

John Holmes
Wakefield Metropolitan District Council
Via E-mail
28 November 2019

PLANNING APPLICATION REF: 19/02277/OUT

LAND OFF WAKEFIELD ROAD, TOWN END, PONTEFRACT, WF8 4HW

**TWENTY TWO DWELLINGS INCLUDING ASSOCIATED WORKS
(OUTLINE INCLUDING ACCESS AND LAYOUT)**

Thank you for consulting with the West Yorkshire Combined Authority on the planning application detailed above.

The site is located within the recommended 400m from the nearest bus routes that operate on Wakefield Road. We generally take a pragmatic approach to walk distances to take the size and location of development sites into account. When doing so, we also have to consider the development type and the level and quality of service (frequency and destinations served) at the destination bus stop.

Bus services which operate on Wakefield Road include the 146/147 which operate between Wakefield and Pontefract at a 20/40/60 minute frequency along with the 148/149 which operate between Wakefield and Knottingley at a 20 minute frequency. The bus availability for the site is therefore considered to be acceptable. The size of the development is unlikely to change the bus route of frequency.

The closest bus stop on this corridor 18272 does not have a shelter. As part of this scheme, a bus shelter could be provided at the above named stop at a cost of £13,000 to the developer to improve the public transport offer.

In addition a Real Time Information display could be provided at the above named bus stop at a cost to the developer of £10,000.00. In order to access order to access this stop, safe and direct pedestrian links are required. In addition In order to access these stops, safe and direct pedestrian links are required.

To encourage the use of sustainable transport as a realistic alternative to the car, the developer needs to fund a package of sustainable travel measures. We recommend that the developer contributes towards sustainable travel incentives to encourage the use of sustainable modes of transport. Leeds City Council have recently introduced a sustainable travel fund. The fund can be used to purchase a range of sustainable travel measures including

discounted MetroCards (Residential MetroCard Scheme) for all or part of the site. This model could be used at this site.

The payment schedule, mechanism and administration of the fund would have to be agreed with Wakefield Council and WYCA and detailed in a planning condition or S106 agreement. As an indication of the cost should the normal RMC scheme be applied based on a bus only ticket, the contribution appropriate for this development would be £11,011.00. This equates to bus only Residential MCards.

I trust these comments will be useful in your appraisal of the application. If you require more information, please don't hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read 'P.D. Sullivan', written in a cursive style.

Pat Sullivan
Policy Assistant (Planning)