

A NEW VISION FOR DEVELOPING WAKEFIELD DISTRICT

Site Specific Policies Local Plan



Local Development Framework

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Site Specific Policies

Local Plan

Information



Information

The Site Specific Policies Local Plan, its accompanying Sustainability Appraisal Report, Appropriate Assessment and its Statement of Submission Consultation are available to view and download from the Council's website at www.wakefield.gov.uk/ldf.

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) 306495.

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

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Frequently Used Terms



1 Frequently Used Terms

Term/Acronym	Definition
Air Quality Management Area	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	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 Environment, Food and Rural Affairs	The government department responsible for animal health and welfare, environmental protection, exports and trade, farming, marine and fisheries, food and drink, horticulture, plants and seeds, research and analysis, rural affairs, sustainable development and wildlife and countryside.
Department for Communities and Local Government [formerly Office of the Deputy Prime Minister, Department of Environment, Transport and the Regions, or Department of the Environment]	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, which is being replaced by the Local Development Framework.
Development Plan Document	A Local Development Document which forms part of the statutory development plan, including the Core Strategy, Policies Map 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.
Highways Agency	Executive agency of the Department for Transport which manages and maintains the motorway and trunk road network in England.

Term/Acronym	Definition
Inset Map	May form part of the adopted Policies 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.
Leeds City Region	The sub-area comprising Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield and York local authorities, in which joint working arrangements are in place to help address cross-boundary issues.
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	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	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	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.
National Planning Policy Framework (NPPF)	Produced by central government setting out its policies on planning. Local Plans and the Local Development Framework must take account of and conform to the National Planning Policy Framework.
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 well-being 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).
Policies 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	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.

Term/Acronym	Definition
Regional Aggregates Working Party	Partnership of members of mineral planning authorities (including Wakefield), the aggregates industry and government, set up to prepare guidelines on the provision of aggregates in the region.
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 investment. It highlights a number of strategic objectives, themes and priority actions for the region and is co-ordinated by Yorkshire Forward.
Regional Housing Strategy	Produced by the Regional Housing Board, the RHS sets out priorities for housing in the region and includes a Regional Investment Plan for funding housing initiatives and interventions.
Regional Spatial Strategy	Regional planning strategy prepared by the Regional Planning Body 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. Now largely replaced by sub-regional transport strategies, such as the West Yorkshire Local Transport Plan.
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 and 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	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.
Strategic Housing Land Availability Assessment	An assessment of land availability for housing.
Strategic Housing Market Assessment	An assessment of local housing markets, the need and demand for affordable and market housing, and the economic viability of affordable housing policies.
Supplementary Planning Document	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.

Term/Acronym	Definition
Sustainable Development	Activity which achieves mutually reinforcing economic, social and environmental benefits without compromising the needs of future generations.
Sustainable Drainage Systems	A range of sustainable approaches to surface water drainage management.
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.
Unitary Development Plan First Alteration (UDP)	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 Bus Initiative	A partnership between the West Yorkshire Local Transport Plan (LTP) Partnership, bus operators, South Yorkshire authorities and the City of York Council which aims to improve infrastructure, vehicles and priorities on the core bus network and to address accessibility to bus services.

Table 1 Frequently Used Terms

Introduction



2 Introduction

The Local Development Framework

- 2.1** The Local Development Framework (LDF) consists of a series of documents that will guide the use of land and new development throughout the district until 2026. The requirement to produce the LDF was introduced under the Planning and Compulsory Purchase Act 2004.
- 2.2** The Council adopted the Core Strategy and Development Policies documents in April 2009. The Core Strategy includes strategies, policies and proposals for investment, development and use of land in the district 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. The Development Policies document sets out more specific policies affecting new development. The Central Wakefield Area Action Plan sets out specific policies and proposals for the central Wakefield area (including the city centre) and the Waste document sets out strategic waste policies and waste sites.
- 2.3** On adoption of the Sites Specific Policies Local Plan (hereafter referred to as the Sites document) the development plan for Wakefield district will consist of:
- Local Development Framework documents:-
 - Core Strategy (Adopted 15 April 2009);
 - Development Policies (Adopted 15 April 2009);
 - Central Wakefield Area Action Plan (Adopted 17 June 2009);
 - Waste document (Adopted 9 December 2009);
 - Site Specific Policies (Adopted 12 September 2012)
 - Unitary Development Plan First Alteration Saved Policies and Proposals in relation to retail, town centres, leisure and open space (September 2007)
 - Policies Map
- 2.4** Land is allocated within the Central Wakefield Area Action Plan, the Waste document and the Unitary Development Plan Saved Policies. Land is also allocated in this Sites document, which will sit alongside and in some cases supersede these other adopted allocations documents.

The Sites document should not be considered in isolation. The document should be read in conjunction with other LDF documents, in particular the Core Strategy. The Core Strategy is the overarching document which brings together in one place all the strategic elements of the LDF. The Sites document in combination with the other LDF documents will deliver the spatial vision, strategy and priorities within the Core Strategy.

This document is accompanied by detailed maps and these form part of the Policies Map.

The Sites document does not identify sites within central Wakefield as these are set out in the adopted Central Wakefield Area Action Plan. Neither does the document allocate sites for waste management which are set out in the Waste document. Other documents will also be produced, which will identify sites for uses for which there are no detailed policies in this document such as the:

- Retailing and Town Centres document
- Leisure, Recreation and Open Space document

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 website at www.wakefield.gov.uk/ldf.

What is the Site Specific Policies Local Plan?

- 2.5** The Sites document is one of the documents that forms part of the LDF. It lists and identifies on the Policies Map, all the development sites necessary to meet the needs identified in the Core Strategy. The document provides details of the proposals for sites in terms of land use, location and extent of the development proposed. It:
- interprets the spatial vision for Wakefield district defined in the Core Strategy (with the exception of central Wakefield) by allocating development land to 2022. (The Core Strategy sets out the distribution and scale of housing land to 2026, focusing development in Wakefield, Castleford and Pontefract);
 - meets the objectives designed to achieve the vision and accommodate the anticipated need for new development, including that needed to deliver the Community Strategy; and
 - identifies the scale, type and location of new development and transport investment, and the geographic areas within which development policies will apply.
- 2.6** This Sites document identifies and describes the Council's development proposals for the district. In addition to this, the document sets out designations that have been approved by other bodies through separate processes, for example Sites of Special Scientific Interest and archaeological sites. It also lists the 'Saved' Unitary Development Plan First Alteration (UDP) proposals in relation to retail, leisure and open space, which will be replaced at a future time when new LDF documents are adopted that deal with these topics.
- 2.7** This document sets out the allocation of sites above 0.4 hectares. Below this size, sites can be adequately dealt with through the development management process. All sites within the document are ordered by their position in the settlement hierarchy in the Core Strategy. Each site is presented within a site box, which contains the site number, site name and a brief description if applicable. It also sets out the critical information and infrastructure, as well as other relevant requirements known at this time. The site boxes do not seek to list all the planning obligations that may be sought in relation to the development. Certain types of planning obligations are generic to all development proposals, such as affordable housing, public open space, education and on-site renewables etc. These are not listed in each site box and policies setting out their requirements are contained in the Core Strategy and / or Development Policies document and any other relevant documents.
- 2.8** It is important to note that if a site is not shown in this document, it does not mean that a particular development proposal is inappropriate. Neither does it mean that the Council will not protect the area against development. Other LDF documents, such as the Core Strategy and Development Policies documents set out the policies which explain how the Council will deal with planning applications on areas not specifically allocated within this document.

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

Subject	Where found in the Document (chapter)	Sub-Sections	Purpose
Information			
Frequently Used Terms	1		
Introduction	2		To briefly explain the new development plan system, the Site Specific Policies document in particular, and its layout and community engagement arrangements.
National, Regional and Local Policy	3		The policy context set by the national, regional and local policy.
Principles of Site Development	4		The process of selecting proposals to achieve the spatial vision and to provide an overall context to the development requirements for new developments.
Presumption in Favour of Sustainable Development	5		National policy on sustainable development.
Development Proposals and Designations by topic and then by settlement hierarchy order	6 – 14	5 Settlement Boundaries 6 Housing 7 Employment 8 Special Policy Areas 9 Community Facilities 10 Transport 11 Natural Environment 12 Historic Environment 13 Open Land	Sets out the site allocations with their planning requirements. These are also shown on the Policies Map. Where appropriate, allocations and designations are listed by settlement in settlement hierarchy order.
Monitoring and Implementation	15		Sets out how the policies and proposals will be delivered and monitored.
Infrastructure Planning	16		Considers the infrastructure required to support development, costs, sources of funding, timescales for delivery and gaps in funding.
Saved Unitary Development Plan Policies	17		The saved UDP policies are listed in the text and shown on the Policies Map.
Policies Map	18		To identify the location and extent of policies and inter-relationships between them.
Housing Delivery - Phasing	Appendix 1		To illustrate potential phasing of sites development, to demonstrate that the proposals can meet the housing requirement year by year.
Environment Agency Flood Zones Map	Appendix 2		Identifies Environment Agency Flood Zones. These have not been incorporated in the Policies Map because they are frequently reviewed and therefore soon become out of date. In addition, the amount of information would over complicate the Policies Map.
Strategic Flood Risk Assessment Map	Appendix 3		To set out the Strategic Flood Risk Assessment flood zone maps used as part of the site selection process. These have not been incorporated in the Policies Map because the amount of information would over complicate the Policies Map.
Flood Extent Map for Castleford Riverside	Appendix 4		To set out the 1 in 100 year flood extent for the Castleford Riverside Special Policy Area (SPA4).

