated in the Unitary Development Plan First Alteration. This is a good location in relation to current bus services.

A flood risk assessment incorporating mitigation measures will be required. An archaeological evaluation will be required. The possibility of landfill gas migration should be investigated.

HS SE42

CITY ESTATE, FITZWILLIAM

This is a brownfield site within the urban area. Fitzwilliam / Kinsley is classified as a Local Service Centre and the proposal is not out of scale with the settlement. It is currently designated housing improvement area in the Unitary Development Plan First Alteration. This is a good location in relation to current bus services.

This is a priority housing redevelopment site. The scheme's design must take account of the noise implications of the miners social club. The possibility of landfill gas migration should be investigated.

RYHILL / HAVERCROFT

HS HEM4

NORTH OF MADELEY ROAD, HAVERCROFT (SE62)

This is a greenfield urban extension site. Ryhill / Havercroft is classified as a Local Service Centre and the proposal is not out of scale with the settlement. It is currently a housing allocation in the Unitary Development Plan First Alteration. This is a medium location in relation to current bus services.

The possibility of landfill gas migration should be investigated. A botanical survey will be required.

HS SE50**LAND AT HENRY AVENUE, HAVERCROFT**

This is a greenfield urban extension site. Ryhill / Havercroft is classified as a Local Service Centre and the proposal is not out of scale with the settlement. It is currently unallocated in the Unitary Development Plan First Alteration. This is a medium location in relation to current bus services.

Adequate vehicular and pedestrian access needs to be demonstrated. The possibility of landfill gas migration and ground contamination should be investigated and addressed in accordance with PPS23. An environmental impact assessment will be required as a consequence of the adjoining site of scientific interest. In addition an archaeological evaluation will be required.

UPTON**HS SE46****SHINWELL ESTATE (EMS72)**

This is a brownfield site within the urban area. Upton is classified as a Local Service Centre and the proposal is not out of scale with the settlement. It is currently allocated proposed public local amenity open space in the Unitary Development Plan First Alteration but this proposal has now been rejected by the Council. This is a medium location in relation to current bus services.

There should be no increased surface water run-off from the site - SuDS should be considered. Natural greenspace should be retained in the northern part of the site. An archaeological evaluation and a botanical survey will be required.

HS SE11**WAGON LANE, RECREATION GROUND**

This is a greenfield site within the urban area. Upton is classified as a Local Service Centre and the proposal is not out of scale with the settlement. It is currently unallocated in the Unitary Development Plan First Alteration. This is a medium location in relation to current bus services.

An adequate vehicular and pedestrian access needs to be demonstrated. Off-site improvements to Skell Beck may be required. There should be no increased surface water run-off from the site - SuDS should be considered. An archaeological evaluation and ecological survey will be required. Compensatory open space, sport, recreation and community facilities will be required in the locality.

Housing Delivery

- 5.6 The total housing development capacity of the preferred options for Housing Allocations and Special Policy Areas across the district (including the Central Wakefield Area Action Plan Submission Document proposals) over the plan period to 2021 falls short of the Regional Spatial Strategy housing requirement for Wakefield district. The shortfall is approximately 1400 dwellings; for full details see the housing trajectory schedule in Appendix 5. This assumes there will be 1950 dwellings demolished in the period 2008/09-2020/21 (150 per annum x13 years).
- 5.7 At this Preferred Options stage it is anticipated that developers and landowners will propose additional housing development sites. Some of these may perform well in terms of the site selection assessment and some may be preferable to existing preferred options. Given the shortfall and the rapidly changing circumstances regarding growth in the Leeds City Region a revised preferred options report may be published in advance of the Site Specific Proposals submission document which will meet in full the RSS housing requirement for the district.

5.8 All preferred options sites have been assessed according to Government guidance on Strategic Housing Land Availability Assessments (SHLAA)⁽¹⁰⁾. In summary the findings are as follows;

Deliverability/Developability

5.9 In all cases there are no known reasons for considering that any preferred options would not be developable. Where there are known to be, or it is considered that there may be access issues involving land owned by third parties, those sites have not been included in the deliverable category or phased for development before 2016.

Suitability

5.10 The Options Assessment Tables shows that all the preferred options have been assessed as suitable for development. They are not affected by policy restrictions and development is unlikely to suffer from any physical problems or limitations which cannot be sufficiently addressed by acceptable mitigation measures.

Availability

5.11 It has generally been assumed that because a site has been put forward, the intention is that it will be made available. However no comprehensive information is currently held from developers or landowners proposing development about whether sites are available or achievable. It is proposed that they will be contacted for confirmation of this and whether there are any legal, ownership or other impediments.

Achievability

5.12 In relation to whether a site is achievable, account has been taken of how rapidly a site is likely to be developed based upon its size. In some cases phasing is based upon phasing proposals in masterplans, or how far advanced proposals are that may be acceptable in principle. National and regional housing market conditions which are likely to have a fundamental effect on the rate of completion of sites cannot be anticipated and are not therefore taken into account.

Reference	Name of Site	Site Area (hectares)	Capacity	Housing Delivery	
				2007 - 2016	2016 - 2021
Sub-Regional City					
Wakefield (excl CWAAP area)					
SEW5	Walton Lane, Sandal (W91)	7.18	215	143	72
W2A	Former Wakefield Power Station Site, Doncaster Road	23.78	220	72	148
W4	Warburton's, Westgate End	0.74	22	22	
W42	Durkar Lane, Crigglestone (SEW34)	9.77	391		325
W103A	North of Ruskin Avenue (NWS48)	7.47	299		245
W107	Land at Dewsbury Road, Wakefield	10.56	387	320	67
W121	Former Flanshaw Children's Centre	1.90	76	76	

10 Strategic Housing Land Availability Assessments Practice Guidance, Department for Communities and Local Government, July 2007

Reference	Name of Site	Site Area (hectares)	Capacity	Housing Delivery	
				2007 - 2016	2016 - 2021
Principal Towns					
Castleford					
N6	Former Lambson's Chemicals Site	21.56	1337	1157	180
N42	St Andrews Road, Fryston		93	69	24
N101	Castleford Tigers	3.83	153		153
N115	Pemberton Drive		87	63	24
N143	Saxon Way, Airedale		242	200	42
N151	Former C6 Solutions	37.03	1200		1200
N152	Fryston Colliery (part)	5.8	150	150	
Pontefract					
N1C	Land at TA Centre	0.71	28		28
N1D	Land at Football Ground	1.47	59		59
N51A	Ackworth Road / Hardwick Road (PNT40)	7.91	316	208	108
N100	Land at Pontefract	3.16	126	75	51
N109A	Land Between Knottingley Road and Ferrybridge Road (PNT42) - South of Railway	3.96	161		161
N109B	Land Between Knottingley Road and Ferrybridge Road (PNT42) - North of Railway	11.03	441		365
N104	Grove Road, Pontefract (PNT66)	0.50	20	20	
Urban Areas					
Featherstone					
N92	Girnhill, Featherstone	5.39	254	254	
Hemsworth					
SE63	Kirkbygate, Hemsworth (HEM8)	1.16	35		35
SE29	West End, Hemsworth	2.30	160	160	
SE56	Sports Ground, Kirkby Road	5.95	60	60	
Knottingley					

Reference	Name of Site	Site Area (hectares)	Capacity	Housing Delivery	
				2007 - 2016	2016 - 2021
KNT30	Wormersley Road Quarry, Knottingley (N106)	7.86	236	195	41
Normanton					
N46	Station Road, Normanton	4.75	203		169
N124	Land at Greenfield Road, Altofts	1.04	31	31	
South Elmsall / South Kirkby					
EMS16	Carr Lane / Faith Street, South Kirkby	0.63	19	19	
SE20	Land off High Street, South Elmsall	0.98	30		30
SE41	Adjoining Station, South Elmsall	2.59	78		78
SE45	Northfield Labe, South Kirkby	0.96	29	29	
SE72	Land at Northfield Avenue, South Kirkby		40	40	
Local Service Centres					
Ackworth					
SE73A	Land At Brackenhill	3.59	75	75	
Crofton					
W43B	Bedford Farm, Crofton (WCS33)	2.18	65		65
W48B	Land East of Priory Ridge, Crofton (WCS32)	2.27	68	51	17
Kinsley / Fitzwilliam					
SE32	Farm Lane, Kinsley (HEM3)	2.97	89	66	23
SE42	City Estate, Fitzwilliam	4.43	170	170	
Ryhill / Havercroft					
HEM4	North of Madeley Road, Havercroft (SE62)	2.36	71	53	18
SE50	Land at Henry Avenue, Havercroft	2.19	66		66
Upton					
SE46	Shinwell Estate (EMS72)	3.25	98	73	25

Reference	Name of Site	Site Area (hectares)	Capacity	Housing Delivery	
				2007 - 2016	2016 - 2021
SE11	Waggon Lane Recreation Ground, Upton	2.35	71	71	

Further housing provision is made in Special Policy Areas - see chapter 10 of this document.

The full housing trajectory for the development of all sites across the district year by year, which demonstrates the feasibility of the proposals to meet district housing requirements, is given in Appendix 5.

5.13 REJECTED OPTIONS

WAKEFIELD

HS W41

VICTORIA WAY, OUTWOOD

HS W44

BALNE LANE

HS W45

THORNES PARK

HS W83

LAND OFF JERRY CLAY LANE

HS W88

LAND TO WEST OF ASDA, SANDAL

HS W89

LAND TO NORTH OF ASDA, SANDAL

HS W96

STANLEY HALL

HS W99

REAR OF MILTON CRESENT, SNAPETHORPE

HS W103B

NORTH OF RUSKIN AVENUE, WRENTHORPE

HS W104

LAND TO THE NORTH OF BRADFORD ROAD, WRENTHORPE

HS W106

LAND AT LEEDS ROAD, NEWTON HILL

HS W113i

DIAMOND BUSINESS PARK

HS W113iii

DIAMOND BUSINESS PARK

HS W115

LAND OFF SILCOATES LANE, WRENTHORPE

HS W118

LANE AT RED HALL LANE, NEWTON HILL

CASTLEFORD

HS N2B

FLASS LANE, CUTSYKE

HS N31

LAND OFF ACKTON PASTURE LANE

HS N97

LAND FRONT HOLLYWELL LANE, GLASSHOUGHTON

HS N102

ACKTON PASTURES

HS N107

LAND ADJOINING WELL WOOD

HS N108

EAST OF WATLING ROAD

PONTEFRACT

HS N50

LAND NORTH OF MOOR LANE, CARLETON

HS N51

ACKWORTH ROAD / HARDWICK ROAD

HS N110

LAND EAST OF COBBLERS LANE

HS N110A

LAND AT COBBLERS LANE

HS N121

LAND TO THE NORTH OF 'THE CHESNUTS'

HS N123

LAND AT WILLOWDENE LANE

HS N137

LAND OFF EASTBOURNE VIEW

HS N141

LAND AT HALFPENNY LANE ALLOTMENTS

FEATHERSTONE

HS N41A

FEATHERSTONE EAST

HS N41B

FEATHERSTONE EAST

HS N45

LAND SOUTH OF PURSTON JAGLIN

HS N111

NORTH OF PONTEFRACT ROAD (FTH23)

HS N134

LAND OFF SOUTHFIELD AVENUE

HS N140

ALLOTMENTS TO REAR OF FEATHERSTONE LANE

HEMSWORTH

HS SE17

LAND AT VISSETT COTTAGE HOTEL, BARNESLEY ROAD

HS SE52

LAND OFF OAK TREE GROVE / COMMON LANE

HS SE66

LAND AT COMMON END

HORBURY

HS W8

ENGINE LANE

HS W10

PHOENIX WORKS, STORRS HILL ROAD

HS W54

BENTON HILL

HS W59i

BOMBARDIER

HS W105

LAND AT NETHERTON LANE

KNOTTINGLEY (inc FERRYBRIDGE)

HS N5C

NORTH EAST OF FORMER A1 - M62 INTERCHANGE

HS N89

LAND AT ENGLAND LANE - MIDDLE LANE, KNOTTINGLEY

HS N112

WEST INGS GATE

HS N120A

KNOTTINGLEY RELIEF ROAD AND ASSOCIATED LAND

HS N120B

KNOTTINGLEY RELIEF ROAD AND ASSOCIATED LAND

HS N120C

KNOTTINGLEY RELIEF ROAD AND ASSOCIATED LAND

HS N120G

KNOTTINGLEY RELIEF ROAD AND ASSOCIATED LAND - LANDSCAPING

HS N138

LAND AT FORGE HILL LANE, KNOTTINGLEY

HS N139

LAND AT BUSINESS PARK (NORTH EAST CORNER), KNOTTINGLEY

HS N142

LAND AT A1 BUSINESS PARK (ISLAND SITE), KNOTTINGLEY

NORMANTON (inc ALTOFTS)

HS N25

FORMER BRICKWORKS, WAKEFIELD ROAD, NORMANTON

HS N32

LAND AT CHURCH LANE, NORMANTON

HS N39A

ALTOFTS HALL FARM, NORMANTON

HS N39B

ALTOFTS HALL FARM, NORMANTON

HS N39C

ALTOFTS HALL FARM, NORMANTON

HS N40A

ASHFIELDS, NORMANTON

HS N40B

ASHFIELDS NORMANTON

HS N40C

ASHFIELDS NORMANTON

HS N52

LAND OFF FALMOUTH AVENUE, NORMANTON

HS N113

NORTH AND EAST OF ASHFIELD, NORMANTON

HS N114

ALTOFTS HALL FARM, NORMANTON

HS N128

LAND AT WOODHOUSE COMMON, NORMANTON

HS N133

LAND TO REAR OF CHURCH ROAD, ALTOFTS

HS N135

LAND OFF SNYDALE ROAD, NORMANTON

HS N136

LAND OFF BECKBRIDGE LANE, NORMANTON

OSSETT

HS W35

LAND SOUTH EAST OF BIRCHEN AVENUE, BIRCHEN HILLS

HS W52A

LAND OFF LOVE LANE

HS W52B

LAND OFF LOVE LANE

HS W97

STORRS HILL

HS W98

LAND AT FARFIELD DRIVE

HS W102

LAND AT TATELEY LANE, GAWTHORPE

HS W108

LAND NORTH OF GAWTHORPE

HS W119

LAND AT SWITHEBANK STREET

SOUTH ELMSALL / SOUTH KIRKBY

HS SE12

LAND OFF CARR LANE, SOUTH KIRKBY

HS SE19

LAND OFF FIELD LANE, SOUTH ELMSALL

HS SE48

LAND TO REAR OF CAMBRIDGE STREET, MOORTHORPE

HS SE53

LAND OFF LANGTHWAITE LANE, SOUTH KIRKBY

HS SE54

FORMER COMMON FARM, SOUTH ELMSALL

HS SE59

ROWLEY LANE, SOUTH ELMSALL

HS SE61

COMMON ROAD, SOUTH KIRKBY

HS SE68

LAND AT MOORTHORPE STATION

HS SE69

LAND AT WEST STREET, SOUTH KIRKBY

HS SE70

LAND AT AARON WILKINSON COURT, SOUTH KIRKBY

HS SE71

LAND AT GROVE DRIVE, SOUTH KIRKBY

HS SE79

LAND AT BROAD LANE, SOUTH KIRKBY

STANLEY / OUTWOOD

HS W7

FORMER LOFTHOUSE COLLIERY SITE

HS W100

LAND AT FERRY LANE, STANLEY

HS W120

LAND AT PARK VIEW

ACKWORTH (MOOR TOP)

HS SE13

LAND AT ELMCROFT FARM

HS SE73

LAND AT BRACKENHILL

HS SE73B

LAND AT BRACKENHILL (part)

HS SE73C

LAND AT BRACKENHILL (part)

CROFTON

HS W43A

BEDFORD FARM

HS W48A

LAND EAST OF PRIORY RIDGE

HS W116

LAND OFF COCK LANE

HS W117

LAND OFF WEELAND ROAD

FITZWILLIAM / KINSLEY

HS SE49

LAND OFF NEWSTEAD ESTATE, FITZWILLIAM

HS SE55

LAND AT FARM LANE, FITZWILLIAM

HS SE65

WAKEFIELD ROAD, KINSLEY

UPTON

HS SE18

COMMON LANE

HS SE51

LAND AT BROOKSIDE FARM

HS SE77A

SHEEPWALK LANE

DARRINGTON

HS N96

LAND AT BACK LANE

HALL GREEN

HS W53ii

HOLLINGTHORPE FARM, HALL GREEN

HS W53iii

HOLLINGTHORPE FARM, HALL GREEN

HS W85

LAND NORTH OF HOLLINGTHORPE ESTATE, HALL GREEN

HIGH AND LOW ACKWORTH

HS SE15

LAND AT HIGH ACKWORTH

KIRKHAMGATE

HS W34

KIRKHAM FARM

HS W86

LAND TO REAR OF 184 BATLEY ROAD

SHARLSTON

HS W114

LAND AT CROSSLEY STREET, NEW SHARLSTON

SOUTH HIENDLEY

HS SE67

ORCHARD DRIVE

STREETHOUSE

HS N37A

SHARLSTON COLLIERY

HS N53

LAND AT WHINNEY LANE

HS N37B

LAND OFF HIGH STREET, SHARLSTON COLLIERY

HS N126

LAND OFF RED LANE

THORPE AUDLIN

HS SE47

THE BUNGALOW, PONTEFRACT ROAD

WALTON

HS W6

GROVE HOUSE FARM

HS W60A

WATERWAYS LAND

HS W60B

WATERWAYS LAND

WOOLLEY

HS W36

LAND AT WATER LANE

HS W37

FORMER WOOLLEY COLLIERY

OTHER

HS W40

NEWMARKET COLLIERY

HS W55

600 DENBY DALE ROAD, BROAD CUT, CALDER GROVE

HS W58

BRITISH OAK

HS W81

LAND AT OAKENSHAW LANE, HEATH COMMON

HS W124

NOSTELL ESTATE, SITE 3-6, EAST OF SWINE LANE, NOSTELL

6 Employment Proposals

Introduction

- 6.1 The principal role of the LDF in relation to industry and business is to ensure sufficient land is allocated in appropriate locations to meet anticipated needs during the plan period. This is in line with Core Strategy Spatial Objective 7. The land requirement has to be balanced against the local needs of residents for convenient employment opportunities and the importance of conserving the countryside, avoiding congestion and improving the environment.
- 6.2 RSS sets out the potential net change in land in industrial and storage/distribution uses for each local authority for the period 2006-2021. It is based on the potential job growth in these sectors for each area and the figure for Wakefield is 20 hectares. RSS notes that it is not intended as guidance on other employment uses which are subject to different locational policies and therefore does not indicate a potential requirement for B1 uses. In a local context the research which produced the RSS figures is only one factor that needs to be taken into account when developing employment land portfolios within LDFs. Extensive areas of land, either within employment allocations or Special Policy Area designations in the UDP First Alteration, are already committed to employment use through the granting of planning permissions.
- 6.3 The main employment uses development areas currently being progressed across the district (excluding central Wakefield) are Glasshoughton (at M62 J32), Normanton Industrial Estate Extension (Link 62 at M62 J31), Silkwood Park (at M1 J40), Calder Park (at M1 J39), Paragon Business Park (at M1 J41), and South Kirkby Business Park. A planning application has been submitted for the redevelopment of the former Prince of Wales colliery site, part of which is proposed for employment uses.

Employment Zones

- 6.4 The Wakefield economy is inextricably linked with that of the wider Leeds City Region. To strengthen its economy, Wakefield needs to take full advantage of opportunities presented by the continued growth of the Leeds economy, particularly building on those sectors where the district enjoys a competitive advantage. One such sector is logistics/warehousing/distribution where Wakefield's location astride major transport routes and its accessibility to Leeds and other regional centres makes it particularly attractive for development. Achieving the district's economic objectives is dependent on protecting and enhancing existing employment sites, including designated Employment Zones.
- 6.5 All Employment Zones (the main locations of existing employment uses) are being reviewed to consider possible boundary changes and any changed circumstances regarding the need for the designation. This may for example be due to pressure from past and proposed housing development and employment firms closures.

Do you agree with the selection of the sites listed below as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

THE AREAS LISTED BELOW ARE DESIGNATED EMPLOYMENT ZONES, WITHIN WHICH POLICIES CS8 AND D9 OF THE CORE STRATEGY SUBMISSION DOCUMENT AND DEVELOPMENT POLICIES SUBMISSION DOCUMENT RESPECTIVELY WILL APPLY:

6.6 PREFERRED OPTIONS

WAKEFIELD

EZ NWS1

THORNES

EZ NWS2

FLANSHAW

EZ NWS3

WESTGATE END / CALDER VALE / CALDER VALE SEWAGE WORKS

EZ NWS4

WAKEFIELD 41 BUSINESS PARK

EZ NWS5

ROUNDWOOD

EZ NWS6

CASTLEGATE

EZ SEW1

CRIGGLESTONE INDUSTRIAL ESTATE

EZ SEW2

PORTOBELLO / FALL INGS

EZ W113ii

DIAMOND BUSINESS PARK

CASTLEFORD

EZ CAS1

WHITWOOD / WILLOWBRIDGE LANE

EZ CAS2

METHLEY ROAD AREA

EZ CAS3

CARR WOOD ROAD

EZ CAS4

CASTLEFORD INGS

EZ CAS5

WHITWOOD INDUSTRIAL ESTATE

PONTEFRACT

EZ N43

MONKHILL WORKS, FERRYBRIDGE ROAD

EZ PNT1

EAST OF PONTEFRACT TOWN CENTRE

FEATHERSTONE

EZ FTH1

NORTH OF WAKEFIELD ROAD, FEATHERSTONE

EZ N69

FORMER ACKTON HALL COLLIERY / GREEN LANE, FEATHERSTONE (FTH2/FTH3)

HORBURY

EZ OH1

HORBURY JUNCTION

EZ OH2

HORBURY BRIDGE

EZ OH5

HAWKINGCROFT

KNOTTINGLEY (inc FERRYBRIDGE)

EZ KNT2

HEADLANDS LANE / HAZEL ROAD, KNOTTINGLEY

EZ KNT3

WEELAND ROAD / WOMERSLEY ROAD, KNOTTINGLEY

EZ KNT4

KNOTTINGLEY EAST, KNOTTINGLEY

EZ N74

A1 BUSINESS PARK, KNOTTINGLEY (KNT7)

EZ N125

POWER GENERATION EMPLOYMENT ZONE LAND AT FERRYBRIDGE POWER STATION

Development proposals will be restricted to employment development directly associated with power generation. Future development proposals must recognise, conserve and enhance the Fryston Wood Site of Scientific Interest and Wakefield Nature Area which are situated in this zone. They must also take full account of the extensive parts of the site affected by flood zones. In accordance with PPS25 proposals for power generation and primary substations must pass the exception test and be appropriately designed in the flood zones 3a and 3b parts of the zone. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

EZ N138A

KING'S MILLS, FORGE HILL LANE

NORMANTON (inc ALTOFTS)

EZ NOR1

NORMANTON INDUSTRIAL ESTATE

OSSETT

EZ OH4

DEWSBURY ROAD

SOUTH ELMSALL / SOUTH KIRKBY

EZ EMS6

LANGTHWAITE GRANGE

EZ EMS7

DALE LANE

ACKWORTH (MOOR TOP)

EZ SE81

BRACKENHILL

FITZWILLIAM / KINSLEY

EZ HEM2

KINSLEY INDUSTRIAL ESTATE

UPTON

EZ SE25

WAGON LANE

OTHER

EZ OH3

HEALEY

6.7 REJECTED OPTIONS

PONTEFRACT

EZ PNT2

TANSHELF INDUSTRIAL ESTATE, PONTEFRACT

KNOTTINGLEY

EZ KNT1

BANKS OF THE AIRE AND CALDER NAVIGATION FERRYBRIDGE TO WILLOW ISLAND, KNOTTINGLEY

STANLEY / OUTWOOD

EZ W62

WAKEFIELD 41 BUSINESS PARK (NWS4 part)

Employment Sites

- 6.8 RSS identifies an over-supply of employment land in the region. Its strategy is to manage the supply by encouraging local authorities to de-allocate employment land which is no longer needed or not sustainable whilst ensuring an adequate supply of available land in future. The Regional Econometric Model has been used to forecast the need for employment land, taking account of the recent upturn in regional job creation and the aims of the Northern Way for future economic growth. Figures for Wakefield until 2016 show a maximum need for an additional 14 ha. for light industry/offices (B1 use class) and 21 ha. for warehousing (B8) and general industry (B2). These are net figures and therefore take account of the expected loss of existing employment land to other uses.
- 6.9 The provision of additional well-located employment land and floorspace is essential to the district's future economic prosperity. The LDF must ensure a sufficient supply of suitable employment land that is available, capable of being developed, and provides a variety of sites to meet differing needs. It should be sufficient to ensure that local businesses have the opportunity to expand or relocate within the district and to meet demand arising from inward investment.
- 6.10 Nevertheless, the UDP First Alteration employment allocations at Common Lane, Knottingley (KNT5) and Weeland Road, Knottingley (KNT6), and the SPA at Sheepwalk Lane, Upton (EMS59) have not been retained in this document, but are proposed to be PAS for Long Term Development status. This substantially reduces employment land supply in the district. UDP employment allocations that have been developed or where development is substantially complete, are proposed to be employment zone designations. Employment land take-up will be closely monitored and kept under review.

Do you agree with the selection of the sites listed below as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

IN ACCORDANCE WITH POLICY CS8 OF THE CORE STRATEGY SUBMISSION DOCUMENT, THE FOLLOWING SITES AS SHOWN ON THE REFERENCE MAPS ARE ALLOCATED FOR EMPLOYMENT USES AND RELATED DEVELOPMENT:

6.11 PREFERRED OPTIONS

CASTLEFORD

ES CAS8

FORMER WHELDALE COLLIERY (N117)

Development proposals in the former Wheldale Colliery area will be in accordance with the approved masterplan prepared by the Homes and Communities Agency (formerly English Partnerships) in conjunction with Wakefield MDC Within Health and Safety Executive Consultation Zones development will only be permitted if it is in accordance with policy D32. The proposal will make a financial contribution to off-site local highway network

improvements necessitated by the scale of development proposals impacting on central Castleford. If accepted following comments on preferred options, this proposal will form part of the Special Policy Area N9 Castleford Riverside at the submission stage. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

NORMANTON

ES N119

NORMANTON INDUSTRIAL ESTATE EXTENSION (NOR2 / FTH4)

This proposal is dependant upon the provision of the Glasshoughton Coalfields Link Road and any necessary improvements to M62 Junction 31. Funding of the section from Havertop Lane to Cutsyke Road is the responsibility of developers. Incremental development proposals within the allocation area may be acceptable provided that in relation to design, phasing and infrastructure provision they do not prejudice the comprehensive development of the whole allocation. In order to ensure that comprehensive development of the whole allocation is not prejudiced, incremental development will only be permitted if a planning obligation is entered into to make financial provision for, or to provide an equitable of the infrastructure needs of the whole allocation. The contribution by every individual development could involve construction of the relevant works, making a financial contribution to the costs of works to be carried out by the Council, dedicating land for highway purposes or any combination of these. Any development which does not include an equitable contribution towards the comprehensive highway and drainage infrastructure will be resisted. An alternative transport assessment regarding air quality, an air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. The site has been granted planning permission for 167,000 sq m floorspace for warehousing, offices and hotel. The development and the Link road are under construction. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

SOUTH ELMSALL / SOUTH KIRKBY

ES EMS1

SOUTH KIRKBY COLLERY / FERRYMOOR RIDDINGS (SE76)

Current access is off the B6422 but the site will be directly served by the Hemsworth - A1 Link road (due to be completed in August 2009) which will facilitate fast access to the national network. It is proposed that there should be four development parcels within which a waste recycling facility, a sustainable growth park and further industrial and business accommodation can be located. The woodland area, Riddings Plantation and adjacent green open spaces areas will be protected. The site will be developed in accordance with the development brief to be approved by Wakefield MDC. Planning permission has been granted for 99,549 sq m floorspace for offices, manufacturing and warehousing use on a 9.95 hectare site. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services. No 'hard' development is proposed in the flood zone 3b areas on the north western and north eastern boundaries of the site.

ES EMS2

LANGTHWAITE GRANGE EXTENSION (SE26)

This proposal will require the extension of Langthwaite Road and possible junction improvements at Langthwaite Road / Barnsley Road. There should be no highway access should be taken from Broad Lane but a pedestrian link should be included. An alternative transport assessment regarding air quality, an air quality impact

assessment, mitigation measures and a financial contribution to a local action plan will be required. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

ACKWORTH MOORTOP

ES ACK1

GREEN LANE (SE28)

Development will be dependant on suitable access arrangements being made. The impact of additional traffic onto the A638 will need to be assessed. An archaeological evaluation will be required. Landfill gas migration will need to be investigated. The allocation should include a 2 hectare natural greenspace. This is a medium location in relation to current bus services.

UPTON

ES EMS5

WAGON LANE UPTON (SE39)

Improvements will be required to the access road and its junction with Wagon Lane. This is a medium location in relation to current bus services.

6.12 REJECTED OPTIONS

WAKEFIELD

ES W1B

PARAGON BUSINESS PARK EXTENSION / LAND AT SNOWHILL (NWS65)

ES W2B

FORMER WAKEFIELD POWER STATION SITE

ES W89

LAND TO THE NORTH OF ASDA, SANDAL

ES W113iii

DIAMOND BUSINESS PARK

CASTLEFORD

ES N2A

FLASS LANE, CUTSYKE

ES N2B

FLASS LANE, CUTSYKE

ES N3

WILLOWBRIDGE LANE

ES N98

LAND FRONTING STAINBURN AVE., GLASSHOUGHTON

FEATHERSTONE

ES N44

LAND EAST OF HUNTWICK LODGE, FEATHERSTONE

ES N84

NORTH OF GREEN LANE, FEATHERSTONE

KNOTTINGLEY (inc FERRYBRIDGE)

ES KNT5

COMMON LANE, KNOTTINGLEY (N131)

ES KNT6

WEELAND ROAD, KNOTTINGLEY (N132)

ES KNT25

COMMON LANE, WEST OF SOUTHMOOR LANE, KNOTTINGLEY (N116)

ES N4

TRINITY FARM, FERRYBRIDGE

ES N5A

NE OF A1-M62 INTERCHANGE

ES N5B

NE OF A1-M62 INTERCHANGE

ES N5C

NE OF A1-M62 INTERCHANGE

ES N5D

NE OF A1-M62 INTERCHANGE

ES N120D

KNOTTINGLEY RELIEF ROAD and ASSOCIATED LAND - EMPLOYMENT USE

ES N120E

KNOTTINGLEY RELIEF ROAD and ASSOCIATED LAND - EMPLOYMENT USE

ES N120F

KNOTTINGLEY RELIEF ROAD and ASSOCIATED LAND - EMPLOYMENT USE

ES N120G

KNOTTINGLEY RELIEF ROAD and ASSOCIATED LAND - LANDSCAPING

ES N122

LAND AT SHILLING HILL, KNOTTINGLEY

ES N138

LAND AT FORGE HILL LANE, KNOTTINGLEY

NORMANTON (inc ALTOFTS)

ES N32

LAND AT CHURCH LANE

ES N72

LOWER ALTOFTS

SOUTH ELMSALL / SOUTH KIRKBY

ES SE16

LAND AT NORTH ELMSALL

ES SE79

LAND AT BROAD LANE, SOUTH KIRKBY

STANLEY / OUTWOOD

ES W62

WAKEFIELD 41 INDUSTRIAL ESTATE

ACKWORTH MOOR TOP

ES SE80

HARDAKERS LANE

CROFTON

ES W48A

LAND EAST OF OF PRIORY RIDGE

ES W116

LAND OFF COCK LANE

ES W117

LAND OFF WEELAND ROAD

DARRINGTON

ES N127

LAND NORTH OF GROVE HALL, DARRINGTON

HALL GREEN

ES W53i

HOLLINGTHORPE HALL FARM, HALL GREEN

ES W53iii

HOLLINGTHORPE HALL FARM, HALL GREEN

OTHER

ES W40

NEWMARKET COLLIERY

ES W49

NOSTELL PRIORY ROSES, DONCASTER ROAD, NOSTELL PRIORY

ES W50

QUARRY AND BRICKWORKS, LONG ROW, WRAGBY

ES W51

WALLED GARDENS / NURSERY, NOSTELL PRIORY

7 Community Proposals

Introduction

- 7.1 The provision of community services is essential to the quality of life of district residents. It is important that good quality services are available locally. This reduces the need for people to travel to obtain essential services, particularly benefiting the less mobile and more deprived members of society. This aim is supported by the spatial development strategy which encourages local facilities and services of an appropriate scale to be provided in all but the smallest settlements.

Community Facilities

- 7.2 Good quality services and facilities will be provided to meet the needs of local communities, at a scale appropriate to the type and size of settlement. The provision of facilities on small sites normally falls below the size threshold for inclusion in the plan. Small sites accommodating community facility uses are therefore not identified on the reference maps. These facilities could be provided on small sites within the urban area, or on parts of sites allocated primarily for other purposes. There is a need to make provision for new hospital facilities in Wakefield and Pontefract which have a significant site area.

Do you agree with the selection of the sites listed below as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

IN ACCORDANCE WITH POLICY CS5 OF THE CORE STRATEGY SUBMISSION DOCUMENT THE FOLLOWING ALLOCATIONS ARE SHOWN ON THE REFERENCE MAPS.

7.3 PREFERRED OPTIONS

WAKEFIELD

CF W128

PINDERSFIELD HOSPITAL

PONTEFRACT

CF N146

PONTEFRACT GENERAL INFIRMARY

7.4 REJECTED OPTIONS

CF W122

EAST OF CLAY PIT LANE SITE 1-10

CF W123

CRICKET GROUND SITE 2-5

CF SE75

LAND AT WRANGBROOKE LANE UPTON

8 Transport Proposals

Introduction

- 8.1 Current transport schemes that have been approved by the Council as the Highway Authority and those which are also included in the current Local Transport Plan programme are listed in the later Strategic Highway Routes and Strategic Band of Interest chapter, but they are not proposals open to preferred options consultation. This is because they are proposals that have been considered through a process separate to the development plan and have had or will have their own public engagement process. However, new highway scheme proposals that have been put forward through the development plan process are considered here. If supported by the Council they can then be proposed for inclusion in the Local Transport Plan.
- 8.2 The combined impact of the proposed development allocations (identified in this document for consultation) on the strategic highway network and the local highway network have been considered and a statement is included in the Public Transport and Strategic Highway routes chapter.
- 8.3 Access to good public transport services is a very important factor in assessing development proposals including regeneration projects and continued improvements to public transport provision is also vital for the successful operation of the strategic and local transport networks in the future. Infrastructure and service proposals for public transport are not subject to this public consultation, but a short account of recent improvements and future proposals in Wakefield District is given in the later Public Transport Highway Networks and Strategic Highway Routes chapter 11.