Table 2 Document Structure Summary

How does it fit into the Local Development Framework?

- 2.10** The Local Development Framework consists of documents that guide the use of land and new development within the district. Figure 1 shows how the Sites document relates to the programmes and strategies that have influenced its content and its relationship to other parts of the Local Development Framework.

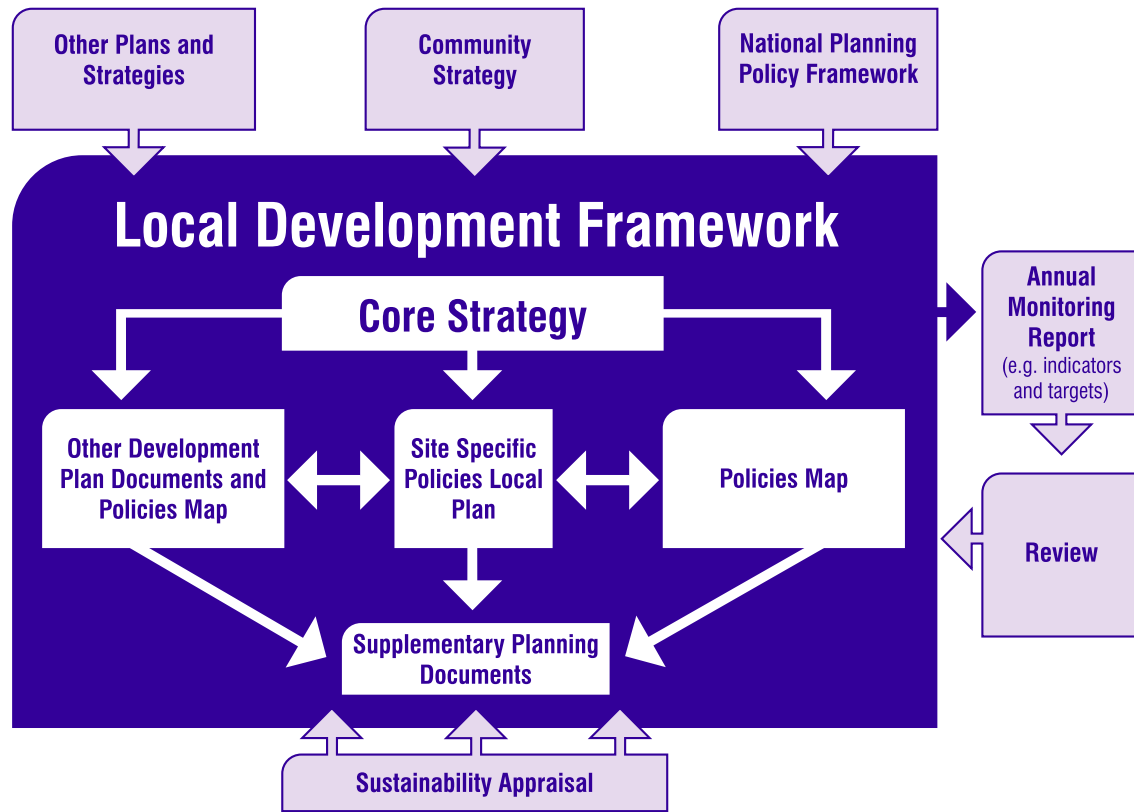


Figure 1 Relationship of the Site Specific Policies Local Plan to other documents

Relationship to the Core Strategy

- 2.11** The Sites document, as required, is in conformity with the policies and strategies within the Core Strategy, which was adopted in April 2009. The main role of the Sites document is to implement the vision and spatial strategy in the Core Strategy through the allocation of sites for development and other designations.

How does the Site Specific Policies Local Plan relate to the Unitary Development Plan?

- 2.12** Until all the new LDF documents are in place, some parts of the UDP are '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 following the adoption of this Sites document are referred to in chapter 17.

What is the Local Development Framework trying to achieve?

- 2.13** 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 solutions to sometimes conflicting needs and aspirations and making different choices in different places.
- 2.14** The spatial vision, objectives and policies in the Core Strategy provide the planning policy framework to help achieve sustainable development tailored to the distinctive characteristics and particular needs of the district.

- 2.15 The LDF marks a shift towards a broader and more flexible approach to plan making with the emphasis on spatial planning and development management, rather than the old local plan system with its limited focus on land use planning and development control.
- 2.16 Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development of land use with other policies and programmes, which influence the nature of places and how they function. It is about an integrated strategy for the future of the district, which is rooted in a clear vision with a commitment from all partners and agencies to its delivery.
- 2.17 The key emphasis in spatial planning is on places, how they function and their interrelationship. It is also about managing change to secure the best achievable quality of life for all in the community without wasting resources or harming the environment, and the Council and other agencies working in a co-ordinated manner to achieve agreed objectives.

How will this be achieved?

- 2.18 Ensuring that new development conforms to the strategy and policies of the Core Strategy and the policies in this document is one of the key ways in which the vision and objectives of the LDF and the Community Strategy will be delivered. The policies in the strategy provide direction for the scale, type and location of development and investment.
- 2.19 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 will also help to deliver other action plans and programmes.
- 2.20 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.

Strategic Environmental Assessment and Sustainability Appraisal

- 2.21 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⁽¹⁾ and must be subject to a Sustainability Appraisal, required under planning legislation.⁽²⁾ The Sustainability Appraisal Report which accompanies this document fulfils these requirements. The report shows the outcome of the previous sustainability appraisals and demonstrates how the previous appraisals have helped inform the preparation of this document. Copies of the report can be viewed and downloaded on the Council's website.

Appropriate Assessment

- 2.22 The Conservation (Natural Habitats, &c.) (Amendment) (England and Wales) Regulations 2006 require an appropriate assessment to be carried out for land use plans to assess their impacts on certain protected sites and species⁽³⁾ 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 Sites document. Copies of the report can be viewed and downloaded from the Council's website.

Community Engagement

- 2.24 The Council carried out widespread consultation with statutory bodies, local organisations and groups and individual citizens throughout the preparation of this document. Responses were analysed and considered carefully as part of the process. A number of issues raised during the consultation process have resulted in further studies and other technical work being undertaken and amendments to the document. A summary of the main issues raised is set out in the Statement of Submission Consultation which can be viewed and downloaded on the Council's website.

1 Environmental Assessment of Plans and Programmes Regulations 2004, and *A Practical Guide to the Strategic Environmental Assessment Directive*, Office of the Deputy Prime Minister, 2005

2 *Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks*, Office of the Deputy Prime Minister, 2005

3 Ramsar, Special Areas of Conservation, Special Protection Areas

National, Regional and Local Policy



3 National, Regional and Local Policy

Conformity

- 3.1 The Sites document has been prepared within the context provided by:
- National government planning policy statements and guidance;
 - Community Strategy ('Developing Knowledge Communities'); and
 - Adopted parts of the Local Development Framework, including:
 - Core Strategy - adopted 15 April 2009
 - Development Policies - adopted 15 April 2009
 - Central Wakefield Area Action Plan - adopted 17 June 2009
 - Waste document - adopted 9 December 2009
- 3.2 The Sites document must take account of national planning policy, must be in general conformity with the Core Strategy and has to demonstrate clear links with the Community Strategy. In turn, the document is an important means by which these higher level strategies and policies are implemented.

National Planning Policy

- 3.3 This document is considered consistent with national policy which is indicated throughout the document, in particular in terms of the scale, phasing and distribution of development.

Regional Planning Policy

- 3.4 The Government intends to revoke Regional Spatial Strategies, however at the time of adopting this document the Regional Spatial Strategy for Yorkshire and Humber (May 2008) (RSS) remains part of the development plan.
- 3.5 In Wakefield district the revoking of the Regional Spatial Strategy has little impact on the appropriate level of new housing in the district. Decisions on the amount of new housing and employment land to be provided in the development plan are now made at a local level. As the Council has already adopted its Core Strategy the scale and distribution of housing and employment land has already been set out. At a local level, the Council has decided to use the most reliable, robust evidence on housing and employment land available, which indicates rates of development similar to that set out in the RSS. More information on the amount of housing and employment land being made available in the development plan is set out in chapters 7, 8 and 9.

Leeds City Region Growth Point

- 3.6 As part of the Leeds City Region, Wakefield successfully bid for Housing Growth Point status. The Growth Points are intended to provide financial assistance to authorities wishing to deliver an increase in the level of housing supply. Over the period 2008 to 2017 Wakefield has set out an ambition to provide up to an additional 20% of homes above the target set by the Core Strategy, which will mean around 1,920 new homes would need to be delivered each year, providing infrastructure funding is provided. The Five Towns have been identified for the focus of the Housing Growth Point development in order to support regeneration within the principal towns of Castleford and Pontefract, and the urban areas of Featherstone, Knottingley and Normanton. Additional development will be located around the sub-regional city of Wakefield.

The Community Strategy

- 3.7 The Wakefield Community Strategy, 'Fast Forward', adopted in 2003, and its review, 'Developing Knowledge Communities', published in 2006, sets out the overall vision for the district and aims to improve the quality of life for the people to live, work and visit the district.

- 3.8 Aspects of the Community Strategy, particularly creating a dynamic local economy, achieving attractive environments, improving accessibility, and increasing the range of services available locally, have a spatial dimension, i.e. they take a different form in different parts of the district. The LDF and specifically the Site document has taken these into account and will help deliver them.

Local Development Framework Core Strategy (Summary)

- 3.9 The Core Strategy, adopted in April 2009, is the overarching document in the LDF. It sets out the overall spatial vision, spatial objectives, strategic themes and strategic development strategy for the district, for the period to 2026. It also indicates broad locations for delivering the housing and other strategic development requirements, in accordance with these objectives.
- 3.10 The Core Strategy establishes a settlement hierarchy to guide the scale and location of new development within the district over the plan period to 2026. The settlement hierarchy ranks settlements in terms of their relative size, role, function and suitability to accommodate the predicted growth and development, such as their accessibility to jobs and services.
- 3.11 New development will be directed towards those settlements which rank the highest in the hierarchy, while those at the lower end of the hierarchy will only see new development to meet identified local needs, or where there are overriding regeneration objectives. The aim of the strategy is to ensure that new development takes place at the appropriate scale, in the most sustainable locations.
- 3.12 The Core Strategy uses the settlement hierarchy, alongside policy priorities such as urban renaissance, urban regeneration and housing renewal, to determine the scale of growth within each settlement. Core Strategy policies CS1 and CS3 and the settlement hierarchy state that the majority of development will be focused in Wakefield, Castleford, and Pontefract, and supplemented by development in Featherstone, Knottingley, Normanton, South Elmsall and South Kirkby.

Regeneration

- 3.13 The strategic framework for regeneration in Wakefield district is set out in a report prepared for *First* (the development agency for Wakefield) and the Council by Leeds Metropolitan University in 2003⁽⁴⁾. The recommendations of the report have been accepted by the Council and are reflected in the Community Strategy under the *Fast Forward* challenge of 'developing a dynamic local economy'. Priorities include the need to develop co-ordinated approaches to regeneration in three parts of the district:
- the urban renaissance of Wakefield City;
 - the Five Towns strategic development framework; and
 - reconnecting the coalfield communities in the South East

Urban Renaissance

- 3.14 Urban renaissance is a key agent of regeneration. It aims to pull together the many different plans, projects and organisations in a place, including those relating to business development, learning and inclusion, culture, the environment, housing, tourism and reducing crime. Yorkshire Forward launched a programme of urban renaissance in a number of towns in 2001. An initial urban renaissance vision for Wakefield district was published in 2002, following a series of public events. A second report in 2005 aims to define how the vision might be realised⁽⁵⁾.
- 3.15 The aim is to create a network of compact, multi-use settlements within the district, which are well connected to each other and the rest of the sub-region, through a strategy of intensified development, linked to a high quality public realm, and increased transport connections. A separate strategy document has been prepared for Wakefield city⁽⁶⁾ to inform the LDF. The vision is for the city to be a hub for the expanding knowledge economy, to be the natural focus of cultural life and to experience expanded retail, entertainment and leisure facilities. There is a need to reconnect the city centre with adjoining neighbourhoods and to make it more people friendly.

4 Regenerating the Wakefield District Strategy Report 2003-2006

5 Getting Connected: Wakefield - A Strategic Framework for the District, Koetter Kim & Associates, 2005

6 Getting Connected: Wakefield - Developing the Vision, Koetter Kim & Associates, 2005

- 3.16** The Five Towns, especially Castleford and Pontefract, are also part of the urban renaissance programme. Here the vision is to create a group of self-sustaining settlements through collaboration. Key themes and objectives were developed in the 'Charter' report published in 2003 following widespread public engagement, whilst the more detailed Strategic Development Framework was published in 2005⁽⁷⁾. The key elements are to expand and diversify town centres to bring them back into use, make them more accessible to outlying neighbourhoods and improve public transport links between towns. The development of the Prince of Wales Colliery site in Pontefract will reverse the decline of the area after the collapse of mining locally. It will attract development, address transport issues and create new jobs and high quality places to live, work and invest. The Castleford Project is a landmark regeneration initiative delivering a programme of public realm improvements, stimulating the renaissance of the town. The project was broadcast on Channel 4 in 2009.
- 3.17** The South East of the district, together with adjoining parts of Barnsley and Doncaster districts, forms an area known as the 'Green Corridor'. The three Councils together with Government Office, the Housing and Communities Agency, local housing partnerships and housing associations have formed the 'Green Corridor Alliance' to tackle issues of low housing demand and market vulnerability. This has broadened into a wider regeneration initiative. A strategy⁽⁸⁾ has been published which establishes the broad principles for regeneration in the area, focused on the main centres (Hemsworth and South Kirkby/South Elmsall), together with other priorities, as a basis for housing and other investment programmes.
- 3.18** The spatial development strategy in the Core Strategy complements the aims and objectives of the urban renaissance objectives. As a result, the Sites document will help to realise the vision and aims of the urban renaissance agenda, through the selection and allocation of sites in accordance with the Core Strategy, which will assist in the delivery of specific urban renaissance proposals.

Masterplans

- 3.19** Although in most cases masterplans have no statutory backing, they provide details about individual proposals for development, which can help prepare LDF documents, within the framework provided by the Core Strategy. Where the Council has been involved in their preparation, masterplans that conform with the Core Strategy may be a material consideration when determining a planning application, and has influenced this document.
- 3.20** Some masterplans are being prepared by or in conjunction with the Council as part its regeneration work. In addition, a number of large landowners in the district have chosen to promote land and sites through masterplans. Other landowners contemplating similar exercises are advised to contact the Council at an early stage.

Other Related Plans, Programmes and Strategies

- 3.21** There are a number of other documents and programmes that have been an important influence on this document such as infrastructure plans and programmes, particularly those connected with transport, utilities and education.
- 3.22** While preparing this document key organisations have had an opportunity to advise us of their strategies and programmes. Where we have received such information, this has helped to inform this document.

⁷ Five Towns Strategic Development Framework, Yorkshire Forward, 2005

⁸ The Green Corridor Strategic Framework and Spatial Plan, Green Corridor Alliance, November 2005

Principles of Site Development



4 Principles of Site Development

Introduction

- 4.1** This document is primarily concerned with the allocation of sites for development to meet the spatial vision, spatial objectives and development strategy within the Core Strategy. This section sets out the general principles used for the selection of sites for inclusion within the document. However more detailed guidance is provided in the accompanying methodology paper.
- 4.2** The assessment of potential land use allocations options took account of the conformity of sites with the Core Strategy, and regeneration initiatives across the district. The assessment considered many factors:
- the scale of the proposal in relation to the status of the settlement in the settlement hierarchy;
 - whether the site is brownfield or greenfield;
 - whether the site is within the settlement, is 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.
- 4.3** The assessment also considered each proposal's performance in the latest sustainability appraisal in terms of economic, social, environmental and transport 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 risk. Sites have been identified for various land use proposals or combinations of land uses.
- 4.4** Potential land use allocation options were identified from several sources. Allocations in the UDP where development has not been completed, urban renaissance and regeneration projects, sites submitted by developers and landowners and sites listed in the Council's Strategic Housing Land Availability Assessment were all options evaluated in relation to proposed use(s) such as housing and employment.