Proposed New Transport Schemes

Do you agree with the selection of the sites listed below as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

IN ACCORDANCE WITH POLICY CS9 OF THE CORE STRATEGY SUBMISSION DOCUMENT THE FOLLOWING ROUTE IS SAFEGUARDED FOR CANAL RESTORATION AND IDENTIFIED ON THE REFERENCE MAPS.

8.4 PREFERRED OPTIONS

WALTON

TS W101

BARNESLEY CANAL RESTORATION

An authoritative study has found that the restoration of the canal from the River Calder to the River Don is feasible, but at very high cost. The study dealt with economic, environmental, and managerial matters and considered both costs and benefits. The restoration is likely to be undertaken incrementally over a long period. The study illustrated that its implementation could be substantially progressed within the plan period. If the opportunity were not taken to safeguard the route from development, the feasibility of implementing a scheme at any time in the future could be undermined by new development taking place across the proposed line. As detailed restoration schemes for sections are proposed, environmental impact assessments will as necessary

be required to accompany planning applications and environmental impacts will need to be satisfactorily mitigated. Parts of the proposed route of the canal are designated SSSI, Local Nature Reserves, adjoining proposed ancient woodland and proposed WNAs.

A corridor up to 50m wide, 25m either side the centre-line of the route is safeguarded from development. The more exact and necessary corridor width at any particular point on the route will be determined in consultation with the Barnsley Canals Consortium and the Barnsley Dearne and Dove Canals Trust as development proposals arise.

8.5 REJECTED OPTIONS

KNOTTINGLEY

TS N120

KNOTTINGLEY RELIEF ROAD

9 Environment & Open Land Proposals

Introduction

- 9.1 The following sections are concerned with environmental and open land subjects. Theme 4 of the Core Strategy submission document, amongst other matters, deals with protecting and enhancing landscapes and wildlife habitats, and maintaining green belt. Policies CS10, CS11 and CS12 apply to the proposals in the following sections on biodiversity, green belt and open land in the built-up area. Theme 5 of the document covers resource management and Policy CS16 applies to the mineral resources protection proposals described below. Development Policy D6 applies to the proposed Protected Areas of Search safeguarded land, and Development Policy D33 deals with contaminated land and reclamation.

Protection of Bio-Diversity

- 9.2 The policies which will be applied to all designated sites for ecological and geological conservation in the district are set out in the Core Strategy and Development Policies submission documents. The Council is currently considering designating seven new Local Nature Reserves (LNRs). These will be subject to ecological surveys and designation by the Council through a separate process from the LDF. The candidate LNRs are identified in the following Ancient Woodland (AW) and Wakefield Nature Areas (WNAs) designation lists. If these sites are designated they will be shown on the Reference Maps as LNRs, otherwise they will remain as AW and WNAs.

ANCIENT WOODLAND

- 9.3 Ancient Woodland is defined as an area that has been wooded continuously since 1600 AD. Ancient Woodland is particularly valuable for its biodiversity because of its longevity and is identified in the Wakefield District Biodiversity Action Plan. Once lost Ancient Woodland cannot be recreated. Consequently development which would destroy or damage areas of Ancient Woodland will not be permitted unless there are overriding exceptional circumstances. Areas of Ancient Woodland are shown on the Reference Maps. Development Policy D13 sets out the Council's policy for protecting trees and Ancient Woodland, and Policies D10 and D12 shall also be applied where appropriate.

Do you agree with the selection of the sites listed below as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

9.4 PREFERRED OPTIONS

OTHER

AW 01

ACKTON PASTURE & HOUGHTON WOODS, CASTLEFORD Houghton Wood to the north of the M62 is a candidate LNR

AW 02

HAGG WOOD & THE SNIPERY, HEMSWORTH

AW 03

PRIORY WOOD, NOSTELL

AW 04

LOW WOOD, KIRKTHORPE

AW 05

NEW HALL, STONY CLIFFE & PERKIN WOODS, NETHERTON

AW 06

DIAL WOOD, NEW HALL, MIDGLEY

AW 07

BANK WOOD, MIDGLEY

AW 08

BENTLEY SPRING, WEST BRETTON

AW 09

BULLCLIFF NORTH WOOD, WEST BRETTON

AW 10

BULLCLIFF WOOD, WEST BRETTON

AW 11

JENKIN WOOD, WEST BRETTON

AW 12

GATE ROYD WOOD, WOOLLEY

AW 13

WOOLLEY EDGE, WOOLLEY

AW 14

TOTTY SPRING, WOOLLEY

AW 15**JOBSON WOOD, WOOLLEY****AW 16****WINDHILL WOOD, WOOLLEY****AW 17****SECKAR WOOD, NEWMILLERDAM****AW 18****NEWMILLERDAM WOODS, NEWMILLERDAM****AW 19****NOTTON PARK WOOD, NOTTON****AW 20****HAW PARK WOOD, WALTON****AW 21****BROCKADALE WOOD, WENTBRIDGE****WAKEFIELD NATURE AREAS**

- 9.5 The Council has designated Wakefield Nature Areas (WNAs) which are sites of local wildlife value containing habitats and species identified in the The Wakefield District Local Biodiversity Report. Wakefield Nature Areas are shown on the Proposals Maps. Development Policy D10 sets out the Council's policy for protecting Wakefield Nature Areas, and Policies D11, D12 and D13 shall also be applied where appropriate.

Do you agree with the selection of the sites listed below as preferred options?

Do you agree with the omission of the sites listed as rejected options?

Do you have alternative proposals?

9.6 PREFERRED OPTIONS**WAKEFIELD****WNA 38****LUPSET GOLF COURSE, WAKEFIELD**

WNA 42

ASHFIELDS & HALF MOON, KIRKTHORPE, WAKEFIELD

WNA 50

KETTLETHORPE WOOD, CRIGGLESTONE

CASTLEFORD

WNA 04

HEALDFIELD QUARRY, CASTLEFORD

WNA 05

STANSFIELD ROAD, CASTLEFORD

WNA 06

SMAWTHORNE MARSH, CASTLEFORD

PONTEFRACT

WNA 14

HAREWOOD PARK, PONTEFRACT

WNA 15

ORCHARD HEAD, PONTEFRACT

FEATHERSTONE

WNA 12

RAILWAY, FEATHERSTONE

KNOTTINGLEY (inc FERRYBRIDGE)

WNA 17

PARK BAULK QUARRY, KNOTTINGLEY

STANLEY / OUTWOOD

WNA 35

LOFTHOUSE COLLIERY, OUTWOOD, WAKEFIELD

ACKWORTH (MOOR TOP)

WNA 22

HESSLE & BRACKENHILL COMMONS, ACKWORTH

UPTON

WNA 24

UPTON COLLIERY AND RAILWAY CUTTING This site is a candidate LNR

OTHER

WNA 01

FRYSTON PARK, CASTLEFORD

WNA 02

FRYSTON COLLIERY, CASTLEFORD

WNA 03

WHELDALE, CASTLEFORD

WNA 07

WELL WOOD, CASTLEFORD This site is a candidate LNR

WNA 08

GOOSEHILL COMMON, NORMANTON

WNA 09

RAILWAY SIDINGS, NORMANTON

WNA 10

ALTOFTS INGS, NORMANTON

WNA 11

PONTEFRACT PARK, PONTEFRACT This site is a candidate LNR

WNA 13

COBBLERS LANE, PONTEFRACT

WNA 16

LEYS LANE, KNOTTINGLEY

WNA 18

FITZWILLIAM COUNTRY PARK, HEMSWORTH This site is a candidate LNR

WNA 19

ELLIS LAITHE, COLD HIENDLEY

WNA 20

BARNSLEY CANAL, COLD HIENDLEY

WNA 21

SOUTH HIENDLEY COMMON

WNA 23

BULLCARR MIRES & POTHILLS MARSH, UPTON

WNA 25

WALTON WOOD, UPTON

WNA 26

BARNSDALE A1M JUNCTION

WNA 27

JOHNNY BROWN'S COMMON, SOUTH ELMSALL

WNA 28

HULL TO BARNSLEY RAILWAY, SOUTH ELMSALL

WNA 29

FRICKLEY COLLIERY, SOUTH ELMSALL

WNA 30

SOUTH KIRKBY COLLIERY TIP

WNA 31

MUTTON FLATTS, SOUTH KIRKBY

WNA 32

MANFACE QUARRY, SOUTH KIRKBY

WNA 33

SOUTH KIRKBY FORT

WNA 34

NEWMARKET SILKSTONE COLLIERY, STANLEY, WAKEFIELD

WNA 36

LINDALE HILL QUARRY, WRENTHORPE

WNA 37

ALVERTHORPE MEADOWS, WRENTHORPE This site is a candidate LNR

WNA 39

STANLEY FERRY FLASH, WAKEFIELD

WNA 40

PARKHILL, EASTMOOR, WAKEFIELD

WNA 41

SOUTHERN WASHLANDS, WAKEFIELD

WNA 43

ROUNDWOOD, OSSETT

WNA 44

STORRS HILL QUARRY, OSSETT

WNA 45

SOAP TIP, CALDER BRIDGE, WAKEFIELD

WNA 46

BRITISH OAK, CALDER GROVE, WAKEFIELD

WNA 47

HORBURY LAGOONS

WNA 48

THE WYKE, HORBURY

WNA 49

PUGNEYS COUNTRY PARK, WAKEFIELD

WNA 51

KETTLETHORPE SHAFT, CRIGGLESTONE

WNA 52

PAINTHORPE PLANTATION, CRIGGLESTONE

WNA 53

NEWMILLARDAM

WNA 54

NEWMILLARDAM COUNTRY PARK

WNA 55

WARMFIELD COMMON, NORMANTON

WNA 56

HELL LANE RAILWAY CUTTING, WARMFIELD, NORMANTON

WNA 57

HEATH COMMON, WAKEFIELD

WNA 58

SHARLSTON COMMON, WAKEFIELD

WNA 59

WALTON COLLIERY NATURE PARK This site is a candidate LNR

WNA 60

WALTON PARK

WNA 61

BRICKYARD PLANTATION & HAW PARK BECK, WALTON

WNA 62

HAW PARK POND, WALTON

WNA 63

HARE PARK WOOD, WALTON

WNA 64

MOORHOUSE LANE PONDS & RAILWAY, WINTERSETT, COLD HIENDLEY

WNA 65

ANGLERS COUNTRY PARK, WINTERSETT, COLD HIENDLEY

WNA 66

STOCKSMOOR COMMON, MIDGLEY

WNA 67

BULLCLIFF, WEST BRETTON

WNA 68

CALDER DRIFT COLLIERY, WEST BRETTON

WNA 69

BRETTON COUNTRY PARK, WEST BRETTON

WNA 70

EMROYD COMMON, MIDDLESTOWN

WNA 71

LOWER SPRING WOOD, MIDGLEY

WNA 72

HARTLEY BANK WOOD, NETHERTON

WNA 73

PITS BECK WOOD, NETHERTON

WNA 74

BUSH WOOD, HAVERCROFT

WNA 75

HAVERCROFT COMMON

WILDLIFE HABITAT NETWORK

WILDLIFE HABITAT NETWORK

The Wildlife Habitat Network connects designated sites of ecological and geological conservation and habitats listed as Biodiversity Action Plan priorities such as watercourses, woodland, natural and semi-natural areas. The creation of the Wildlife Habitat Network is intended to prevent further fragmentation of ecological resources within the District. The network will allow migration, dispersal and genetic exchange of species in the wider environment, and includes links to adjoining districts. Within this network nature conservation interests will be protected and opportunities taken to restore and enhance existing habitat, create new priority habitats and manage the landscape to improve both biodiversity and landscape quality. Policy D12 of the Development Policies Submission Document sets out the Council's policy for protecting the Wildlife Habitat Network and designated areas are shown on the Reference Maps.

Do you agree with the extent of the Wildlife Habitat Network shown on the Reference Maps ?

Do you have alternative proposals?

Green Belt

- 9.7 The main purpose of the Wakefield district Green Belt is to keep land open and free from development to maintain the character and identity of individual settlements and to make a clear distinction between town and country, in support of spatial objective 9. The spatial development strategy aims to create sustainable communities by concentrating new development in urban areas and local service centres. The Green Belt's role is to help reinforce this strategy by strictly controlling development in the open countryside. The policy approach is explained in the Core Strategy and Development Policies Submission Documents and PPG2
- 9.8 Advances in mapping techniques now enable the Green Belt boundary to be transferred from the small scale UDP Proposals Maps to large scale digital maps for the LDF. In making the transfer the Green Belt boundary has not been reviewed but where possible efforts have been made to ensure it follows a suitable, recognised feature on the ground such as a road, track, footpath, stream or hedgerow on the latest Ordnance Survey base map. The precise line of the Green Belt boundary follows the urban side of the boundary line as shown on the reference maps.
- 9.9 The Green Belt policies CS12 & D34 and Rural Housing policy D2 of the Core Strategy Submission Document and Development Policies Submission Document state the Green Belt policy approach across the District and should be read in conjunction with PPG2. Accordingly the extent of the Green Belt will be shown on the Proposals Map and is shown for information on the accompanying reference maps
- 9.10 Major Developed sites in the Green Belt are substantial sites which may be redundant or in continuing use. Within these defined sites limited infilling or redevelopment is not inappropriate development

GREEN BELT SETTLEMENTS

GB

GREEN BELT SETTLEMENTS

Green Belt settlements, within which Green Belt development policies will apply, are identified in the Development Policies Submission Document. Their proposed boundaries are defined on the Reference Maps.

Do you agree with the boundaries of the Green Belt settlements shown on the Reference Maps?

Do you have alternative proposals?

MAJOR DEVELOPED SITES

IN ACCORDANCE WITH POLICIES CS12 AND D34 OF THE CORE STRATEGY AND DEVELOPMENT POLICIES SUBMISSION DOCUMENTS, THE FOLLOWING SITES ARE IDENTIFIED AS MAJOR DEVELOPED SITES IN THE GREEN BELT:

9.11 PREFERRED OPTIONS

PONTEFRACT

MDS N145

NEW COLLEGE PARK LANE

NORTH FEATHERSTONE

MDS N144

ST WILFRED'S CATHOLIC HIGH SCHOOL

OTHER

MDS ACK43

ACKWORTH SCHOOL

MDS ACK44

FORMER ACKWORTH COLLIERY

MDS SWR42

BRETTON HALL

REJECTED OPTIONS

HALL GREEN

MDS W39

LAND AT BOYNE HILL

OTHER

MDS SE78

SOUTH ELMSALL WASTE WATER TREATMENT WORKS

MDS W109

MITCHELL LAITHES WASTE WATER TREATMENT WORKS

MDS W110

HORBURY WASTE WATER TREATMENT WORKS

Do you agree with the selection of the sites listed above as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

NEWLY PROPOSED GREEN BELT

IN ACCORDANCE WITH POLICIES OF THE CORE STRATEGY AND DEVELOPMENT POLICIES DPDs SUBMISSION DRAFTS THE FOLLOWING AREAS ARE PROPOSED TO BE GREEN BELT:

The review of PAS land led to two areas being identified as proposed additions to the Green Belt

9.12 PREFERRED OPTIONS

HEMSWORTH

GB SE31

EAST OF THE RAILWAY, HEMSWORTH

This proposal will safeguard land for Green Belt purposes. The UDP PAS area safeguarded land for possible employment development use but in an isolated greenfield location. It is not appropriate as an employment location other than possibly warehousing and there is no requirement for this use in view of the RSS position. There are exceptional circumstances for including this land in the Green Belt.

KNOTTINGLEY / FERRYBRIDGE

GB N112

WEST INGS LANE, KNOTTINGLEY

This proposal will safeguard land for Green Belt purposes. Realigned flood defences are exceptional circumstances for reviewing and amending the Green Belt boundaries. Housing is no longer suitable as a long term use.

9.13 REJECTED OPTIONS

THERE ARE NO REJECTED OPTIONS

Do you agree with the selection of the sites listed above as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

GB

Green Belt Boundary

Advances in mapping techniques now enable the Green Belt boundary to be transferred from the small scale UDP Proposals Maps to large scale digital maps for the LDF. In making the transfer the Green Belt boundary has not been reviewed but where possible efforts have been made to ensure it follows a suitable, recognised feature on the ground such as a road, track, footpath, stream or hedgerow.

The precise line of the Green Belt boundary follows the urban side of the boundary line as shown on the Reference Maps. This work using the latest map base led to the three following significant areas being identified as proposed additions to the Green Belt. These are regarded as exceptional circumstances in which the Green Belt boundary should be changed. The proposed Green Belt is identified on the Reference Maps.

9.14 PREFERRED OPTIONS

ACKWORTH MOOR TOP

GB SE82

QUARRY VIEW, ACKWORTH

GB SE84

KINGS CLOSE, ACKWORTH

HIGH AND LOW ACKWORTH

GB SE83

WESTFIELD GROVE, LOW ACKWORTH

9.15 REJECTED OPTIONS

THERE ARE NO REJECTED OPTIONS

Do you agree with the selection of the sites listed above as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

AREAS TO BE EXCLUDED FROM THE GREEN BELT

9.16 PREFERRED OPTIONS

KNOTTINGLEY / FERRY BRIDGE

GB N125A

LAND AT FERRY BRIDGE POWER STATION

The creation of an employment zone on part of the operational land at Ferry Bridge Power Station for power generation and associated uses only has resulted in the need to revise the Green Belt boundary. The current Green Belt boundary as it crosses this site follows no physical features. It is proposed instead that the boundary

follows the line of the newly constructed A1M. The need to create a special employment zone to encourage investment and the completion of the new road are considered to be exceptional circumstances that warrant the Green Belt revision.

9.17 REJECTED OPTIONS

THERE ARE NO REJECTED OPTIONS

Do you agree with the selection of the sites listed above as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

Protected Area of Open Land

9.18 The objectives and concept of Green Belts, as set out in PPG2 and the Green Belt section of the Core Strategy Submission Document (CS12), require that Green Belt designation should be applied to continuous areas of open countryside surrounding or enclosing a built-up area. It is therefore inappropriate to apply Green Belt designation to areas of land included within the built-up area. Where these are intended to be protected from development, a similarly restrictive policy may be applied, however, as provided in Core Strategy Submission Document Policy CS11. Such areas will be protected by the Planning Authority on the same basis as Green Belt, but not formally designated as such for the reasons given above and in the Submission Document.

Do you agree with the selection of the sites listed below as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

POLICY CS11 OF THE CORE STRATEGY SUBMISSION DOCUMENT SHALL APPLY TO THE FOLLOWING AREA WHICH WILL BE IDENTIFIED AS 'OPEN LAND IN THE BUILT-UP AREA' AND SHOWN ON THE REFERENCE MAPS:

9.19 PREFERRED OPTIONS

WAKEFIELD

OL NWS44

WRENTHORPE VALLEY

9.20 REJECTED OPTIONS

THERE ARE NO REJECTED OPTIONS

Protected Areas of Search for Long Term Development

9.21 PROTECTED AREAS OF SEARCH FOR LONG TERM DEVELOPMENT (Safeguarded Land)

9.22 There are certain areas on the periphery of urban areas which are not allocated for development in the Plan but which are not considered appropriate either for inclusion in the Green Belt. They act as areas to help protect green belt from development by being contingency areas to be considered for development. These areas are designated 'Protected Areas of Search for Long Term Development'. An explanation of this approach is contained in the safeguarded land section (policy D6) of the Development Policies Submission Document. Protected areas of search are shown on the reference maps.

Do you agree with the selection of the sites listed below as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

POLICY D6 OF THE DEVELOPMENT POLICIES SUBMISSION DOCUMENT SHALL APPLY TO THE AREAS SHOWN AS PROTECTED AREAS OF SEARCH FOR LONG TERM DEVELOPMENT ON THE REFERENCE MAPS:

9.23 PREFERRED OPTIONS

WAKEFIELD

PAS NWS45

REAR OF MILTON CRESCENT, SNAPETHORPE (W99)

PAS NWS47

STANLEY HALL

CASTLEFORD

PAS CAS39

LAND ADJOINING WELL WOOD

PAS CAS40

EAST OF WATLING ROAD

PONTEFRACT

PAS N51B

ACKWORTH ROAD / HARDWICK ROAD

PAS PNT43

LAND EAST OF COBBLERS LANE

PAS PNT44

LAND NORTH OF MOOR LANE, CARLETON

FEATHERSTONE

PAS FTH23

NORTH OF PONTEFRACT ROAD

HEMSWORTH

PAS HEM39

LAND AT COMMON END

KNOTTINGLEY / FERRYBRIDGE

PAS KNT24

SPRINGFIELDS, KNOTTINGLEY

PAS KNT25

COMMON LANE, WEST OF SOUTHMOOR LANE, KNOTTINGLEY

PAS N131

COMMON LANE

PAS N132

WEELAND ROAD

NORMANTON / ALTOFTS

PAS NOR25

NORTH AND EAST OF ASHFIELD

PAS NOR26

ALTOFTS HALL FARM

OSSETT

PAS OH17

STORRS HILL(W97)

SOUTH ELMSALL / SOUTH KIRKBY

PAS SE53

LAND OFF LANGTHWAITE LANE, SOUTH KIRKBY

PAS SE59

ROWLEY LANE, SOUTH ELMSALL

PAS SE61

COMMON ROAD, SOUTH KIRKBY

STANLEY / OUTWOOD

PAS NWS46

FORMER LOFTHOUSE COLLIERY SITE (W7)

CROFTON

PAS W43C

SOUTH OF BEDFORD AND HILL TOP FARMS

FITZWILLIAM / KINSLEY

PAS HEM37

WAKEFIELD ROAD, KINSLEY

HALL GREEN

PAS SEW35

LAND NORTH OF HOLLINGTHORPE ESTATE, HALL GREEN

SOUTH HIENDLEY

PAS HEM38

ORCHARD DRIVE

STREETHOUSE

PAS FTH24

LAND EAST OF STREETHOUSE

UPTON

PAS SE77

SHEEPWALK LANE

WALTON

PAS WCS34

WATERWAYS LAND

PAS WCS35

GROVE HOUSE FARM

9.24 REJECTED OPTIONS

WAKEFIELD

PAS NWS48

NORTH OF RUSKIN AVENUE

PAS SEW34

DURKAR LANE, CRIGGLESTONE

PONTEFRACT

PAS PNT40

ACKWORTH ROAD / HARDWICK ROAD

PAS PNT42

LAND BETWEEN KNOTTINGLEY ROAD AND FERRYBRIDGE ROAD

KNOTTINGLEY / FERRYBRIDGE

PAS KNT23

WEST INGS LANE

NORMANTON / ALTOFTS

PAS N113A

NORTH AND EAST OF ASHFIELD

PAS N114A

ALTOFTS HALL FARM

CROFTON

PAS WCS32

SANTINGLEY LANE

OTHER

PAS HEM40

EAST OF RAILWAY, HEMSWORTH (SE31)

Land Reclamation

9.25 In the past the environment of much of the district has been damaged by coal mining and other industrial activity which have left a legacy of pollution, contamination and dereliction. However, much has been done to rectify this in recent years. Dereliction has been cleared, land restored and new environmental assets like Anglers and Pugneys Country Parks have been created. Much remains to be done but there is a growing appreciation by residents and visitors of the character and quality of the local landscape, and the need to protect important features.

Do you agree with the selection of the sites listed below as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

9.26 **IN ACCORDANCE WITH POLICY CS16 OF THE CORE STRATEGY AND D33 OF THE DEVELOPMENT POLICIES SUBMISSION DOCUMENTS THE FOLLOWING AREAS OF LAND, SHOWN ON THE REFERENCE MAPS ARE PROPOSED FOR RECLAMATION WITHIN THE PLAN PERIOD:**

9.27 **PREFERRED OPTIONS**

CASTLEFORD

LR CAS41

FORMER FRYSTON AND WHELDALE COLLIERIES AREA

PONTEFRACT

LR N147

FORMER PRINCE OF WALES COLLIERY YARD AND TIP

SOUTH ELMSALL / SOUTH KIRKBY

LR EMS67

FORMER FRICKLEY COLLIERY

STREETHOUSE

LR W129

FORMER SHARLSTON COLLIERY

9.28 **REJECTED OPTIONS**

THERE ARE NO REJECTED OPTIONS

Mineral Safeguarding Areas

- 9.29 Mineral reserves are relatively scarce in the district and Wakefield relies on imports from other areas for the majority of aggregate minerals used. It is important that known mineral resources are not sterilised by other forms of development.
- 9.30 The LDF will protect permitted reserves (Mineral Reserves) and also safeguard known economically viable deposits of minerals, other than open-castable coal, from sterilisation for future working (Mineral Safeguarding Areas). Non-aggregate mineral resources occur mainly in areas designated Green Belt and this will generally achieve the degree of protection required. However, certain uses acceptable under Green Belt policy could prejudice the possibility of mineral extraction (for example, uses involving new buildings) so a specific designation will be used on the LDF proposals maps to denote protected resources as Mineral Safeguarding Areas (MSAs). Mineral reserves by definition have been granted planning permission and therefore they are not presented in this chapter for preferred options public consultation. Instead they are listed in the "Designations Not Open to Preferred Options Consultation" chapter (see 11.37).

9.31 The following areas of protection prevent mineral resources being sterilised by non-mineral development. However, there is no presumption that mineral resources defined in MSAs will be worked.

Do you agree with the selection of the sites listed below as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

POLICY CS16 OF THE CORE STRATEGY SUBMISSION DOCUMENT WILL PROTECT THE FOLLOWING AREAS WHICH ARE SHOWN ON THE REFERENCE MAPS AS MINERAL SAFEGUARDING AREAS:

9.32 PREFERRED OPTIONS

MSA N150

SOUTH KNOTTINGLEY / DARRINGTON - *LIMESTONE*

MSA NOR5

GREENFIELD ROAD, SOUTH OF ALTOFTS - *CLAY*

MSA W61

STANLEY FERRY, WAKEFIELD - *SAND AND GRAVEL*

MSA W84

THE WYKE, HORBURY - *SAND AND GRAVEL*

9.33 REJECTED OPTIONS

MSA N95

LAND AT LEYS LANE, KNOTTINGLEY - *LIMESTONE*

MSA NOR3

BIRKWOOD LOCK, WEST OF ALTOFTS - *SAND AND GRAVEL*

MSA PNT5

DARRINGTON LEYS - *LIMESTONE*

10 Special Policy Areas

Introduction

- 10.1 Certain areas in the Plan are considered suitable for more than one use, or need to be developed in the context of a primary use supported by ancillary or complementary uses. Such areas are designated Special Policy Areas in accordance with policy of the Core Strategy and Development Policies DPD Submission Draft.
- 10.2 Areas which are considered to warrant the preparation of Supplementary Planning Documents are referred to within the text accompanying the specific allocations. Supplementary Planning Documents may also be prepared for other allocations, major development areas and areas of conflicting or incremental development proposals, as such proposals arise or appear imminent. These may need to take priority over those specifically referred to in the Plan.

Special Policy Areas

Do you agree with the selection of the sites listed below as preferred options?

Do you agree with the omission of the sites listed as rejected options?

These sites are identified on the reference maps in chapter 13.

Their assessment including reasons and comments for their selection or rejection is given in the Options Assessment Tables Technical Paper which is available with this report.

Do you have alternative proposals?

IN ACCORDANCE WITH THE SPATIAL DEVELOPMENT STRATEGY AND IN PARTICULAR POLICIES CS1, CS2 AND CS8 OF THE CORE STRATEGY SUBMISSION DOCUMENT, THE FOLLOWING SITES ARE DESIGNATED SPECIAL POLICY AREAS AND ARE SHOWN ON THE REFERENCE MAPS:

10.3 PREFERRED OPTIONS

WAKEFIELD

SPA NWS64

JUNCTION 40, DEWSBURY ROAD (W111)

The site in total amounts to approximately 36 Hectares and will be developed for industrial or business uses (restricted to Class B1, B2, and B8 uses) together with landscaping and open space uses, particularly around the perimeter of the site, with special attention along the Dewsbury Road frontage. Development will, as far as possible, take account of the topography of the area, thus reducing its impact. Public access will be increased by the creation of new footpath and cycle track links, particularly along the northern boundary and in the north west corner of the site where the lines of former railways marking the boundaries of the site meet.

Development of the site was dependent on the construction of a new link road from Dewsbury Road at Queens Drive to Flanshaw Way at the developers expense together with possible improvement measures to Dewsbury Road, the M1 Junction 40 and certain junctions on Flanshaw Lane. This alleviated local traffic problems associated with Flanshaw Industrial Estate. No surface water will discharge to Flanshaw Beck without substantial improvement works. Development will also require comprehensive flow balancing. A planning obligation will be required to offset the impact of new development within the AQMA. An archaeological evaluation will be required. A development brief was prepared and approved by the Council to guide the design and layout of the proposal.

Planning permission for a business park comprising business, general industry, warehousing, food and drink and hotel uses has been granted and many phases of development have been completed. The majority of the allocation site now has planning permission. The development of a B1 light industrial area as a buffer to the adjoining housing allocation is proposed together with a required 2 hectare natural area. The impact of additional traffic at Junction 40 will need to be fully assessed and a travel plan for the whole site will be necessary. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

SPA NWS65

LAND AT SNOWHILL (W1A)

The draft development plan recognises the strategic location of this area to the north of Wakefield City Centre on the approach from junction 41 of the M1 motorway. In accordance with the Unitary Development Plan's proposal for a strategic business park, substantial employment development has taken place at Paragon Business Park and outline planning permission has been granted which facilitates continued expansion of B1 employment uses within the area. Beyond this commitment, employment proposals suitable for a town centre location will not be acceptable (in accordance with PPS6). The extensive potential remaining areas for development within the Special Policy Area are primarily greenfield land within the urban area, but the District Council's offices site is a brownfield site in the south of the area which is the closest part to the city centre.

It is proposed that the Special Policy Area accommodates a mixed use development of housing, employment and ancillary uses. It is estimated that the area could accommodate of the order of 1200 housing units. A green landscape buffer adjacent to the A650 will be maintained. In relation to phasing of housing development, the development of brownfield land and land closest to the city centre should precede the housing development of greenfield land. The need for and feasibility of a 'park and ride' facility in relation to firstly the development of the Special Policy Area and secondly the contribution to parking provision for the city centre is currently being investigated. If this proposal is progressed, together with the North Wakefield Gyratory System, it will be known as The North Wakefield Gateway. Constituent development proposals that are in accordance with the Special Policy Area proposals will be required to make a financial contribution toward local highway network improvements. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

A masterplan for the development of the Special Policy Area is being prepared by the Paragon Business Park developers with the involvement of the local community.

The site lies within the Wakefield City AQMA and therefore an air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. A transport assessment crucially incorporating a travel plan will be required as part of any planning applications for comprehensive or substantial development in this area. Proposals will need to demonstrate that they are not prejudicial to the comprehensive development of the Special Policy Area.

SPA SEW50

JUNCTION 39 - "CALDER PARK"

This site has been identified for a High Technology/Business Park which will be expected to incorporate on a comprehensive basis, high quality buildings, landscaping and associated open space/leisure facilities with public access. Although the site in total amounts to approximately 56.6 hectares (140 acres) only 40 hectares (100 - 110 acres) nearest to Junction 39 of the M1 will be given over to the Business Park itself. Within the area, the buildings will not occupy more than 12 - 25% of the site depending on the range and mix of single and two storey development.

In addition the Authority considers that the full benefits of this development will only be achieved if any proposal also embraces all of the area of Green Belt between the Special Policy Area and the river. The Authority will seek to secure a scheme, which also includes this larger area, and to negotiate a planning obligation securing its future as an open space/recreational facility compatible with its Green Belt designation.

The open space / leisure facility element will be developed in tandem with the Business Park and must be shown to include a substantial element of "public access" particularly adjacent to the River.

Outline planning permission was granted in October 2003 for a total of 140,000 sq metres floorspace for office use subject to conditions requested by the Environment Agency to protect washland from development and to secure the completion of a flood barrier. The flood defence works have now been completed. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services. Currently there are very poor public transport links.

CASTLEFORD

SPA CAS63

FORMER GLASSHOUGHTON COLLIERY, COKING WORKS AND SPOIL TIP SITE (N71)

Much of this site has been developed and is operational and these are not preferred options: like other parts that have been granted planning permission and may be under construction, they are commitments. To the east of the railway line, major completed and committed developments include a retail outlet centre, a ski and leisure complex, a DIY superstore and a college of further education. To the west of the railway line a park and ride railway facility and office developments are the prime completed developments. Here a recent proposal has been granted planning permission for a community stadium and associated uses that could accommodate Castleford Tigers Rugby League Club, and a hotel and offices uses complete proposals on this side of the railway. The proposal includes a new road passing through the green belt. The remainder of the former colliery tip area has been restored to open space use. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

Housing units will not be included in any flood zone 3 parts of the site. Contaminated land and landfill gas issues will be addressed in accordance with PPS23.

SPA N9

CASTLEFORD RIVERSIDE

The primary purpose of this Special Policy Area designation is to facilitate initiatives to regenerate the eastern part of Castleford. This is a very extensive area of land to the east of Castleford town centre having within it the partly reclaimed former Wheldale and Fryston Colliery sites, the former C6 Solution chemical plant, tracts of land affected by shallow sand workings and pockets of previously demolished residential areas, all of which have the potential to be redeveloped once necessary remediation has taken place. The area is identified in the Urban Renaissance Strategic Development Framework as key to the wider regeneration of Castleford town centre and neighbouring residential areas and thus the regeneration of Castleford as a whole. Any future development should reflect the local aspirations and quality design principles as laid down in both the Five Towns Strategic Development Framework (SDF) and the Wakefield District Community Strategy. This area, and in particular the former colliery sites and chemical plant, is ideally suited to mixed use development including the provision of public open space, local leisure facilities and the creation of platforms for both residential and industrial / commercial development opportunities.