The Scale of Housing Development

- 4.5** The housing target for the district for the period from 2004 to 2026 is set out within the Core Strategy, which states that the net additional housing requirement for the district is 1,600 dwellings a year from 2008 to 2026. However as previously stated, as part of the Leeds City region, the Council has successfully bid for Growth Point status, which means an ambition to build up to an additional 20% above the target over the period 2008 to 2017. The Growth Point is an ambition for housing determined at a local level and not a requirement, nor a basis for calculating a five year supply of housing land as set out in national planning policy.

Phasing of Housing Development

- 4.6** In accordance with national planning policy the LDF sets out the policies and strategies for delivering the level of housing provision in the Core Strategy, and identifies broad locations and specific sites that will enable a continuous rolling five year supply of housing, to be supplied for at least fifteen years from the date of adoption of the Core Strategy. Within the Sites document, sufficient specific deliverable sites have been identified to deliver housing in the first five years, with a further supply of specific, developable sites for years six to ten. For the years eleven to fifteen, the Core Strategy has identified broad areas for future growth. Some sites will continue to deliver new housing beyond 2022 and these are shown in the Housing Delivery - Phasing Table in Appendix 1. This approach is set out in the Core Strategy.
- 4.7** The Core Strategy covers the period to 2026, 22 years from the base date of April 2004 and 17 years from the adoption date of April 2009. The Sites document allocates land to accommodate significantly more housing than the minimum requirement set out in the Core Strategy, to help deliver the Council's growth and regeneration ambitions. Windfall housing development granted planning permission on land not specifically allocated for housing has contributed significantly to the housing supply in the district for many years and is expected to continue to do so. Between 1997 and 2011 the average annual number of houses delivered from windfall development has been 755 a year. Safeguarded land is allocated in the Sites document to provide additional flexibility during and beyond the plan period. Together, the level of land allocated for housing, the considerable scope for flexibility and for dealing with contingencies will ensure the permanence of the Green Belt boundary until at least 2026.

- 4.8** National planning policy states that local 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 document be:
- Available – the site is available now;
 - Suitable – the site offers a suitable location for development now and would contribute to the creation of sustainable and mixed communities; and
 - Achievable – there is a reasonable prospect that housing will be delivered on the site within five years.
- 4.9** The Core Strategy provides the mechanism to ensure that a continuous five year supply of land for housing is maintained, and is managed so that the most suitable sites in each settlement are delivered first.
- 4.10** The inclusion of sites in the five-year land supply and the timetable for delivering housing on each site are based on the following criteria:
- the need to provide a continuous supply of land to meet the annual housing requirement for the district;
 - the need to provide a land supply to enable the indicative annual requirement figures for individual settlements to be achieved;
 - the relative sustainability of the site compared to other sites in the settlement and in other areas of the district;
 - the need to achieve the target for the proportion of new housing built on brownfield (previously developed) land each year;
 - the availability of the necessary infrastructure and services to enable the site to be delivered; and
 - a sequential approach to sites subject to flood risk.
- 4.11** The phasing is supported by the housing trajectory, which demonstrates how allocations contribute year by year to meeting the housing requirement, taking account of completions and existing commitments. In accordance with national policy, we have reviewed existing commitments with planning permission to ensure that all sites allocated within the first five-year tranche are deliverable and developable. It should be noted that the year by year phasing information is indicative only and is included in this document to demonstrate that an adequate supply of housing land can be met over the plan period. Similarly the housing capacity information included in this information is based on an agreed set of assumptions and the actual density of development on sites will vary taking into account individual site characteristics.
- 4.12** The Council has produced a Strategic Housing Land Availability Assessment, which supports the assumptions made about the availability and developability of the housing allocations, which in turn demonstrates that the allocations are feasible and deliverable in the relevant timescale.
- 4.13** The sites included in the Sites document are allocated for development to support the delivery of housing over the plan period. In accordance with policies CS1 and CS3 and the associated Implementation Strategy of the Core Strategy, the Council will monitor housing development and work to achieve the Core Strategy target of 65% of new housing on previously developed land.
- 4.14** The Annual Monitoring Report will be used to inform the scale and type of additional sites that need to be brought into the five year supply of deliverable housing. The five year supply will be made up of land that has planning permission and can be delivered (current commitments, including windfall housing) and land allocated for housing, which can be delivered. Windfall completions will impact on the rate at which allocated sites will need to be brought forward and released to maintain a five year supply and distribution of land for housing, that accords with the spatial development strategy. Depending on the results of monitoring, it may be necessary to adjust the pace of housing delivery.
- 4.15** The overall intention is that within individual settlements, sites have been identified, based on the spatial development strategy and policies CS1 and CS3. The availability of the necessary infrastructure and the need to provide additional capacity in some locations will also determine the timing of the development of some sites. These sites will only be developable (and deliverable) later. This will also help to ensure development is sustainable.

The Distribution of Housing Development

- 4.16** The Core Strategy sets out the factors to consider when identifying suitable housing allocations:

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

4.17 Core Strategy policies CS1 and CS3 and the settlement hierarchy indicate that the majority of residential growth should be concentrated in Wakefield, Castleford and Pontefract and supplemented by development in Featherstone, Knottingley, Normanton, South Elmsall and South Kirkby. In lower ranking settlements, growth will be limited to that which meets local need, or where there is an overriding regeneration need. The aim of the strategy is to ensure that new development takes place at the appropriate scale, in the most sustainable locations. Most development will be concentrated within those settlements, which have the largest range of shops and services, with more limited development within local service centres and villages.

4.18 The Core Strategy sets out the broad distribution of housing across the district for the plan period up to 2026. It sets a minimum level of housing for Wakefield, Castleford, and Pontefract. However it does not provide an indicative level of housing for all the settlements in the district, such as the remaining urban areas and local service centres.

4.19 The 'Housing Distribution' in chapter 7 refines these figures and sets indicative figures for each settlement in the hierarchy. It allocates more housing, pro rata, to the three largest settlements, Wakefield, Castleford and Pontefract, where regeneration needs are greatest. Fewer houses are allocated to settlements where significant growth has occurred in recent years, smaller settlements, and rural areas. An assessment was carried out to estimate need within individual settlements, which has also informed the distribution of housing between the settlements. As confirmed in the Core Strategy, specific housing allocations are not made in village locations.

The Scale of Employment Development

4.20 Core Strategy policy CS8 states that in total a gross supply of 350 hectares of prime employment land is proposed in the district up to 2021. 255 hectares of this land is already available:

- 75 hectares will be primarily for commercial office development;
- 85 hectares will be primarily for light and general industry; and
- 95 hectares will be primarily for wholesale and freight distribution.

4.21 An additional 95 hectares of new land needs to be identified for wholesale and freight distribution, but this will be restricted to the M62 corridor.

4.22 The Core Strategy states that beyond 2021 employment land will come forward in accordance with the requirements of the spatial development strategy, and Core Strategy policy CS8. The Sites document allocates land for 10 years to 2022 to reflect the same time frame for housing land. The take up and supply of employment land will be reviewed annually as part of the Annual Monitoring Report. This is to ensure that there is an adequate supply of sites which are capable of being developed.

Local Jobs and Skills Development

4.23 In accordance with the Core Strategy and the Community Strategy some sites refer to the Council's objective to create employment and skills opportunities for local people as part of new developments. This will be achieved by the Council taking a proactive role in helping match new employers on development sites to those people in the community who may be able to take advantage of these opportunities. Opportunities may range from construction work and training on new housing developments to permanent job opportunities on new or existing employment sites. Development proposals should show how discussions with the Council and its partners have secured such opportunities and how they will be implemented. In some cases, legal agreements may be used to secure this. Where sites fall into areas of highest economic deprivation this has been set out in the site boxes.

The Distribution of Employment Land

- 4.24** Potential employment sites have been assessed in relation to national planning policy for B1 offices and transport infrastructure, and the development strategy in the Core Strategy. The distribution of the employment land is dictated by the Core Strategy development strategy and policies CS1 and CS8.

Special Policy Areas

- 4.25** Special policy areas are areas that 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, and where proposals are often important for the regeneration of the wider area. For the purposes of this document, the approach to the allocation of special policy areas is set out within Core Strategy policies CS1, CS3 and CS8.