Overall principles guiding the development of this key regeneration location should include :

- Encouraging sustainable modes of transport
- Improving public transport links
- Improving connectivity to town centre, adjacent residential areas and the surrounding green open spaces
- Enhancing the long term sustainability of existing residential areas
- Enhancement to existing or provision of new community facilities as identified by local community groups
- Provision of employment opportunities to replace jobs lost through closures of collieries and chemical plant

- Being sympathetic to adjacent Regional Nature Reserve.
- Taking full account of areas susceptible to flooding.

Development proposals in the Fryston and Wheldale areas will be in accordance with the approved masterplan prepared by the Homes and Communities Agency (formerly English Partnerships) in conjunction with Wakefield MDC.

Development of the former C6 Solution site and the Castleford Tigers ground site primarily for housing use are included in the Castleford Riverside Special Policy Area preferred option subject to the development proposals being in accordance with PPS25 and in particular meeting the sequential and exception tests. This will be determined prior to the submission of the draft Development Plan Document. Further housing development in the Special Policy Area is proposed at St Andrews Road, Fryston, Fryston Village, Pemberton Drive and Saxon Way. Employment development is proposed at the former Wheldale Colliery site and within the former C6 Solution site.

Within Health and Safety Executive Consultation Zones development will only be permitted if it is in accordance with policy D32.

All significant development proposals in the Special Policy Area will require an air quality impact assessment, mitigation measures and a financial contribution to a local action plan. The C6 Solutions site should incorporate a 2 hectare accessible green space.

In the eastern part of the area it would be appropriate to enhance the existing wildlife habitat and establish an area for nature conservation to complement Fairburn Ings Nature Reserve. An environmental buffer zone will be created adjacent to the River Aire which will incorporate (i) the functional floodplain, apart from the former colliery basin area (which could present an opportunity for waterways related development on the southern side of the basin) and (ii) land in the triangle bounded by the River Aire, the Castleford – Goole railway line and the easterly limit of the functional floodplain area. This land will be allowed to regenerate naturally, but with additional environmental enhancement which will be a requirement of the development of land north of the railway line at New Fryston.

Transport assessments or statements, as appropriate, will be required to assess in detail the impact on the local and strategic highway networks and, in the case of assessments, incorporating a travel plan. Financial contributions will be required towards highway alterations that may be part of a comprehensive transport strategy. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

The developments are likely to involve the Council working in partnership with private sector developers and government agencies to secure an adequate package of funding.

PONTEFRACT

SPA N1A

FORMER PRINCE OF WALES COLLIERY

The purpose of the Special Policy Area is to regenerate the area through the reclamation of the former colliery yard site and to bring about the most appropriate beneficial use of the area. UK Coal and Wakefield MDC are working in partnership to assist the delivery of this strategic sustainable urban development in Pontefract. A high quality mixed use development will be set within an attractive landscaped environment. This area comprising the former colliery yard and adjoining land, as identified on the Reference Map, lies in a strategic location on the edge of Pontefract on its approach from the M62 motorway and opposite the race course. It does not include any green belt areas. The proposed developments in this landmark project will be high quality mixed use incorporating housing, employment and ancillary facilities. A distinct relationship between the site and Pontefract Castle will be maintained through the development of a linear park running parallel to the existing railway line. Pedestrian and vehicular links with the town centre will be maximised and proposals will be co-ordinated with those for the Tanshelf area and the wider Pontefract Central Area Masterplan. The proposals for this site are in accordance with the Five Towns Strategic Development Framework where they are identified as a flagship project vital to the regeneration of Pontefract. They are also significant as development proposals within the Leeds City Region.

The scheme will incorporate a travel plan and highway works which are in accordance with planning policy and ensure an acceptable impact on both the local and strategic highway network. A noise assessment will be required. A financial contribution toward school provision will be required. The proposals will need to satisfactorily deal with contamination issues in accordance with PPS23. An air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. A tributary of Wash Dyke flows through the south of the site. No housing development will be located within flood zone 3 areas. There will be no increase in surface water run-off from the site and a SuDS scheme must be considered. Parts of the site warrant an archaeological evaluation. The setting of Pontefract Castle should not be adversely affected (eg by tall buildings). Substitute playing pitches to an equivalent standard will be required to be provided in the locality. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

FEATHERSTONE

SPA N91

LAND AT LISTER CLOSE

The purpose of this Special Policy Area designation is to contribute to the regeneration of the centre of Featherstone including proposals for the town centre. This area will be developed in conjunction with the town centre masterplan proposals and convenient pedestrian linkages to the adjoining town centre will be vital. This mixed use development will be accessed primarily from Wakefield Road. No built development will be situated in the part of the site that falls outside flood zones 1 and 2 and this will provide an opportunity for a landscaped and recreational use area on a primary approach to Featherstone town centre. amenity areas and a kick-about area will be retained in the proposal. The proposal will retain the existing residential area and in the western part of the area the B1 employment uses element of the mixed development will provide a buffer to the neighbouring industrial area on Wakefield Road. This is a good location in relation to current bus services.

A noise assessment will be required. In relation to air quality, a traffic impact assessment that investigates alternative routes away from central Featherstone will be required. The possibility of ground contamination will be investigated. A flood risk and run-off assessment will be required. The rate of discharge of surface water will be limited to the existing rate. SuDS shall be used to mitigate the impact of surface water drainage wherever possible. An archaeological evaluation may be warranted.

HEMSWORTH

SPA HEM61

LAND BETWEEN THE BUS STATION AND LITTLE HEMSWORTH (SE38)

This site encompassing part of the town centre and bounded by residential areas offers development opportunities that will make a significant contribution to the improvement and regeneration of the town. The proposals are intended to add to the existing facilities in the town centre, but do not involve wholesale redevelopment. The development will be progressed in line with prevailing Government guidance.

Retail development is proposed for the western end of the site, which requires significant traffic management and/or road improvement measures in the town centre together with environmental improvements. In relation to PPS6 the proposed retail area is within and on the edge of the town centre retail policy area. There are no better sites within the Retail Policy Area capable of accommodating expansion of retail facilities beyond those opportunities afforded by small-scale infill development. Retail impact and traffic impact assessments and an ecological survey were required. Part of the area is within the 1 in 100 year floodplain and development could not be considered without compensatory storage being provided. On site surface water balancing could allow discharge to adjacent sewers. Planning permission for a supermarket and community facilities including a replacement school, library and bus station has been granted.

KNOTTINGLEY (inc FERRYBRIDGE)**SPA N36A****KNOTTINGLEY RIVERSIDE**

This area is located alongside the canal at Ferrybridge / Knottingley and comprises the former RHP Bearings factory site, the Total Oil site, the former pottery site and land at North View. The mixed use proposal will comprise quality residential development, and leisure and business uses. This development will make a significant contribution to the renaissance of Knottingley and could add to the visitor attraction of the 5 Towns area. Wash Dyke flows into the Aire and Calder Navigation within this site. No residential units will be located within the parts of the site coinciding with flood zone 3. There should be no increase in surface water run-off. A SuDS scheme should be considered. The impact on the local highway network will need to be mitigated. A 2 hectare natural area should be retained. The possibility of ground contamination should be evaluated. Planning permission for residential use has been granted on the 'land at North View' part of the site. Within the area generally contamination issues will be dealt with in accordance with PPS23. A 20 metre buffer will be incorporated between new development and the watercourses. An archaeological evaluation will be required in the potteries area. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services.

NORMANTON (inc ALTOFTS)**SPA N86****NORMANTON STATION AREAS**

This Special Policy Area lies to the north of the existing town centre and extends to the railway line. Its purpose is to encourage further development investment in the town through infill development, refurbishment and primarily brownfield redevelopment. The proposed mixed development land uses include housing, offices and in appropriate locations retail development. Amenity greenspace will be incorporated in proposals. Housing accommodation should include a variety of type and tenure. There should be no increase in surface water run-off to Ashfield Beck. A SuDS scheme should be considered. A survey regarding the presence of bats will be required during preparation of any redevelopment proposals. Development proposals will require a noise assessment. In relation to air quality, a traffic assessment will be required to investigate alternative routes to the A655. Development proposals will need to address any contamination and landfill gas issues in accordance with PPS23. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services. It is a good location which is close to the station.

SOUTH ELMSALL / SOUTH KIRKBY**SPA SE10****WESTFIELD LANE IMPROVEMENT AREA, SOUTH ELMSALL**

This area covers large tracts of underused, vacant and other potential development and redevelopment areas adjacent to the proposed reclamation scheme at Frickley Colliery (including the former pit yard). A master planning exercise has been undertaken to look at how the development potential of this land, primarily for residential purposes, can achieve large scale regeneration benefits for South Elmsall as a whole. The Special Policy Area includes the sites on the north side of the railway that are proposed for housing development - Land off High Street (SE20) and Adjoining Station (SE41).

The master plan specifically identifies the potential for up to 850 dwellings within its defined boundary. Redevelopment on the Victor Street / Gordon Place site will involve the demolition of 202 dwellings. Such large scale development will have a major impact on infrastructure and existing facilities in the immediate area including education, sport and recreation, highways, and the town centre. The master plan addresses these

issues through the identification of discrete, essential and desirable projects. In addition, it sets out potential mechanisms to capture the investment in house-building through a combination of land receipts and section 106 agreements which will fund these projects and ensure that the new house-building will bring benefits to the wider local community.

Projects which are required to accommodate and deal with the impact of the potential housing development on infrastructure and facilities include:

- the replacement or extension of Carlton School which is currently at capacity;
- the provision of model allotments on the reclamation site in order to release the existing underused site for residential development;
- the development of a multipurpose community facility, possibly incorporating changing facilities for practice pitches on the adjoining reclamation site which are being provided for Frickley Athletic as part of their development plans;
- the junctions of Westfield Lane and Elmsall Hill with Barnsley Road will require signalisation to regulate flows to cater for the additional traffic (signalisation of Carleton Road and Barnsley Road may also be required); and
- improvements to existing housing stock.

In order to progress the master plan, it is proposed to separate the projects into discrete areas which would be subject to further detailed investigation and public consultation. These will include:

- a. The Countryside Park
- b. The development of School proposals
- c. Community facilities
- d. Transportation / Town Centres
- e. Housing Renewal – Housing Improvement Areas

The mechanism for progressing the implementation of the master plan could be to enter into partnership with a preferred developer or developers. Additional work will be undertaken to ensure that any such arrangement would ensure comprehensive development of the master plan. Detailed design briefs will be drawn up for various project areas identified in the Master Plan.

Housing units will not be included in any flood zone 3 parts of the site. There should be no increase in surface water run-off. SuDS schemes should be considered. Development proposals will need to address any contamination and landfill gas issues in accordance with PPS23. In relation to air quality, the impact on the B6422 will require an alternative travel assessment, and an air quality impact assessment, mitigation measures and a financial contribution to a local action plan will be required. A noise assessment will be required in areas close to the railway. The possibility of landfill gas migration will need to be investigated. The cottage hospital and air raid shelters associated with the former colliery may warrant recording or preservation. This is a large site that will have a significant impact on public transport and will need to be looked at in more detail for example regarding re-routing services or providing contributions to new services. Currently it is served by a poor bus service but it is close to two railway stations.

Housing Delivery

- 10.4 The total housing development capacity of the preferred options for Housing Allocations and Special Policy Areas across the district (including the Central Wakefield Area Action Plan Submission Document proposals) over the plan period to 2021 falls short of the Regional Spatial Strategy housing requirement for Wakefield district. The shortfall is approximately 1400 dwellings; for full details see the housing trajectory schedule in Appendix 5. This assumes there will be 1950 dwellings demolished in the period 2008/09-2020/21 (150 per annum x13 years).
- 10.5 At this Preferred Options stage it is anticipated that developers and landowners will propose additional housing development sites. Some of these may perform well in terms of the site selection assessment and some may be preferable to existing preferred options. Given the shortfall and the rapidly changing circumstances regarding growth in the Leeds City Region a revised preferred options report may be published in advance of the Site Specific Proposals submission document which will meet in full the RSS housing requirement for the district.

10.6 All preferred options sites have been assessed according to Government guidance on Strategic Housing Land Availability Assessments (SHLAA)⁽¹¹⁾. In summary the findings are as follows;

10.7 Deliverability/Developability

10.8 In all cases there are no known reasons for considering that any preferred options would not be developable. Where there are known to be, or it is considered that there may be access issues involving land owned by third parties, those sites have not been included in the deliverable category or phased for development before 2016.

10.9 Suitability

10.10 The Options Assessment Tables shows that all the preferred options have been assessed as suitable for development. They are not affected by policy restrictions and development is unlikely to suffer from any physical problems or limitations which cannot be sufficiently addressed by acceptable mitigation measures.

10.11 Availability

10.12 It has generally been assumed that because a site has been put forward, the intention is that it will be made available. However no comprehensive information is currently held from developers or landowners proposing development about whether sites are available or achievable. It is proposed that they will be contacted for confirmation of this and whether there are any legal, ownership or other impediments.

10.13 Achievability

10.14 In relation to whether a site is achievable, account has been taken of how rapidly a site is likely to be developed based upon its size. In some cases phasing is based upon phasing proposals in masterplans, or how far advanced proposals are that may be acceptable in principle. National and regional housing market conditions which are likely to have a fundamental effect on the rate of completion of sites cannot be anticipated and are not therefore taken into account.

Reference	Name of Site	Site Area (hectares)	Capacity	Housing Delivery	
				2007 - 2016	2016 - 2021
Wakefield Sub-Regional City					
NWS65	Land at Snowhill	65.09	1200	1050	150
Castleford Principal Town					
N9	Castleford Riverside	263.7	See Housing section - N42, N101, N115, N143, N151, N152.	see Housing section	see Housing section
Pontefract Principal Town					
N1A	Former Prince of Wales Colliery	75.10	840 (excl N1C & N1D - see Housing section - 927 in total)	528	312
Featherstone Urban Area					
N91	Land at Lister Close	21.06	150		150
Knottingley Urban Area					
N36A	Knottingley Riverside	12.47	30		30
Normanton Urban Area					

11 Strategic Housing Land Availability Assessments Practice Guidance, Department for Communities and Local Government, July 2007

Reference	Name of Site	Site Area (hectares)	Capacity	Housing Delivery	
				2007 - 2016	2016 - 2021
N86	Normanton Station Areas	12.70	400 (205 in plan period)		205
South Elmsall / South Kirkby Urban Area					
SE10	Westfield Lane Improvement Area	36.49	571 (excl SE20 & SE41 see Housing section - 679 in total)	491	80

Further housing provision is made in Housing Proposals - see section 4 of this document.

The full housing trajectory for the development of all sites across the district year by year, which demonstrates the feasibility of the proposals to meet district housing requirements, is given in Appendix 5.

10.15 REJECTED OPTIONS

WAKEFIELD

SPA W107A

LAND AT DEWSBURY ROAD, WAKEFIELD

PONTEFRACT

SPA N1B

FORMER PRINCE OF WALES COLLIERY SITE INCLUDING TIP AREAS IN THE GREEN BELT

SPA N1E

'GREEN BELT TRIANGLE' AT FORMER PRINCE OF WALES COLLIERY SITE

UPTON

SPA EMS59

SHEEPWALK LANE, UPTON (SE77)

11 Designations Not Open to Preferred Options Consultation

Introduction

11.1 Many designations shown on the reference maps are determined outside the process of preparing the LDF. Some, such as the strategic highway routes to be safeguarded, will reflect decisions and priorities in other programmes and strategies. Prior to being approved some may have been the subject of their own public engagement process. Many of these will be carried forward from the UDP First Alteration and updated as necessary to reflect the latest situation. They are incorporated in the preferred options report to provide further information about the context for making decisions on the options. These designations are commitments made through other processes and although they are shown on the reference maps and listed in the following sections, they are not preferred options on which comment is sought.

Sites of Special and Scientific Interest

OTHER

SSSI ACK28

WENTBRIDGE GRASSLAND (BROCKADALE)

SSSI ACK29

WENTBRIDGE INGS

SSSI EMS40

SOUTH ELMSALL QUARRY

SSSI SWR25

SECKAR WOOD, NEWMILLARDAM

SSSI SWR38

DENBY GRANGE PONDS & NEW HALL WOOD, NETHERTON

SSSI WCS26

NOSTELL BRICKYARD QUARRY, WRAGBY

Sites of Scientific Interest

HIGH AND LOW ACKWORTH

SSI ACK40

ST CUTHBERT'S POND, ACKWORTH

OTHER

SSI CAS36

FRYSTON PARK, CASTLEFORD

SSI CAS37

HOLYWELL WOOD, CASTLEFORD

SSI CAS38

FOXHOLES/ALTOFTS INGS, NORMANTON

SSI NOR24

FOXHOLES/ALTOFTS INGS, NORMANTON

SSI KNT22

WILLOWGARTHS, KNOTTINGLEY

SSI HEM34

VALE HEAD MARSH, HEMSWORTH

SSI HEM35

BARNSELY CANAL, COLD HIENDLEY

SSI HEM36

NEW MONKTON, HAVERCROFT

SSI ACK30

WENT HILL GRASSLAND, WENTBRIDGE

SSI EMS41

BULLCARR MIRES, UPTON

SSI NWS40

STANLEY MARSH, WAKEFIELD

SSI NWS41

STANLEY FERRY FLASH, WAKEFIELD

SSI NWS42

SOUTHERN WASHLANDS, WAKEFIELD

SSI SEW31

HALF MOON, KIRKTHORPE, WAKEFIELD

SSI SEW32

PUGNEYS RESERVE LAKE, WAKEFIELD

SSI WCS27

WINTERSETT & COLD HEINDLEY RESERVOIRS & BARNSELY CANAL, WALTON

SSI WCS28

HAW PARK WOOD, WALTON

SSI WCS29

NOSTELL PRIORY LAKES, WRAGBY

SSI WCS30

ANGLERS LAKE, WINTERSETT, COLD HEINDLEY

SSI WCS41

MOORHOUSE LANE PONDS, WINTERSETT, COLD HEINDLEY

SSI SWR26

NEWMILLARDAM LAKE, NEWMILLARDAM

SSI SWR27

STONY CLIFFE WOOD, NETHERTON

SSI SWR28

BARNSELY CANAL, NOTTON

SSI SWR29

BRETTON LAKES, WEST BRETTON

Special Areas of Conservation

OTHER

SAC SWR38

DENBY GRANGE PONDS & NEW HALL WOOD

Local Nature Reserves

OTHER

LNR NWS40

STANLEY MARSH, WAKEFIELD

LNR NWS43

SOUTHERN WASHLANDS, WAKEFIELD

LNR SEW33

PUGNEYS COUNTRY PARK, WAKEFIELD

LNR WCS31

HAW PARK, WALTON

LNR WCS42

ANGLERS COUNTRY PARK, WINTERSETT, COLD HEINDLEY

LNR SWR25

SECKAR WOOD, NEWMILLARDAM

LNR SWR30

NEWMILLARDAM COUNTRY PARK

LNR SWR31

NOTTON PARK, NOTTON

LNR SWR39

BRETTON PARK, WEST BRETTON

LNR SWR40

CHEVET BRANCH LINE, NEWMILLARDAM

Archaeological Sites

WAKEFIELD

AS NWS35

CLASS I LOWE HILL CASTLE MOUND, CLARENCE PARK, WAKEFIELD (AS80)

AS NWS37

CLASS II CLARKE HALL, ABERFORD ROAD, WAKEFIELD (AS81)

AS SEW17

CLASS II QUARTER HOUSE YARD, BELLE VUE, WAKEFIELD (AS87)

AS SEW20

CLASS II ST HELEN'S CHURCH, BARNSLEY ROAD, SANDAL (AS89)

CASTLEFORD

AS CAS25

CLASS II LAND AT METHLEY BRIDGE FARM, CASTLEFORD

AS CAS27

CLASS II ALL SAINTS CHURCH, CASTLEFORD

AS CAS28

CLASS II LAND AT CHURCH STREET, CASTLEFORD

PONTEFRACT

AS PNT15

CLASS I PONTEFRACT CASTLE

AS PNT16

CLASS I SITE OF ST JOHN'S PRIORY, PONTEFRACT

AS PNT23

CLASS II ST GILES'S CHURCH AND BUTTERCROSS, MARKET PLACE, PONTEFRACT

AS PNT24

CLASS II LAND AT PONTEFRACT INFIRMARY

AS PNT25

CLASS II ALL SAINTS CHURCH, NORTH BAILEYGATE, PONTEFRACT

AS PNT37

CLASS II LAND ADJACENT TO PONTEFRACT CASTLE

AS PNT39

CLASS I STUMPCROSS, FERRYBRIDGE ROAD, PONTEFRACT

HEMSWORTH

AS HEM31

CLASS II ST HELEN'S CHURCH, HEMSWORTH (AS53)

HORBURY

AS OH14

CLASS II ST PETERS CHURCH, CHURCH LANE, HORBURY (AS83)

KNOTTINGLEY / FERRYBRIDGE

AS KNT15

CLASS I BRIDGE, OLD GREAT NORTH ROAD, FERRYBRIDGE (AS41)

AS KNT16

CLASS II BURIAL GROUND AT FERRYBRIDGE (AS42)

AS KNT19

CLASS II ST BOTOLPH'S CHURCH, CHAPEL STREET, KNOTTINGLEY (AS44)

AS KNT20

CLASS II ST ANDREW'S CHURCH, PONTEFRACT ROAD, FERRYBRIDGE (AS45)

NORMANTON

AS NOR21

CLASS II ALL SAINTS CHURCH, HIGH STREET, NORMANTON

SOUTH ELMSALL / SOUTH KIRKBY

AS EMS35

CLASS II ALL SAINTS CHURCH, SOUTH KIRKBY (AS75)

CROFTON

AS WCS24

CLASS II ALL SAINTS CHURCH, HARRISON ROAD, CROFTON (AS104)

BADSWORTH

AS ACK23

CLASS II ST MARY'S CHURCH, BADSWORTH (AS65)

DARRINGTON

AS PNT34

CLASS II ST LUKE AND ALL SAINTS CHURCH, DARRINGTON

AS PNT67

CLASS I CROSS, ST LUKE AND ALL SAINTS CHURCH, DARRINGTON

HIGH AND LOW ACKWORTH

AS ACK11

CLASS II ST CUTHBERT'S CHURCH, HIGH ACKWORTH (AS57)

NORTH FEATHERSTONE

AS FTH22

CLASS II ALL SAINTS CHURCH, NORTH FEATHERSTONE

WOOLLEY

AS SWR11

CLASS II ST PETER'S CHURCH, CHURCH STREET, WOOLLEY (AS109)

OTHER

AS CAS68

CLASS II LAND OFF SHEEPWALK LANE, TOWNVILLE, CASTLEFORD

AS NOR16

CLASS I AQUEDUCT, STANLEY FERRY

AS NOR17

CLASS I HENGE, BIRKWOOD COMMON, NORMANTON

AS NOR18

CLASS I PERCEPTORY, NEWLAND HALL, NORMANTON

AS NOR19

CLASS II TRACK NEAR TOP FARM, ALTOFTS, NORMANTON

AS NOR22

CLASS II LAND ADJACENT TO NEWLAND HALL, NORMANTON

AS FTH15

CLASS II LAND OFF CUTSYKE ROAD, NORTH FEATHERSTONE

AS FTH17

CLASS II LAND OFF CASTLEFORD LANE, ACKTON

AS FTH18

CLASS II LAND BETWEEN OLD SNYDALE AND ACKTON

AS FTH20

CLASS II LAND TO THE NORTH OF PARK FARM, NORTH FEATHERSTONE

AS FTH21

CLASS II LAND SOUTH OF MONKROYD FARM, PURSTON JAGLIN

AS PNT17

CLASS II DARRINGTON WINDMILL

AS PNT18

CLASS II LAND OFF CARLETON ROAD, DARRINGTON

AS PNT19

CLASS II LAND NEAR WINDSOR RISE, PONTEFRACT

AS PNT26

CLASS II LAND OFF MARLPIT LANE , DARRINGTON

AS PNT27

CLASS II LAND NEAR CHURCH FARM, BACK LANE, DARRINGTON

AS PNT28

CLASS II LAND AT MILL HILL FIELDS, DARRINGTON

AS PNT29

CLASS II LAND SOUTH OF SPITAL GAP LANE, DARRINGTON

AS PNT30

CLASS II LAND NORTH OF SPITAL GAP LANE, DARRINGTON

AS PNT31

CLASS II LAND OFF LONG LANE, CARLETON, PONTEFRACT

AS PNT36

CLASS II LAND NEAR PEAR TREE FARM, SOWGATE LANE, PONTEFRACT

AS PNT38

CLASS II LAND OFF SPITAL GAP LANE, PONTEFRACT

AS PNT69

CLASS II LAND NEAR BANK'S CROFT, DARRINGTON

AS KNT13

CLASS I HENGE, STRANGLANDS LANE, FERRYBRIDGE (AS39)

AS KNT14

CLASS I LAND OFF STRANGLANDS LANE FERRYBRIDGE (AS40)

AS KNT17

CLASS II LAND OFF NEW ROAD, FERRYBRIDGE (AS43)

AS HEM22

CLASS I POST MEDIEVAL TANNERY, CAWKER WOOD, FELKIRK (AS46)

AS HEM23

CLASS I SITE OF HODROYD, FELKIRK (AS47)

AS HEM24

CLASS I MOAT AND FISHPOND, KINSLEY CARR FARM, KINSLEY (AS48)

AS HEM25

CLASS II LAND NEAR WINTERSETT RESERVOIR, COLD HIENDLEY (AS49)

AS HEM28

CLASS II ST PETER'S CHURCH AND CROSS, FELKIRK (AS50)

AS HEM29

CLASS II LAND WEST OF KINSLEY (AS51)

AS HEM30

CLASS II LAND SOUTH OF NEWSTEAD HALL, HEMSWORTH (AS52)

AS HEM33**CLASS II LAND AT HORNCastle HILL, HEMSWORTH (AS54)****AS ACK7****CLASS II PLAGUE STONE, PONTEFRACt ROAD, ACKWORTH (AS55)****AS ACK8****CLASS II GUIDE POST, PONTEFRACt ROAD, ACKWORTH (AS56)****AS ACK13****CLASS II STANDING FLAT, THORPE AUDLIN (AS58)****AS ACK14****CLASS II RECTORY FARM, WENTBRIDGE (AS59)****AS ACK16****CLASS II NEAR WENTHILL PLANTATION, WENTBRIDGE (AS60)****AS ACK17****CLASS II LAND AT WENTHILL, WENTBRIDGE (AS61)****AS ACK18****CLASS II LAND AT ROUND ASH CLOSES, WENTBRIDGE (AS62)****AS ACK21****CLASS II LAND AT JACKSONS HILL, WENTBRIDGE (AS63)****AS ACK22****CLASS II LAND OFF GREAT NORTH ROAD, WENTBRIDGE (AS64)****AS ACK24****CLASS II LAND AT UPTON MOOR TOP FARM, BADSWORTH (AS66)****AS ACK38****CLASS II LAND OFF NEW ROAD, BADSWORTH (AS67)**

AS EMS28

CLASS I IRON AGE EARTHWORK, SOUTH KIRKBY (AS68)

AS EMS29

CLASS II LAND NEAR COB CARR PLANTATION, SOUTH KIRKBY (AS69)

AS EMS30

CLASS II LAND OFF DUNSLEY LANE, SOUTH KIRKBY (AS70)

AS EMS31

AClass II LAND AT DUNSLEY, SOUTH KIRKBY (AS71)

AS EMS32

CLASS II LAND WEST OF HILLCREST, SOUTH KIRKBY (AS72)

AS EMS33

CLASS II LAND OFF COMMON ROAD, SOUTH KIRKBY (AS73)

AS EMS34

CLASS II MOSLEY MIRES, NORTH ELMSALL (AS74)

AS EMS37

CLASS II LAND AT ROYD MOOR LANE, NORTH ELMSALL (AS76)

AS EMS38

CLASS II LAND WEST OF BROAD LANE, SOUTH ELMSALL (AS77)

AS EMS39

CLASS II LAND SOUTH OF BROAD LANE, SOUTH ELMSALL (AS78)

AS EMS65

CLASS II LAND OFF DONCASTER ROAD, BARNSDALE (AS79)

AS NWS38

CLASS II LAND ADJACENT TO AQUEDUCT, STANLEY FERRY (AS82)

AS SEW12**CLASS I OLD FACADE OF CHANTRY CHAPEL, KETTLETHORPE HALL (AS84)****AS SEW14****CLASS I SANDAL CASTLE (AS85)****AS SEW15****CLASS II ST JAMES'S CHURCH, CHAPELTHORPE (AS86)****AS SEW18****CLASS II LAND OPPOSITE CASTLE FARM, MILNTHORPE LANE, SANDAL (AS88)****AS SEW23****CLASS II LAND NEAR KIRKTHORPE WEIR, KIRKTHORPE (AS90)****AS SEW24****CLASS II ST PETER'S CHURCH, KIRKTHORPE (AS91)****AS SEW25****CLASS II LAND SOUTH OF WILLOW GARTH, WARMFIELD (AS92)****AS WCS10****CLASS I BRIDGE AND MEDIEVAL GATEWAY, WALTON HALL, WALTON (AS94)****AS WCS11****CLASS I MEDIEVAL BUILDINGS, PRIORY FARM, NOSTELL, WRAGBY (AS95)****AS WCS12****CLASS II NOSTELL PRIORY, WRAGBY (AS96)****AS WCS13****CLASS II ST JAMES'S MONASTIC CHURCH GROUNDS, NOSTELL, WRAGBY (AS97)****AS WCS15****CLASS II LAND NORTH OF COLD HIENDLEY RESERVOIR (AS98)**

AS WCS16

CLASS II LAND NORTH OF KINGSLEY AVENUE, CROFTON (AS99)

AS WCS17

CLASS II LAND OFF LODGE LANE, CROFTON (AS100)

AS WCS19

CLASS II BARNESLEY CANAL LOCK, WALTON (AS101)

AS WCS20

CLASS II LAND NORTH OF SANTINGLEY GRANGE, WINTERSETT (AS102)

AS WCS22

CLASS II STONE HEAPS, ADJACENT TO BARNESLEY CANAL, WALTON (AS103)

AS WCS38

CLASS I SHARLSTON COMMON (AS105)

AS SWR5

CLASS I MOAT AND FISH POND, NEW HALL FARM, SITLINGTON (AS107)

AS SWR9

CLASS II LAND BETWEEN SANDY LANE AND WICKEN TREE LANE, MIDDLESTOWN (AS108)

AS 05

CLASS II FAIRIES HILL, WHITWOOD, CASTLEFORD

AS 93

CLASS II DAME MARY BOLLES WELL, HEATH (AS93)

AS 106

CLASS I DOVECOTE, HALL FARM, SHARLSTON (AS106)

AS 110

CLASS II CAPHOUSE COLLIERY, MIDDLESTOWN (AS110)

AS 111

CLASS II LAND OFF CARR LANE, MIDDLESTOWN (AS111)

AS 112

CLASS I LAND AT NOTTON PARK, NOTTON (AS112)

Historic Sites

11.2 PONTEFRACT

HL PNT70

GRADE II HISTORIC PARK/GARDEN, FRIARWOOD VALLEY GARDENS, PONTEFRACT

11.3 OTHER

HL SEW58

HISTORIC LANDSCAPE, HEATH VILLAGE, WAKEFIELD

HL SEW59

HISTORIC BATTLE SITE, SANDAL CASTLE, WAKEFIELD

HL WCS40

GRADE II* HISTORIC PARK/GARDEN, NOSTELL PRIORY, WRAGBY

HL SWR37

GRADE II HISTORIC PARK/GARDEN, BRETTON HALL, WEST BRETTON

Conservation Areas

CASTLEFORD

CA CAS35

WHITWOOD

PONTEFRACT

CA PNT62

PONTEFRACT MARKET PLACE

CA PNT63

PONTEFRACT CASTLE

CA 28

THE MOUNT, PONTEFRACT

HORBURY

CA OH16

HORBURY

KNOTTINGLEY (inc. FERRYBRIDGE)

CA KNT21

KNOTTINGLEY

NORMANTON (inc. ALTOFTS)

CA NOR23

NORMANTON

OSSETT

CA OH15

OSSETT

BADSWORTH

CA ACK26

BADSWORTH

HALL GREEN

CA SEW28

CHAPELTHORPE

WEST BRETTON

CA SWR21

WEST BRETTON

WOOLLEY

CA SWR22

WOOLLEY

OTHER

CA ACK25

ACKWORTH

CA ACK27

WENTBRIDGE

CA SEW29

HEATH

CA SEW27

SANDAL

CA SEW30

KIRKTHORPE

CA SWR23

HOME FARM, WOOLLEY

CA SWR24

NEWMILLERDAM

CA WCS25

WRAGBY

Public Transport, Highway Networks and Strategic Highway Routes

Public Transport

- 11.4 In Wakefield District during the course of the Local Transport Plans there has been significant improvements in the quality of public transport infrastructure aimed at providing bus and rail passengers with improved and safer waiting facilities, better and more widespread information about public transport and an introduction of modern and accessible buses and trains. New (or modernised) bus interchanges have been successfully delivered in Wakefield, Pontefract and Ossett. Further improvements will be introduced over the next few years at Castleford (bus and rail) and Hemsworth. These facilities will all have facilities which attract new passengers – CCTV, enclosed waiting areas, modern layout and real time information. A comprehensive programme of providing modern bus shelters delivered with raised kerbs, stop-specific timetables and real time bus information displays is being implemented. A number of bus lanes have been introduced to improve the reliability of buses. On the rail network new or expanded car parks have been provided, along with better passenger waiting facilities and re-furbished trains on the Doncaster-Leeds service. A brand new station was opened at Glasshoughton.
- 11.5 The programme of investment for Metro in the next 2 to 3 years will continue to focus on improving the quality of public transport infrastructure and information, expanding the capacity and frequency of train services into Wakefield and Leeds, improving bus performance and connectivity and working with Wakefield Council to put public transport at the heart of regeneration in the City of Wakefield. The Castleford bus and rail interchange will be completed during 2010. Funding is being sought for significant improvements to Wakefield Westgate station which will increase the capacity for more services between Knottingley, Wakefield and Leeds, including on the link between the two Wakefield city centre stations. Beyond 2010 schemes are being developed for rail stations between Knottingley to Leeds and Wakefield. These developments will support significant new housing in the 5 towns area by accommodating significant rail growth. Funds will be sought from a range of sources including developer contributions. Works at the stations will be supported by longer trains. Pontefract Monkhill has been identified as a key station for significant improvements. Further improvements will be made to on-street bus infrastructure to fully modernise shelter stock, roll out more on street real-time displays and introduce bus priorities through bus lanes and priority at traffic signals. The aim will be to improve bus reliability and attract new passengers.
- 11.6 Within Wakefield city centre Metro supports the councils aspirations to develop the ring road and create a city centre with far greater priority for buses and much reduced use by cars. This will help to improve bus reliability, encourage more travel by buses, help create a vibrant pleasant centre and assist regeneration objectives. The improvements planned at Wakefield Kirkgate station will support the city centre aspirations and make rail travel from the Five Towns more attractive. Park and Ride sites have been identified and funding is being sought. The first site planned is to the north of the city at Paragon Business Park.
- 11.7 Metro's approved bus strategy includes the option to introduce Bus Quality contract(s) should this be the most effective way of improving local bus services. This 'franchise' approach would establish a hierarchy of direct inter-urban, local and community bus services operating together in a controlled way, with through ticketing, integration with rail services and providing connectivity between people and employment. These services will link into the network of bus and rail stations and enable people to have more confidence in using public transport.
- 11.8 The emphasis in the past few years has been on the provision of infrastructure and information to attract more users onto public transport. While this will continue, more specific measures will be introduced to give buses priority and improve reliability. A full review of the bus network, fares, frequencies and connectivity will be undertaken, and may require Bus Quality contracts in order to improve the quality of bus services. This review will consider cross boundary links between the south eastern part of Wakefield District and South Yorkshire. On the rail network increasing the quality, capacity and frequency of rail services will be an essential part of supporting planned growth, particularly in the Five Towns area.