Community Facilities and Planning for Health

- 4.26** Proposals for social and community facilities will be supported subject to need, site constraints and location in relation to planning policy. However in the case of this document, no land allocations for community facilities have been included. Stand alone community facilities will be subject to policies set out in other LDF documents, however many of the land allocations set out in this document are capable of contributing towards a wide range of community facilities and in some cases, where this has been identified as an essential infrastructure requirement, a new community facility will have to be provided as part of the development of a site. In doing so, developers are expected to work with the Council and its partners to help facilitate and deliver these facilities.
- 4.27** Almost every planning decision or policy has a potential effect on human health. Some links are obvious: for example, having access to safe and convenient green spaces helps to promote physical activity, and to prevent obesity. Some areas of the Wakefield district have higher levels of health deprivation and the Council is keen to ensure that planning decisions can help to address these issues. Development proposals should show how discussions with the Council and its partners have secured such opportunities and how they will be implemented. In some cases, legal agreements may be used to secure this. Where sites fall into areas of highest health deprivation the Council will require a health impact assessment to be submitted showing how this has been achieved.
- 4.28** As the UDP leisure policies and proposals have been saved, it is the intention of the Council to bring forward a leisure and open space development plan document in due course, which will include policies and proposals for community facilities for these uses.

Transport

- 4.29** The transport proposals are set out in chapter 11. New highway schemes have been put forward through the development plan process and will be allocated in accordance with Core Strategy policies CS4 and CS9.
- 4.30** Public transport and highway network proposals are usually the subject of public engagement and approval through processes separate from the LDF, such as the Local Transport Plan.
- 4.31** Public transport provision, together with impact on the strategic and local highway networks, are important considerations when assessing development proposals, and statements about these matters are included in chapter 11 and chapter 16.

Natural Environment

- 4.32** This Sites document allocates areas of Ancient Woodland, Wakefield Local Wildlife Sites and a Wildlife Habitat Network. Other designations, which have been designated by other organisations through separate processes from the LDF, are shown on the Policies Map. These include Sites of Special Scientific Interest, Special Areas of Conservation, Local Nature Reserves and Regionally Important Geological and Geomorphological Sites.

Historic Environment

- 4.33** Chapter 13 of this document lists a number of designations such as archaeological sites, and conservation areas, which were designated through processes outside of the LDF. Historic Parks/Gardens, Battle Sites and Historic Landscapes were designated in the UDP and carried forward into this document.

Green Belt

- 4.34** The main purpose of the Green Belt in Wakefield district 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. 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.
- 4.35** The Green Belt boundary has been checked on a district wide basis to ensure that it follows suitable recognised features on the ground, such as a road, track, footpath, stream or hedgerow, using the latest Ordnance Survey base map.
- 4.36** National planning policy and the Core Strategy make clear that a review of the Green Belt should only be carried out in exceptional circumstances. Such circumstances could be an overriding need to accommodate development of the following types, which cannot be met elsewhere, and where Green Belt land offers the most sustainable option:
- Regeneration schemes which bring community benefits;
 - Housing sites within Wakefield Housing Growth Point;
 - Strategic employment sites; and
 - Longer term housing sites.
- 4.37** The Green Belt review carried out for the Sites document has focused on the urban areas of Wakefield, Castleford, Pontefract, Normanton, Featherstone, Knottingley, Hemsworth, South Elmsall and South Kirkby, in accordance with the spatial development strategy set out in the Core Strategy. The review has also been carried out in Horbury, Ossett, Stanley and Outwood where major development has occurred (and to ensure consistency with the settlement boundaries), or if land is required to meet identified housing needs and no other sites are available within the settlement.
- 4.38** The main principles applied to the review of the Green Belt were:
- Green Belt land was only considered for allocation when sites within the urban areas had been considered, and where additional land was needed to meet the identified requirements for housing or employment.
 - potential sites must adjoin the settlement boundaries which are shown on the Policies Map. Isolated sites away from the identified settlements were not considered. All sites were subject to sustainability appraisal and this informed which sites were selected for allocation.
 - potential sites were assessed against the role and function of the Green Belt set out in national policy, particularly the prevention of settlements from merging, and the protection of the special character and setting of historic settlements (conservation areas, listed buildings, historic landscapes and archaeological sites for example). The cumulative impact of potential sites on the Green Belt and landscape character was also examined as part of the site assessment process.

Open Land in the Built Up Area

- 4.39** The Green Belt policies are designed to protect open land around and between settlements. Within the urban area of Wakefield is a large tract of open land which is not appropriate for Green Belt designation. It has been allocated as a protected area of open land under policy D13 of the Development Policies document. This designation fulfils a similar role to the Green Belt policies, but within the built up area, safeguarding open land from urban encroachment and preserving the identities of distinct and separate communities.

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

- 4.40** Safeguarded land is identified on the edge of urban areas which may be suitable to meet longer term development needs. This land should not automatically be regarded as long term development land. Reviews of the LDF may reconsider the suitability of safeguarded land for future development. The approach to safeguarded land is set out in the Core Strategy and Development Policies documents.

Land Reclamation and Mineral Resources

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

Flood Risk

- 4.43** Climate change has the potential to increase the risk of flooding through rising sea levels, increased winter rainfall and the occurrence of more extreme weather events. The LDF, therefore, has to be sensitive to this risk, avoiding it where possible and managing it elsewhere – the approach set out within national policy.
- 4.44** The Council has produced a Strategic Flood Risk Assessment, which looks at flood risk at a strategic level. The assessment has given the Council the necessary information to inform this document to ensure due regard is paid to flood risk. The Strategic Flood Risk Assessment has mapped all forms of flood risk in the district and has been used as part of the evidence base to locate new development primarily in low flood risk areas (Zone 1).
- 4.45** However, the ability to accommodate growth in flood zone 1 areas is constrained by the Green Belt and the availability of developable sites within the district. Therefore, a number of sites have been brought forward which lie within areas identified as being susceptible to flooding. One of the key challenges is achieving the most appropriate balance between the need to prioritise the use of previously developed land within urban areas, whilst avoiding flood risk and managing it elsewhere.
- 4.46** The Council seeks to address this by adopting a sequential approach to the release of development land, with priority being given to sites demonstrated to be at least risk from flooding. In accordance with the Strategic Flood Risk Assessment, sites have only been allocated where the level of flood risk is acceptable in relation to the type of development proposed and residual risk can be adequately managed.
- 4.47** All proposals on sites at risk of flooding will be expected to be accompanied by a site specific Flood Risk Assessment at the Development Management stage, detailing compliance with the sequential/exception tests and addressing localised flood risk issues/mitigation measures. In addition, the Council will seek to ensure that flood mitigation measures are accommodated in the design of new developments, for example through flood water storage, surface water run-off management, and sustainable drainage techniques where appropriate.
- 4.48** Recent advances in the geographic information available for the district has highlighted areas which are susceptible to surface water flooding. This information will continue to evolve during the plan period. The most up to date information available at the time should be used by developers to inform site specific flood risk assessments and surface water management plans.
- 4.49** A list of the sites located within higher flood risk areas, together with details of how they have been selected or rejected sequentially is set out in the appendices to the Sites Assessment Technical Paper (Volume 3).

Planning and Climate Change

- 4.50** National policy on climate change and planning has informed the allocation of the sites and areas for development.

Other Site Specific Considerations

- 4.51** It is anticipated that the majority of sites in this document will be subject to some form of development constraint. Such constraints might include flood risk, land contamination and land instability. In addition, most sites will be subject to developer contributions towards community facilities and services or infrastructure requirements, such as affordable housing, education and transport.
- 4.52** Where the Council has identified that there is a site specific constraint, or requirement for developer contributions, this has been indicated in the site box. However, there will be many instances where individual constraints or the detailed requirements for developer contributions cannot be identified at this stage. Therefore, developers are advised to carry out their own independent site investigations, and consult the relevant policies of the Core Strategy, Development Policies document, the Central Wakefield Area Action Plan, Waste document and any other relevant LDF documents, to inform them of the potential site specific constraints or contributions that may be required at the time of any planning application.

Presumption in favour of Sustainable Development



5 Presumption in favour of Sustainable Development

Policy SSP1

Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- specific policies in that Framework indicate that development should be restricted.

Settlement Boundaries



6 Settlement Boundaries

Introduction

- 6.1** The principal purpose of the settlement boundaries is to distinguish between the established 'built up' areas within which development will in principle be allowed, and those areas outside of the boundaries, which for planning purposes is the countryside, where new development will be strictly controlled. The Core Strategy establishes in policy CS1 and the spatial development strategy, the principle that appropriate development will be acceptable within settlement boundaries, and development outside these boundaries will be restricted.
- 6.2** This document establishes the boundaries of a number of settlements in the district. However there are also a number of settlements and groups of buildings which are not within the Green Belt, but are too small to be classed as villages. Policies relating to these are set out in policy D1 and section 3.6 of the Development Policies document.