Travel Plans

- 11.9 The use of Travel Plans an essential measure to mitigate the impact of development traffic and such plans should be an integral part of LDF development proposals. Travel Plans must feature in any Transport Assessment prepared in support of a planning application by providing a basis for the travel forecasts, as set out in the DCLG / DfT Guidance on Transport Assessment. Thus enhancements to sustainable transport

networks and services are to be considered before the implications of car trip forecasts are considered. Travel Plans should demonstrate a firm commitment by developers and occupiers to reduce the number of single occupancy vehicle trips generated by, or attracted to, their site. They are an essential part of the planning process and should set out mode options available to travellers, identify interventions to enhance the availability and capacity of sustainable transport modes, set mode share targets based on those modes, identify a system for monitoring the effectiveness of the Plan and a programme for reviewing and modifying the Plan.

- 11.10 The Highways Agency (HA) is willing to work with the Council and developers to formulate Travel Plan Agreements that ensure funds are provided by the developer for a programme of effective monitoring and reviews. All the sites are considered to be reasonably well served by existing public transport services. HA considers capacity enhancements to the strategic highway network to deal with residual development traffic to be a last resort but generally, where there is a material impact on the strategic highway network the cost of any mitigation will need to be met by developers. If, after the preparation of a robust Travel Plan, the Transport Assessment identifies residual development traffic is likely to have a material impact on the strategic highway network, HA would wish to consider options from its various toolkits before considering capacity enhancements. These toolkits comprise Active Traffic Management (ATM) interventions and Integrated Demand Management (IDM) measures, which can be employed to regulate development traffic on the strategic highway network.

Strategic Highway Network

M62 Operational Conditions

- 11.11 The 2008 traffic situation on the M62 has some links with peak period traffic demand of the order of 90% of the theoretical capacity. Despite this, in the AM peak there is congestion with slow moving traffic in two lanes on the westbound mainline carriageway stemming back from Junction 29 at Lofthouse through Junction 30 and on occasions through Junction 31 as far as Junction 32. On occasions there is queuing on the eastbound off-slip roads at Junctions 32 and 33 due to the capacity constraints at the interface with the local highway network. The extent of queuing at Junction 33 can also be affected by traffic demand to the adjacent retail park. The Highways Agency has no proposals to alter the M62 through Wakefield District.

M1 Operational Conditions

- 11.12 The 2008 traffic situation on the M1 has some links with peak period traffic demand in excess of the theoretical capacity. The northbound direction in the AM peak demonstrates congestion with slow moving traffic in all three lanes stemming back from Junction 42 at Lofthouse through Junction 40 to Junction 39.

A1 Operational Conditions

- 11.13 The A1(T) in the vicinity of Barnsdale Bar operates reasonably well and whilst there is a high proportion of heavy goods vehicle traffic there are no congestion points. The Highways Agency does not have any proposals at present to upgrade the A1(T) to the south of Darrington. Wakefield District Council has a proposal for a new road, the Hemsworth Link Road, which will connect with the A1(T) at Barnsdale Bar. This scheme will include an upgrade of the slip road merge and diverge with the northbound carriageway at the junction.

11.14 Potential Development Implications

- 11.15 A preliminary appraisal exercise has been undertaken by the Highways Agency in conjunction with Wakefield District Council and there is, depending on the size and nature of developments, and the proposals for sustainable transport set out in Travel Plans, the potential for a need to upgrade the strategic highway network and its interface with the local highway network at some locations. Those locations are:

M62 Corridor

- Junction 31 – Normanton – eastbound off-slip road diverge arrangement;
- Junction 32 – Glasshoughton – eastbound off-slip road diverge arrangement and westbound on-slip road merge arrangement.

M1 Corridor

- Junction 39 – Durker – southbound off-slip road diverge arrangement and junction control, and northbound on-slip road merge arrangement.
- Junction 40 – Ossett – northbound on-slip road merge arrangement.
- Junction 41 – Ardsley – southbound off-slip road diverge arrangement and northbound on-slip road merge arrangement. (NB – Junction 41 is outside Wakefield District but potential development sites within the District could have a material impact on the junction.)

11.16 There are already proposals aimed at tackling some of these locations under obligations for developments with an extant planning consent. Where this is the case a developer should not assume that those obligations will also mitigate new development proposals, or that those obligations will be in place before new development proposals are implemented.

Local Highway Network

11.17 The large preferred option development sites in Castleford will result in a significant increase in demand for travel, particularly affecting the A655 and A656 routes which are congested. This includes the A656 route in Leeds District particularly in the Allerton Bywater area. Extensive highway improvements along Aire Street (A655) have been agreed in relation to forthcoming developments and there seems little scope for making further highway capacity improvements along both the A655 and A656. Any increased congestion may lead to increased traffic through the residential areas of Airedale and impacting on junctions with Holywell Lane. Robust travel plan measures will need to be developed on an area wide basis to reduce the use of the private car. A comprehensive transport strategy will be required to deal with the local and wider impact of the preferred option proposals in Castleford.

11.18 The preferred option proposals in Pontefract will also significantly increase the demand to travel. Without interventions housing proposals will significantly increase congestion at Town End signals and there will be increased use of residential streets. The A639 Park Road is operating close to capacity and proposals in Pontefract would create over capacity issues unless improvements are carried out. An opportunity arises in relation to the former Prince of Wales Colliery proposals to relieve Park Road by constructing a new highway link between Skinner Lane and Park Road. In the context of the Local Transport Plan the Council is investigating solutions to ease congestion in Pontefract through improvements to the local highway network.

11.19 Preferred option proposals in Normanton will increase demand for travel on the route through Altofts which is unsuitable for accommodating significant volumes of additional traffic. Additional traffic would add significantly to existing congestion at the High Green Road / Church Lane junction and the route between Altofts and Wakefield via Stanley Ferry at peak periods. Robust travel plan measures will be needed.

11.20 Within the Wakefield area the preferred option proposals in the Snowhill and Ruskin Avenue and Dewsbury Road areas would have a significant impact on the local highway network. Without interventions congestion along the Leeds Road / Wentworth Street would worsen considerably in the next few years as the large regeneration sites in and around the city centre come to completion. The Council proposes to introduce a gyratory / one way system using Leeds Road / Wentworth Street and to introduce bus priorities to reduce travel times by bus and thus encourage wider use. A park and ride facility is also being considered with the object of increasing the convenience and use of public transport and reducing car trips journeys in the city centre. The housing development proposal at Dewsbury Road will significantly increase travel demand in this corridor and robust travel plans will be required.

Strategic Highway Routes

IN ACCORDANCE WITH POLICY CS9-OF THE CORE STRATEGY AND DEVELOPMENT POLICIES DPD SUBMISSION DRAFT THE FOLLOWING SCHEMES ARE IDENTIFIED ON THE REFERENCE MAPS AS STRATEGIC HIGHWAY ROUTES TO BE SAFEGUARDED.

SHR CAS24

GLASSHOUGHTON COALFIELDS LINK

The route is an extension to the Normanton By-Pass and will provide additional traffic relief to the M62 J31 interchange, the A655 through Whitwood and parts of the A639. The Glasshoughton Coalfields Link Road is needed to open up major new land for employment development by linking sites to the strategic road network. The scheme has planning permission, is included in the current Local Transport Plan programme and is currently under construction. It was previously also referred to as FTH30 and NOR15 in the UDP First Alteration.

SHR ACK5

SOUTH EAST LINK ROAD (INCORPORATING FEATHERSTONE BY-PASS)

This scheme will provide local by-passes to the village of Ackworth, the community of Featherstone and to the western side of Pontefract, reducing safety and environmental problems in these localities. The South East Link Road will remove through traffic and improve road safety and environmental problems from a number of settlements but further evaluation is needed to ensure that it provides value for money. It was previously also referred to as HEM21, FTH12 and PNT12 in the UDP First Alteration.

SHR EMS27

HEMSWORTH - A1 LINK ROAD

As part of the overall social and economic regeneration of the south east of the District it is intended to improve accessibility to the major highway network, with the objectives of improving accessibility for the people of the area and making the locality more attractive to developer, particularly industrialists. The Hemsworth A1 Link Road is needed to open up major new land for employment development by linking sites to the strategic road network. It will also help to improve cross-boundary links from the coalfield and Dearne areas in Barnsley through Wakefield District to the A1 and M62. The scheme has planning permission, is included in the current Local Transport Plan programme and is currently under construction. It was previously also referred to as HEM20 in the UDP First Alteration.

SHR W132

M1 WIDENING JUNCTIONS 38 - 42

Land either side of the existing M1 between junctions 38 and 42 is safeguarded for the programmed motorway widening.

SHR W133

NORTH WAKEFIELD GYRATORY SYSTEM details not council approved and no public consultation on details carried out to date.

Only a small part of this scheme falls outside the Central Wakefield Area Action Plan area and is the subject of this Document. The scheme involves introducing a one-way clockwise circulatory system on the A61 Leeds Road/Northgate and Bradford Road/Wentworth Street with a lane for buses and cycles. Completion of the Inner Ring Road supports regeneration and economic growth and includes road links around Wakefield Westgate station and the adjacent key development site. The North Wakefield Gyratory is part of the Yorkshire Bus Initiative which is a regional priority. The integrated nature of the proposed scheme will help reduce the need to travel, particularly by car and has the potential to reduce congestion and air quality problems, improve the environment for pedestrians, cyclists and public transport users and improve access. The scheme is included in the current LTP programme and the section through the Merchant Gate Special Policy Area site has planning permission. A park and ride facility within the Snowhill Special Policy Area is currently being investigated and, if feasible, together with the North Wakefield Gyratory System will be known as The North Wakefield Gateway.

ROUTE TO BE EVALUATED IN ACCORDANCE WITH CORE STRATEGY POLICY CS9

11.21 A Wakefield eastern by-pass would remove much of the through traffic from central Wakefield, alleviating heavy congestion and poor safety and environmental conditions along A638 Doncaster Road, A642 Aberford Road and A61 Leeds Road and routes through the city, and allowing scope for further measures to give priority to public transport, pedestrians and road safety. A scheme is currently being evaluated.

Cycle Routes

11.22 Cycle routes have not been shown on the reference maps and are not listed below, because generally specific routes that can be safeguarded have not been identified for the Local Transport Plan or Public Rights of Way Improvement Plan schemes. Cycle routes to be safeguarded will be incorporated in the submission document report and on the proposals map but only schemes that have a clearly identified route.

Mineral Reserves - Areas With Planning Permission

11.23 Mineral reserves are relatively scarce in the district and Wakefield relies on imports from other areas for the majority of aggregate minerals used. It is important that known mineral resources are not sterilised by other forms of development.

11.24 The LDF will protect permitted reserves (Mineral Reserves) and also safeguard known economically viable deposits of minerals, other than open-castable coal, from sterilisation for future working (Mineral Safeguarding Areas). Mineral reserves by definition have been granted planning permission and therefore they are not open to public consultation. Non-aggregate mineral resources occur mainly in areas designated Green Belt and this will generally achieve the degree of protection required. However, certain uses acceptable under Green Belt policy could prejudice the possibility of mineral extraction (for example, uses involving new buildings) so a specific designation will be used on the LDF proposals maps to denote protected resources as Mineral Safeguarding Areas (MSAs) see chapter 9 of this report.

MR CAS12

PENBANK - SAND AND GRAVEL

MR N148

NEWLAND LANE, NORMANTON - CLAY

MR N149

WOMERSLEY ROAD, KNOTTINGLEY - LIMESTONE

MR NOR4

FOXHOLES, NORTH OF ALTOFTS - SAND AND GRAVEL

MR SWR1

THE STRANDS, HORBURY BRIDGE - SAND AND GRAVEL

MR W130

CROFTON TRIANGLE, SHAY LANE, CROFTON - ASH AND SHALE

MR WCS1

NOSTELL BRICKWORKS (NORTH) - CLAY

MR WCS2

NOSTELL BRICKWORKS (SOUTH) - CLAY

12 Saved UDP Proposals

Introduction

- 12.1 The Site Specific Proposals does not include policies and proposals relating to the topics of retailing / town centres and leisure / open space. Further work is needed on issues associated with these topics which cannot be completed within the time frame of the initial LDF 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. Site specific proposals on these topics affecting Wakefield city centre are however covered in the Central Wakefield Area Action Plan
- 12.2 The Local Development Scheme (LDS) specifies "Leisure/Open Space" and "Retailing/Town Centre" proposals to be saved for the medium term. These are listed in Appendix 3 of the LDS which is reproduced below. Please refer to the Wakefield MD Unitary Development Plan First Alteration to view the full text and the Proposals Map.

APPENDIX 3 - UDP First Alteration Policies and Proposals where no Replacement DPD is Programmed.

Retail / Town Centres

- 12.3 The Government has published Planning Policy Statement Note 6 – Planning for Town Centres (PPS6). Retail policies in the UDP are still considered to be in line with the approach in PPS6. However, there is a need for up to date information on retailing and town centre uses before, possibly including a revision of the West Yorkshire Retail Study, before other aspects of PPS6 can be implemented. The intention is to save the policies and reasoned justification in Chapter 7 of Volume 2 of the UDP and related site specific proposals in Volumes 3, 4 and 5 for the medium term and to prepare a separate DPD on retailing at a later date. Details of the proposed DPD will be included in future reviews of the LDS . The UDP First Alteration town centre inset maps are shown on the Preferred Options Proposals Map.

Leisure / Open Space

- 12.4 The Council has adopted a Greenspace Strategy and has carried out an audit of Greenspace which will provide the basis for reviewing leisure policies and proposals in the UDP. The intention is to bring forward a separate DPD on Leisure / Open Space in future. Policy statements on leisure in PPS6 will also be taken into account during the preparation of the DPD. Policies and the reasoned justification in Chapter 8 of UDP Volume 2 will continue to apply and will be saved for the medium term. Site specific open space and playing field allocations in UDP in Volumes 3, 4 and 5 will also be retained. Details of the proposed DPD will be included in future reviews of the LDS.