Settlement Boundaries

- 6.3** The settlement boundaries are shown on the Policies Map, and have been allocated in accordance with the settlement hierarchy established in the Core Strategy. Detailed settlement boundaries are also shown on the LDF portal, which is accessible through the Council's website. The following settlements have allocated settlement boundaries:

Settlements with defined settlement boundaries		
Urban Areas	Local Service Centres	Villages
Wakefield - Sub-Regional City	Ackworth (Moor Top)	Badsworth
Castleford - Principal Town	Crofton	Darrington
Pontefract - Principal Town	Fitzwilliam / Kinsley	Hall Green
Featherstone	Ryhill / Havercroft	High and 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 3 Settlements that have allocated settlement boundaries

Housing



7 Housing

Introduction

The District Wide Housing Requirement

- 7.1** The Sites document needs to be in conformity with the adopted Core Strategy in terms of the scale and distribution of housing land. The Core Strategy states that land will be identified to meet the housing requirement set out in the Regional Spatial Strategy as a minimum (1,600 additional homes a year). In addition, the Council's commitment to the Leeds City Growth Point sets out an ambition to plan for an additional 20% (320 additional homes a year) between 2008 and 2017. The Leeds City Region Growth Point commitment will remain in place as it is not part of the Regional Spatial Strategy housing requirement.
- 7.2** Assessment of national and local evidence, including published household projections, ambitions for economic growth, creating new jobs and meeting the housing needs in the district in relation to supply, prices and affordability supports the level of housing growth set out above. In reality revoking the Regional Spatial Strategy has little impact on the appropriate level of new housing in the Wakefield district. The Council is planning for about 20,552 new homes up to 2022 to provide a 10 year supply of housing land.
- 7.3** In accordance with the Core Strategy, no allowance has been made for 'windfall' developments. Windfall housing is any residential development that is granted planning permission that is not specifically allocated for residential growth. The amount of housing development coming forward within the plan period will be monitored and documented in the Annual Monitoring Report. Depending on the cumulative scale of development, suitable intervention measures may be taken, in accordance with Core Strategy policy CS3, to achieve the required housing trajectory and the previously developed land trajectory.

Housing Objectives

- 7.4** The pressure for housing development remains 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 the Core Strategy and the Growth Point, 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 Regional Housing Strategy and the Council's own Housing Strategy.
- 7.5** The housing sites have been allocated in accordance with national policy and Core Strategy policies CS1, CS3, and CS6.
- 7.6** A Flood Risk Assessment will be required for development proposals in accordance with national planning policy. Phasing of development will be co-ordinated with any necessary upgrades at waste water treatment works.

Housing Sites

The following sites, as shown on the Policies Map, are allocated for housing and related purposes:

URBAN AREAS

SUB REGIONAL CITY - WAKEFIELD

HS 1

LAND EAST OF NEWTON HILL JUNIOR AND INFANTS SCHOOL, NEWTON HILL

The site is a greenfield extension to the settlement of Wakefield, which is classified as a sub-regional city.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A transport assessment will be required. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Public rights of way run along two boundaries of the site, the routes should be maintained and opportunities to improve these routes should be explored. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

Due to the site being a former colliery it is likely to be contaminated therefore a phase I - desktop study will be required. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

An ecological survey will be required covering the two paddocks of semi-improved grassland at the northern end of the site. If these grasslands are relatively species rich then they should be retained in situ or other appropriate mitigation undertaken. Site clearance work should be undertaken outside the bird nesting season or a checking survey will be required.

HS 2

PINDERFIELDS HOSPITAL (WEST), WAKEFIELD

This is an infill site within the settlement of Wakefield, which is classified as a sub-regional city.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible. There is a water main crossing the site along with a legal easement which will affect the future layout of the site.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A transport assessment and travel plan will be required addressing the impact on the local and strategic road network. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Cycling facilities must be provided within the site and to existing and/or proposed cycle facilities.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. A kick-about area larger than 1,100m² is to be provided on site, and a developer contribution will be required towards nearby off-site greenspace, to address a quality shortfall in the area. Due to the site being adjacent a deprived area a health impact assessment will be required. The development is likely to create a shortage of educational provision for which contributions are likely to be sought, but this will be subject to further review.

HS 3

IVY LANE, EASTMOOR

This is an infill site within the settlement of Wakefield, which is classified as a sub-regional city.

The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

The site lies within a landfill gas zone which will require a ground investigation to be undertaken and any identified remedial measures implemented to enable development. As there are trees and scrub on the site an ecological survey will be required, including a bat survey if the trees meet the criteria in the bat mitigation guidelines.

HS 4

WALTON LANE, SANDAL

This is an infill site within the settlement of Wakefield, which is classified as a sub-regional city.

Provision may have to be made for the inclusion of a new club house on the site to replace the existing facility. A satisfactory access and transport links would be required to re-locate the existing sports facilities. The local public sewer network may not have capacity to accept any additional discharge of surface water from the site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. A water supply can be made available at the developer's expense. There are two sewers crossing the site that will affect the future layout of the site.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A travel plan must accompany the transport assessment for this site in order to minimise the impact of traffic on the strategic road network. Pedestrian links should be provided within the site connecting existing nearby housing with the railway station. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. Due to part of the site being potentially infilled it is likely to be contaminated therefore a phase I - desktop study will be required. As the site lies within a landfill gas zone, a ground investigation will be required. The railway line along the boundary of the site is in operational use, therefore, a noise impact assessment will be required in addition to the provision of a buffer zone between the railway line and any residential use on the site. The development is likely to create a shortage of educational provision for which contributions are likely to be sought, but this will be subject to further review.

HS 5

REAR OF DAW GREEN AVENUE, CRIGGLESTONE

The site is a greenfield extension to the settlement of Wakefield, which is classified as a sub-regional city.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

Due to there being various previous industrial uses on the site it is likely to be contaminated therefore a phase I - desktop study, phase II – site investigation including landfill gas assessment and remediation options will be required.

HS 6**DURKAR LANE, CRIGGLESTONE**

This is an infill site within the settlement of Wakefield, which is classified as a sub-regional city.

A transport assessment that includes an analysis of the Denby Dale Road East/Durkar Low Lane junction in combination with the Calder Park roundabout and M1 Junction will be required. A travel plan must accompany the transport assessment for this site in order to minimise the impact of traffic on the strategic and local road networks. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. Infrastructure improvements and management measures at the school will be delivered prior to commencement, and appropriate management of construction traffic will need to take place throughout the construction period of the site.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. A public right of way exists within the site and this must be retained and improved. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures.

An ecological survey will be required and opportunities should be explored to achieve targets set out in the biodiversity action plan. The existing trees, including hedgerow trees, on the site are protected by a tree preservation order and should be retained. The site is currently used informally for outdoor recreation by local residents, the loss of such open space may have a negative impact on the health and well-being of local residents. High quality natural greenspace should be provided on site or a developer contribution made towards nearby off-site facilities. A developer contribution should also be made towards the creation and maintenance of a play area suitable for young people either on site or nearby. The development is likely to create a shortage of educational provision for which contributions are likely to be sought, but this will be subject to further review.

HS 7**LAND OFF LAWEFIELD LANE, WAKEFIELD**

The site is previously developed land within the settlement of Wakefield, which is classified as a sub-regional city.

The public right of way within the site should be maintained and improved. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures.

There could be potential noise from adjacent commercial activities, an assessment of noise and mitigation will be required. A scheme will also be required to ensure that the amenity of the dwellings on site is protected from the nearby industrial properties.

There are a number of trees on site, if they are to be felled then this should be undertaken outside the nesting season or be preceded by a checking survey for nesting birds. This site lies less than 250 metres from the scheduled ancient monument at Lowe Hill, development proposals must ensure that the character and setting of this monument will not be adversely affected.

HS 8

WARBURTON'S, WESTGATE END

The site is previously developed land within the settlement of Wakefield, which is classified as a sub-regional city. Part of the site is within flood zones 2 and 3a and the proposals have been subject to the sequential and exception tests. Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. Flood defence works may be required.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. A supply can be made available at the developer's expense.

The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

Due to the site being former mills and a burial ground it is likely to be contaminated therefore a phase I - desktop study will be required. Development must be excluded from the part of site affected by any tree preservation order. As there is potential for water voles and kingfishers along Alverthorpe Beck an ecological survey will be required to establish their presence. As both species are protected by legislation opportunities to restore networks of their natural habitats should be developed. On this basis, a buffer zone should be created along Alverthorpe Beck to enhance biodiversity, with particular emphasis on habitat for kingfisher and water vole.

A Presbyterian meeting house was opened on the site in 1697 and plans from the early 1800s show a burial ground. It is not known whether the burial site was cleared so there is potential for burials to survive on site therefore a desk-based archaeological assessment will be required but if this cannot assess the interest then a field evaluation will be required. Westgate End House and its adjacent boundary wall are grade II listed buildings. Development proposals will be required to safeguard those elements which contribute to the special character or setting of these structures.

HS 9

LAND AT SILCOATES STREET, WAKEFIELD

This is an infill site within the settlement of Wakefield, which is classified as a sub-regional city.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities, particularly nearby cycle routes.

Due to the site being former allotments, it is likely to be contaminated, therefore, a phase I - desktop study will be required. As the site lies within a landfill gas zone, a ground investigation will be required. As the site is within a deprived area a health impact assessment will be required.

HS 10**FORMER REDCATS SITE, HORBURY ROAD, WAKEFIELD**

The site is previously developed land within the settlement of Wakefield, which is classified as a sub-regional city.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents.

A transport assessment and travel plan will be required. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. A public right of way runs adjacent to the site, opportunities to improve this route should be explored. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

Due to the site being a former depot, it is likely to be contaminated therefore a phase I - desktop study will be required.

The site is adjacent the Lupset golf course ponds Local Wildlife Site, which is designated for its population of great crested newts. To protect the newts, temporary newt-proof fencing is required during construction to ensure that the great crested newts cannot get into demolition waste. A contribution will be required towards the provision of off-site greenspace.

The site is adjacent the grade II* listed Lupset Hall, development must respect the setting of this listed building. The development is likely to create a shortage of educational provision for which contributions are likely to be sought, but this will be subject to further review.

HS 11**REAR OF MILTON CRESCENT, LUPSET**

This is an infill site within the settlement of Wakefield, which is classified as a sub-regional city.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A transport assessment must be undertaken. A public right of way runs within the site and along the western boundary, the routes should be maintained and opportunities to improve these routes should be explored. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures.

HS 12**LAND AT DEWSBURY ROAD, WAKEFIELD**

This is an infill site within the settlement of Wakefield, classified as a sub-regional city.

The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required. The local public sewer network may not have capacity to accept any additional discharge of surface water from the site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. No surface water will be drained to Flanshaw Beck. Development will be coordinated with necessary upgrades at the waste water treatment works.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A transport assessment and travel plan will be required incorporating measures to minimise car travel, with particular attention to impact on the operation of J40 of the M1 motorway. A public right of way exists within the site and this must be retained and improved. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. The site is grade 3a agricultural land classification, but it can be demonstrated that there is a particular need for the development, that no alternative site of a lower grade is available, and the proposal would not result in the severance, fragmentation or reduction in the size of agricultural holdings which would prejudice their continuing viability.

Due to possible noise and/or odour from nearby industrial properties, an impact assessment will be required. A scheme will also be required to ensure that the amenity of the dwellings on site is protected from the nearby industrial properties. Accessible greenspace, including a 2 hectare natural area and a play area, should be incorporated in the proposal. The development is likely to create a shortage of educational provision for which contributions are likely to be sought, but this will be subject to further review.

HS 13

FORMER FLANSHAW CHILDREN'S CENTRE, FLANSHAW

The site is previously developed land within the settlement of Wakefield, which is classified as a sub-regional city.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the site. Any surface water discharges to the public sewer network must be restricted to the previous/present level of discharge. There should be no increased surface water run-off from the site, sustainable drainage solutions should be used.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A claimed public right of way exists within the site and this must be retained and improved. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. Highway access improvements will be required.

A kick-about area larger than 1,100m² is to be provided on site, and a developer contribution will be required towards nearby off-site open space and other categories of greenspace, to address a quality shortfall in the area. Due to the site being in a deprived area a health impact assessment will be required. As there may be possible noise and/or odour from nearby industrial properties an impact assessment will be required. A scheme will also be required to ensure that the amenity of the dwellings on site is protected from the nearby industrial properties.

HS 14

EAGLE GROVE, FLANSHAW

This is an infill site within the settlement of Wakefield, which is classified as an urban area and sub-regional city.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. Access issues may need to be resolved through the acquisition of adjacent third party land, to enable delivery of the development. Development of this site will require on-site and potentially off-site surface water mitigation of additional runoff impact to the existing greenfield runoff rate, on a catchment wide basis. The underlying strata local to the site is predominantly clay, unsuitable for infiltration of runoff by soakaways.

Due to possible noise and/or odour from nearby industrial properties an impact assessment will be required. A scheme will also be required to ensure that the amenity of the dwellings on site is protected from the nearby industrial properties. A phase 1 ecological survey will be required.

HS 15

SIRDAR MILLS, FLANSHAW LANE, WAKEFIELD

The site is previously developed land within the settlement of Wakefield, which is classified as a sub-regional city.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents.

The boundary of the site that runs alongside Alverthorpe beck intersects flood zone 3a, development must be excluded from this area. Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. There is a water main crossing the site which will affect the future layout of the site.

A transport assessment and travel plan will be required. Public rights of way run adjacent to the site, opportunities to improve these routes should be explored. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

Due to the site being a former textile mill, it is likely to be contaminated, therefore, a phase I - desktop study will be required. Alverthorpe beck is an important wildlife corridor, with potential sites for kingfishers and water voles. A stand-off of at least 8m must be left along the beck, and wildlife potential should be included in any landscaping scheme. As there is potential for bat roosts within the existing buildings, a bat survey will be required and alternative roosting opportunities for bats may need to be provided.

HS 16

LAND OFF BATLEY ROAD, WAKEFIELD

The site is a greenfield extension to the settlement of Wakefield, which is classified as a sub-regional city.

Overhead electricity transmission lines cross the site which will have to be included in the layout of the development. The statutory safety clearances between overhead lines, the ground, and built structures must be complied with.

A public right of way runs adjacent to the site, opportunities to improve this route should be explored. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. The southern boundary is adjacent to the Wildlife Habitat Network so a buffer zone will be required. A kick-about area is to be provided on site and contribution towards the provision of off-site greenspace. The site may affect the long distance views of St. Paul's Church, development must respect and not be detrimental to these views.

HS 17

LAND OFF WRENTHORPE LANE, WRENTHORPE

The site is a greenfield extension to the settlement of Wakefield, which is classified as a sub-regional city.

Overhead electricity transmission lines cross the site which will have to be included in the layout of the development. The statutory safety clearances between overhead lines, the ground, and built structures must be complied with.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

As there may be possible issues of noise and/or odour from the adjacent farm an impact assessment of the activities undertaken at the farm will be required.

HS 18

LAND OFF LINDALE LANE AND WRENTHORPE LANE, WRENTHORPE

The site is a greenfield extension to the settlement of Wakefield, which is classified as a sub-regional city.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

As there may be possible issues of noise and/or odour from the adjacent farm an impact assessment of the activities undertaken at the farm will be required. As the site is adjacent the Wildlife Habitat Network a buffer zone must be provided. Site clearance work must be undertaken outside the bird nesting season or a checking survey will be required.

HS 19

LAND TO THE NORTH OF BRADFORD ROAD, WRENTHORPE

The site is a greenfield extension to the settlement of Wakefield, which is classified as a sub-regional city.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. A public right of way runs adjacent to the site, opportunities to improve this route should be explored. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures.

A kick-about area is to be provided on site and a developer contribution will be required towards nearby off-site open space to address shortfall in the area.

HS 20

NORTH OF RUSKIN AVENUE AND ADJOINING LAND, WRENTHORPE

This is an infill site within the settlement of Wakefield, which is classified as a sub-regional city.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site and sustainable drainage solutions should be used. Off-site water mains laying would be required to reach the site.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A transport assessment and travel plan will be required incorporating measures to minimise car travel. Links for pedestrians and cyclists must be provided through the site from Bradford Road to the secondary school at Outwood. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. The railway line along the boundary of the site is in operational use, therefore, a noise impact assessment will be required in addition to the provision of a buffer zone between the railway line and any residential use on the site.

The site coincides with an area of high archaeological potential therefore a desk-based assessment will be required, but if this cannot assess the interest a field evaluation will be required. The site is grade 3a agricultural land classification, but there is a particular need for the development, no alternative sites of a lower grade are available, and the proposal would not result in the severance, fragmentation or reduction in the size of agricultural holdings that would prejudice their continuing viability. On-site provision of accessible greenspace (2 hectares) should be incorporated into the development. The development is likely to create a shortage of educational provision for which contributions are likely to be sought, but this will be subject to further review.

PRINCIPAL TOWNS

CASTLEFORD

HS 21

ST EDMUND'S CHURCH, PRESBYTERY AND HALL, QUEENS PARK DRIVE, AIREDALE

This is a previously developed site within the urban area, close to the district centre facilities and public transport in Airedale Estate.

A phase I desktop study to identify any potential risks of ground contamination should be undertaken. A developer contribution will be required to improvements in the quality of off-site open space.

HS 22

LAND AT FLASS LANE, CUTSYKE

This is a greenfield extension to the urban area.