<u>UDP Volume</u>	<u>Policy / Proposal to be Saved Longer than 3 Years</u>
Volume 2 – Policy Reasoned Justification	Retail Policies S1 to S6 and associated reasoned justification
	Leisure Policies L1 to L7 and associated reasoned justification
Volume 3 – Northern Area Proposals	Leisure Proposals and associated reasoned justification CAS48-49, CAS51-56, CAS72 NOR28-31 FTH25-27, FTH32 PNT45-47

<u>UDP Volume</u>	<u>Policy / Proposal to be Saved Longer than 3 Years</u>
	<p>KNT28</p> <p>Town Centre & Retailing Proposals and associated reasoned justification</p> <p>CAS57-60, CAS77-78 NOR32-33 FTH28 PNT48-53, PNT56-60, PNT62-63</p>
Volume 4 – South East Area Proposals	<p>Leisure Proposals and associated reasoned justification</p> <p>HEM44-45, HEM48-50, HEM58 ACK33 EMS45-48, EMS50, EMS52, EMS54, EMS72-74</p> <p>Town Centre & Retailing Proposals and associated reasoned justification</p> <p>HEM51, HEM61 EMS56-57</p>
Volume 5 – Western Area Proposals	<p>Leisure Proposals and associated reasoned justification</p> <p>NWS56-58, NWS60-63 OH24-25 SEW43-44, SEW47-49 WCS37</p> <p>Town Centre & Retailing Proposals and associated reasoned justification</p> <p>OH26-28</p>

13 Reference Maps

Appendix 1 The New Development Plan System

- 1.1 In September 2004 the Government introduced changes⁽¹²⁾ to the way in which local planning authorities prepare the development plan for their area. The content and format of plans will also be different. Wakefield's Unitary Development Plan First Alteration (UDP), which was adopted by the Council on 17th January 2003, will be replaced by a Local Development Framework (LDF)⁽¹³⁾.
- 1.2 Whereas the UDP was a single document, the LDF will be made up of a number of separate Local Development Documents some of which will be part of the statutory development plan (known as Development Plan Documents), others will be non-statutory Supplementary Planning Documents, replacing current Supplementary Planning Guidance. Development Plan Documents will progressively replace the adopted UDP. Supplementary Planning Documents include site development briefs and guidance on topics such as affordable housing.
- 1.3 Also, under the new system, the Regional Spatial Strategy for Yorkshire & the Humber to 2016, issued by the First Secretary of State in December 2004, now forms part of Wakefield's statutory development plan, alongside the UDP. The development plan is the basis upon which all planning decisions are made. Draft new RSS has been prepared by the Yorkshire & Humber Assembly. The latest version incorporating the Secretary of State's Proposed Changes has been issued for public consultation.⁽¹⁴⁾ In future, new RSS, together with Development Plan Documents in the Council's LDF, will be the development plan for the District. The strategy and policies in the LDF must generally conform to those in RSS. A table later in the appendices shows the relationship between the various documents.
- 1.4 Under the new arrangements there must also be a clear link between the LDF and Wakefield's Community Strategy. The LDF will address the spatial elements, especially those which relate to the use and development of land. It will also need to take full account of the land-use consequences of other policies and programmes of the Council and stakeholders, and will not be restricted to matters which are implemented through the planning system.

The Local Development Scheme

- 1.5 To keep people informed about progress in preparing the new LDF the Council has prepared a 'Local Development Scheme' which sets out the programme for producing Local Development Documents over the next three years. The Local Development Scheme provides summary details of the content of each document which will make up the initial LDF, their relationship to each other and the timetable for their preparation. It includes "consultation milestones" to make clear to the public about opportunities to get involved with the plan-making process and to let them know the likely dates for community engagement.
- 1.6 The Local Development Scheme can be viewed on the Council's web-site at www.wakefield.gov.uk/ldf. It presently includes proposals to prepare the following documents:

Development Plan Documents

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

Supplementary Planning Documents

- Developer Contributions
- Residential Design Guide
- Parking Standards

Non-Development Plan Local Development Document

- Statement of Community Involvement

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

13 See Glossary of Terms in the Appendix

14 The Yorkshire and Humber Plan: The Draft Revised Regional Spatial Strategy incorporating the Secretary of State's Proposed Changes For Public Consultation, GOYH, 2007.

- 1.7 Progress on the Local Development Scheme programme will be reviewed annually as part of the LDF Annual Monitoring Report and the scheme will be revised, as necessary, to reflect the need for new or amended Local Development Documents to keep the LDF up to date.

Saved UDP Policies & Proposals

- 1.8 In the period between commencement of the new development plan system and the completion of the first Local Development Documents, legislation allowed local authorities to 'save' automatically policies and proposals in existing development plans for a period of three years, until September 2007. The Government has recently issued a Direction⁽¹⁵⁾ listing the UDP policies saved beyond this period until replaced by adopted LDF documents.
- 1.9 Some UDP policies and proposals will be saved longer than others and will be replaced in Development Plan Documents not programmed in the current LDS. Until replaced the UDP policies and proposals will form part of the LDF and, along with the RSS, will continue to be the statutory development plan for Wakefield Metropolitan District. The UDP (text and maps) and the Secretary of State's Direction can be viewed on the Council's web-site at www.wakefield.gov.uk/udp. Alternatively, copies can be obtained from the Council.

Community Engagement

- 1.10 Stakeholder and community involvement is a fundamental requirement of the new planning system. The Council has prepared a Statement of Community Involvement which explains how the community and organisations can take part in preparing the LDF and in decisions on planning applications. It explains when consultation and engagement will take place, who will be consulted and what will be done to engage different groups and the general public at each stage. The Statement of Community Involvement is a Local Development Document and has been subject to public consultation and a public examination.
- 1.11 The Statement of Community Involvement is linked closely to the Council's Community Engagement Framework. The Council consulted on an Initial Draft document and then on a Draft document earlier in 2005. Changes were made as a result of comments received and the amended Statement of Community Involvement was submitted to the First Secretary of State in July 2005. The Secretary of State appointed an independent Inspector to hold a public examination to consider the soundness of the document and any representations made. As part of the examination the Inspector held a hearing on 1st December 2005. The Inspector made binding recommendations about changes required to the document. The amended Statement of Community Involvement was adopted by the Council in February 2006. It can be viewed on the Council's web-site at www.wakefield.gov.uk/ldf. All consultation on the LDF will be carried out in accordance with the Statement of Community Involvement.

Monitoring

- 1.12 Once LDF documents are adopted it will be necessary to monitor whether their policies and proposals are being implemented as intended and how effective they are in meeting the LDF vision and objectives. The Council is required to publish the results of its monitoring in an Annual Monitoring Report. The report must be submitted to the Secretary of State by the end of December each year, reflecting the situation at the end of the previous March and will be available publicly.
- 1.13 The Annual Monitoring Report assesses:
- whether the policy targets set out in documents are being met, or are on the way to being met, and, if not, the reasons why;
 - what impact policies are having on other targets set at national, regional or local level;
 - whether any policies need to be replaced to meet sustainable development objectives;
 - what action needs to be taken if policies need to be replaced or altered to reflect changes in national or regional policy.
- 1.14 As a result of monitoring, the Council will consider what changes, if any, need to be made to any documents.

15 Direction under Paragraph 1(3) of Schedule 8 to the Planning and Compulsory Act 2004. Policies contained in the Wakefield Metropolitan District Unitary Development Plan adopted December 2004, and the Wakefield Metropolitan District Unitary Development Plan First Alteration adopted January 2003.

- 1.15 The Government has issued guidance⁽¹⁶⁾ on the scope and content of AMRs which includes a number of LDF Core Output Indicators that each authority should monitor. The tables in the Delivery & Monitoring section show how these national core output indicators and others will be used to monitor proposed Core Strategy policies.
- 1.16 The Annual Monitoring Report will also assess progress in preparing the LDF over the year compared to the targets set out in the Local Development Scheme. If the Council is falling behind schedule or has failed to meet a target, the Annual Monitoring Report will set out the reasons for this. If the timetable needs to be changed, or if a new document is to be produced, the Local Development Scheme will be amended and resubmitted to the Government for consideration.

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

Appendix 2 Accessibility Planning

Accessibility Planning

- 2.1 'Accessibility planning' involves an assessment of how easily people can get to places of work, healthcare facilities etc. It provides a framework for developing solutions to accessibility problems, helping people to access jobs and essential services conveniently and sustainably and promoting social inclusion. The Government expects local transport authorities to take the lead at the local level, working in partnership with others, including local planning authorities, to ensure that barriers to mobility and accessibility are identified and improvements made.

There are two ways of measuring accessibility:

- 2.2 Destination Accessibility measures the accessibility of the population to facilities, services and employment by public transport or walking. It is usually described in terms of a catchment area – the number of people who can reach a place of work or service within a given time.
- 2.3 Origin Accessibility measures public transport accessibility from proposed housing developments to facilities, services and employment – usually expressed in terms of the number and size of such facilities that can be reached from a housing development in a given time.
- 2.4 A number of different means of measuring and comparing accessibility are being developed by national, regional and local agencies as part of the accessibility planning process.
- Current RSS includes origin and destination criteria for public transport accessibility to be achieved for different types of land use in different locations. Local authorities are urged to adopt or adapt these to identify suitable development sites in plans and to identify improvements to the public transport system to increase accessibility.
 - Draft new RSS includes a similar set of public transport accessibility criteria intended to provide local authorities with broad guidelines for preparing development plans and local transport plans. The criteria may need to be modified depending on the precise nature of the development and local conditions. The use of a consistent set of criteria by local authorities is essential if accessibility by public transport is to be specified and if public transport is to offer an acceptable alternative to the private car in all new developments.
 - The West Yorkshire Local Transport Plan (LTP) Partnership is developing an accessibility mapping package. It currently provides strategic information about bus travel time accessibility and will include rail journey times, walk times and journey cost.
- 2.5 For a local catchment, the population or number of facilities within a given walking time can be assessed, but for a wider catchment accessibility should take into account should include not only the time taken to get to or from a bus stop or rail station, the waiting time and the journey time, but also the frequency of services available and the ease of interchange, if needed.

The Wakefield LDF

- 2.6 Accessibility to 5 basic types of destination is being measured to assess options for housing allocations in the Site Specific Proposals document, using criteria specific to each destination type. The criteria are based on assumptions about how long people are willing to spend travelling from home to their destination and are derived mainly from the Department for Transport's national core indicators for accessibility referred to in LTP2⁽¹⁷⁾. These are considered to be more appropriate for use locally than the criteria proposed in draft new RSS. The destinations and criteria used to assess accessibility are as follows:
- Employment sites within 40 minutes from 7am to 9am.
 - GPs within 15 minutes from 9am to 5pm.
 - Hospitals within 60 minutes from 9am to 5pm.
 - High Schools within 40 minutes from 7am to 9am.
 - Primary schools within 15 minutes by public transport from 7am to 9am.
 - Primary schools within 15 minutes walk from 7am to 9am.

- 2.7 Accessibility to primary schools is measured by public transport and walking, since many primary schools are within walking distance of home. If one or more employment site or GP etc. is within the prescribed travel time from a housing site then that particular destination type is considered to be accessible from the site. Each housing site is given a mark for each accessible destination type. Sites are then rated for accessibility by how many marks out of 6 they receive.
- 2.8 Accessibility to possible new employment allocations is also being measured by calculating how many people in the district can reach each site within 40 minutes by public transport (bus and walking) from 7 to 9am.
- 2.9 Throughout, a walking speed of 4km an hour and a walking distance of 0.5 km to a bus stop are assumed. Travel time includes waiting at a bus stop.
- 2.10 'Accession' software⁽¹⁸⁾ is being used to assess and map accessibility and can be used to assess planning applications for new development.
- 2.11 Work to develop and refine modelling techniques for measuring accessibility is continuing. Further guidance in the form of an SPD will be published on accessibility criteria depending on the outcome of this work.

18 Developed by MVA for the Department for Transport specifically for use in Local Transport Plans

Appendix 3 Environment Agency Flood Zones Map

Appendix 4 Strategic Flood Risk Assessment Maps

Site Ref. No.	Site Name / Location	UDP FA Designation	Brownfield/ Greenfield	Site Area hectares	Dwellings To Be Demolished (if any)	New Dwellings																	Total Gross Additional Dwellings 2004-2023*	Total Gross Additional Dwellings 2004-2021	Density Calculation		
						2004 /05	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	2011 /12	2012 /13	2013 /14	2014 /15	2015 /16	2016 /17	2017 /18	2018 /19	2019 /20	2020 /21	2021 /22				2022 /23	
Rest of Wakefield + CWAP Total																					4,560	4,440					
Principal Towns																											
Castletford																											
N6	Former Lambson's Chemicals Site & Adjoining Land	Employment Zone	B	21.56					77	180	180	180	180	180	180	180	180						1,337	1,337	planning application		
N42	North of St Andrew's Road, Fryston (N9pt)		G									23	23	23	24									93	93	40dph	
N101	Castletford Tigers Ground (N9pt)			3.83											30	30	30	30	33					153	153	40dph	
N115	Pemberton Drive	SPA** / Unallocated	G									21	21	21	24									87	87	40dph	
N143	Saxon Way, Airedale (N9pt)		B									40	40	40	42									242	242	40dph	
N151	Former C6 Solutions (N9pt)	Employment Zone pt.	B	60.00											240	240	240	240	240					1,200	1,200	flexible - depends on no required - within masterplan	
N152	Fryston Colliery (Part) (N9pt)	SPA** / GB (pt.)	B / G	203ha incl 2.18ha for N115, & 6.05ha for N143.						30	30	30	30	30										150	150	Masterplan	
Castletford Town Centre		TC Inset Map	B									27	27	27	27	29	29							137	137	planning application	
Annual Totals									0	0	0	294	321	291	567	299	270	273	0	0				3,399	3,399		
Castletford Total																											
Pontefract																											
N1A	Former Prince of Wales Colliery including N1C, Land at TIA Centre & N1D, Land at Football Ground		B	47.22					0	0	0	132	132	132	132	134								927	927	masterplan	

Site Ref. No.	Site Name / Location	UDP FA Designation	Brownfield/ Greenfield	Site Area hectares	Dwellings To Be Demolished (if any)	New Dwellings																	Total Gross Additional Dwellings 2004-2021	Density Calculation
						2004 /05	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	2011 /12	2012 /13	2013 /14	2014 /15	2015 /16	2016 /17	2017 /18	2018 /19	2019 /20	2020 /21	2021 /22		
SE56	Sports Ground, Kirkby Road, Hemsworth		G	5.95								15	15	15								60	60	Estimate - develop-able area
Annual Totals																								
Hemsworth Total								0	0	80	95	15	15	15	0	12	11	0	0	0	0	255	255	
Horbury																								
Annual Totals																								
Horbury Total																						0	0	
Knottingley (inc Ferrybridge)																								
KNT30	Womersley Road Quarry, Knottingley (N1106)	Housing Allocation	B	7.86							39	39	39	39	41							236	236	
N36A	Knottingley Riverside A & B (inc. KNT29)	Employment Zone / Housing Allocation	B	12.47											10	10	10				30	30		
Annual Totals								0	0	0	39	39	39	39	51	10	10	0	0	0	0	266	266	
Knottingley Total																								
Normanton (inc Altofts)																								
N46	Station Road, Normanton (Normanton South Yard)(pt. NOR26)	PAS	B	4.75											33	34	34	34	34	34	203	169	pre application scheme	
N86	Normanton Station Areas - Adjoining Normanton Town Centre	pt. PAS	B	12.70											41	41	41	41	45	45	250	205	estimate - develop-able area	
N124	Land at Greenfield Road, Altofts		G	1.04								10	10	11							31	31	30dph	
Annual Totals								0	0	0	0	10	10	11	74	75	75	75	79	0				
Normanton Total																					484	405		
Ossett																								
Annual Totals																								

Site Ref. No.	Site Name / Location	UDP FA Designation	Brownfield/ Greenfield	Site Area hectares	Dwellings To Be Demolished (if any)	New Dwellings																Total Gross Additional Dwellings 2004-2023*	Total Gross Additional Dwellings 2004-2021	Density Calculation			
						2004 /05	2006 /06	2007 /07	2008 /08	2009 /09	2010 /10	2011 /11	2012 /12	2013 /13	2014 /14	2015 /15	2016 /16	2017 /17	2018 /18	2019 /19	2020 /20				2021 /21	2022 /22	2023 /23
	Total Proposed Allocations					0	0	0	34	362	683	883	1,209	1,359	1,356	1,315	1,873	1,189	1,075	885	758	275	0	13,256	12,981		
	Dwellings provided by Wakefield District Housing (Sites not identified individually)							58	73															131	131		
	Completions 2004/07					1,042	1,159	1,298																3,049	3,049		
	Commitments** at 31/03/2007								1,640	1,866	1,303	792	284	192	126										6,427	6,427	
	Brownfield Windfall Allowance								300	300	300	300	300	300	300	300	300	300	300	300	300	300		n/a	3,600		
	Total Supply					1,042	1,159	1,298	1,640	1,958	2,038	1,775	1,467	1,733	1,782	1,615	2,173	1,489	1,375	1,185	1,058	275	0	26,913	26,638		
	Demolitions and losses					53	123	274	150	150	150	150	150	150	150	150	150	150	150	150	150	150		n/a	2,550		
	Total Net Requirement					1,170	1,170	1,170	1,170	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600			n/a	25,480		
	Surplus / Deficit					-181	-134	-146	320	208	288	25	-283	-17	101	32	-135	423	-261	-375	-565	-692		n/a	-1,392		
	Brownfield																								0		
	Brownfield Completions/ Commitments					660	907	988	1,351	1,522	1,071	668	284	192	126									7,993	7,993		
	Total Brownfield Supply					660	907	988	1,351	1,556	1,533	1,428	1,126	1,331	1,315	1,162	1,439	1,115	1,093	924	812	79	0	n/a	20,043		
	% Brownfield					66.73	87.55	96.48	82.38	79.47	75.22	80.45	76.76	75.19	73.79	71.95	66.22	74.88	79.49	77.97	76.75			n/a	76.54		
																									0		
																									0		
	Section B Brownfield land**																										
	Total Supply Green & Brown					1,042	1,159	1,298	1,640	1,958	2,038	1,775	1,467	1,733	1,782	1,615	2,173	1,489	1,375	1,185	1,058	275	0	26,913	26,638		
	Brownfield Completions 2004/07					660	907	988																2,555	2,555		
	Brownfield Commitments at 31/03/2007								1,351	1,522	1,071	668	284	192	126									5,438	5,438		