Surface water flooding risks which may be concentrated on the north eastern periphery of the site will need to be taken into account in the flood risk assessment and the design of the scheme. A noise assessment will be required. A contribution to education provision will be sought. Any shortfall in quality off-site greenspace provision will be addressed by contributions

from the developer. The release of this site will need to be coordinated with investment at the waste water treatment works. Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

HS 23

FLASS LANE, CUTSYKE

This greenfield site is situated to the west of SPA5.

If access is taken from Glasshoughton Coalfields Link Road, then the impact on that road and its junctions would need to be assessed in a transport assessment. The wider network would also need to be considered, including M62 J32. One potential access road through the site has planning permission as part of the proposed new stadium and associated development on the adjoining former Glasshoughton Colliery site. Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A travel plan must accompany the transport assessment for this site in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency.

Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. Housing units will be excluded from the areas covered by flood zones 3a. These areas could be used for ancillary open space, subject to safety considerations. Phasing will need to be co-ordinated with the upgrading of the waste water treatment works. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Public rights of way will need to be maintained and improved to provide pedestrian / cycling routes to Glasshoughton station, Xscape and Pontefract Park. Development proposals must take full account of the Wildlife Habitat Network status of the site. In view of the site's former uses, a phase I desktop contaminated land study will be required for proposed housing areas. A bus service enhancement package will be required and should feature in masterplanning for this site. Local provision of natural greenspace will be required. A Health Impact Assessment will need to be undertaken. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

HS 24

ACKTON PASTURES, CASTLEFORD

This is a greenfield extension to the urban area.

The site is located within the Housing Growth Point area and helps to meet the district's housing requirement in accordance with the adopted spatial development strategy, and Core Strategy policies CS1 and CS3.

A significant green buffer will be retained and kept free from development between new housing and existing homes to the north. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures.

Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. Housing units will not be permitted in the flood zone 3a part of the site. These areas could be used for ancillary open space, subject to safety considerations. A noise assessment will be required. A contribution to education provision will be sought. A kick-about area should be provided on-site. Any shortfall in quality off-site greenspace provision will be addressed by contributions from the developer. Phasing will need to be co-ordinated with the upgrading of the waste water treatment works.

A transport assessment and travel plan will be required. Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Mitigation will need to satisfy the Air Quality Action Plan and a planning obligation will need to address offsetting increased vehicular trips. A cycle route link and associated works from within the site to the Glasshoughton Coalfields Link Road cycle route will be required. In relation to the Wildlife Habitat Network, hedgerow retention and tree planting between the site and Ackton Pasture Wood will be sought. The site is in primarily grade 3a agricultural land, but it can be demonstrated that there is a particular need for the development, that no alternative suitable site of a lower grade is available, and the proposal would not result in the severance, fragmentation or reduction in the size of agricultural holdings, which would prejudice their continuing viability.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

HS 25

LAND TO REAR OF LUMLEY STREET, CASTLEFORD

This is a greenfield site within the urban area.

The site is located within the Housing Growth Point area in accordance with the Core Strategy and helps to meet the district's housing requirement in accordance with the adopted spatial development strategy, and Core Strategy policies CS1 and CS3. An assessment of railway noise and mitigation will be required. A phase I desktop contaminated land study will be required. Cycling facilities from the site to proposed cycling facilities will be sought. Mature trees and relic hedgerows on the site should be retained. An accessible greenspace area on-site greater than 1000sq m will be required as well as a contribution to strategic greenspace serving this site. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

PONTEFRACT**HS 26****LAND NORTH OF THE CHESTNUTS, PONTEFRACT**

This is a greenfield urban extension site.

In order to minimise impact on the local road network in the town, urban extension sites in the north and east of the town are proposed. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Development proposals must take into account the tree preservation order. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

HS 27**LAND BETWEEN KNOTTINGLEY ROAD AND FERRYBRIDGE ROAD (NORTH OF RAILWAY), PONTEFRACT**

This is a greenfield urban extension site in this principal town.

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. In order to minimise impact on the local road network in the town, urban extension sites in the north and east of the town are proposed. A travel plan must accompany a transport assessment for this site in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. The transport assessment and proposed mitigation measures must equally address issues on the local road network. Access should not be taken off Stumpcross Lane.

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. An archaeological evaluation of this area will need to be undertaken and, if required, a mitigation strategy will need to be determined. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. A sustainable drainage system scheme may be required for surface water. The noise impact of the railway and M62 / A1M will need to be taken into account. A native species rich hedgerow will be required along parts of the site adjoining the Wildlife Habitat Network. The Rights of Way Improvement Plan proposes a multi-user route between Pontefract and Knottingley and this site will make an equitable contribution to the proposal. A 2 hectare area of natural greenspace will be required in conjunction with the development of HS28 as well as an equipped play site, and a contribution to address the quality shortfall in off-site greenspace will be required. A developer contribution to education provision is likely to be sought. The western part of this site, in particular, is located in an area which could potentially be affected by past sandworkings and, therefore, ground conditions will need to be investigated.

HS 28**LAND BETWEEN KNOTTINGLEY ROAD AND FERRYBRIDGE ROAD (SOUTH OF RAILWAY), PONTEFRACT**

This is a greenfield urban extension site in this principal town.

Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels.

In order to minimise impact on the local road network in the town of Pontefract, urban extension sites in the north and east of the town are proposed. A transport assessment will be required together with associated mitigation works. A new or revised access onto Knottingley Road is required, and emergency access will be considered to overcome existing flooding and visibility constraints. This is a medium location in relation to current bus services.

Housing units will not be included in any parts of the site in flood zone 3. A sustainable drainage scheme may be required for surface water. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. A buffer zone, including hedgerows, will be required between the development and the adjoining woodland and the Wildlife Habitat Network. A 2 hectare area of natural greenspace will be required, in conjunction with the development of site HS27, as well as an equipped play site. A contribution to address the quality shortfall in off-site greenspace will be required. The noise impact of the railway will need to be taken into account. The Rights of Way Improvement Plan proposes a multi user link between Pontefract and Knottingley and this site will make an equitable contribution to the proposal. A developer contribution to education provision is likely to be sought. The western part of site, in particular, is located in an area which could potentially be affected by past sand workings and, therefore, ground conditions across the site will need to be investigated. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

HS 29

LAND EAST OF COBBLERS LANE, PONTEFRACT

This is a greenfield urban extension site.

The site is elevated and prominent when viewed from the east. In order to minimise the impact on the local road network in the town, urban extension sites in the north and east of the town are proposed. A travel plan must accompany a transport assessment for this site in order to minimise the impact of traffic on the strategic and local road networks. Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. It is expected that developer contributions will be required from this development to help fund these measures. A comprehensive transport assessment would also need to address issues on the local road network particularly the junction of Cobblers Lane and the A645 and the impact on the A645 itself. Access into the site should not be in close proximity to the school access.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. Species rich native hedgerows should be established in areas which border the Local Wildlife Site. Proposals need to take full account of the Wildlife Habitat Network status of the site. A contribution to public transport will be required to increase the frequency of bus services. A kick-about and play area will be required on-site, together with a contribution to quality improvements of open space off-site. Pedestrian links through and adjacent to the site will be improved and could contribute to a multi user route between Pontefract and Knottingley. This site is located in an area which could potentially be affected by past sandworkings, therefore, ground conditions will need to be investigated in this respect. A noise assessment will be required. The release of this site will need to be coordinated with investment at the waste water treatment works

HS 30

HOLME LANE, CARLETON ROAD, CARLETON

This is a previously developed site within the urban area.

Access issues and impact on the local road network are capable of being resolved. A phase I desktop study should be submitted to identify potential risks of contamination.

A buffer zone will be required between the development and the Wildlife Habitat Network. Links through the site for pedestrian /cycle trips is required for potential access to Carleton High School. Bus service frequency enhancement may be required. A developer contribution will be required regarding off-site green space quality improvement.

HS 31

ACKWORTH ROAD/HARDWICK ROAD, PONTEFRACT

This is a greenfield urban extension site in this principal town.

The housing capacity may be limited due to the local road network constraints. Ackworth Road adjoining the site will need to be re-aligned. Continuous access through the site and a safe crossing facility will be required for all users to gain access to Carleton High School. A transport assessment and a travel plan for this site will be required in order to minimise the impact of traffic on the strategic and local road networks. The need for physical mitigation measures must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

Development must be designed to create no increase in surface water run-off. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. A transport assessment is required. A desktop study will be required to identify any potential risks of contamination. A kick-about area and play area are required on-site. A 2 hectare area of natural greenspace is required either on-site or nearby and a contribution will be required to rectify any shortfall in quality off-site greenspace provision. A contribution for education provision is likely to be sought.

HS 32

LAND AT PONTEFRACT GENERAL INFIRMARY, PONTEFRACT

This is a previously developed site within the urban area in this principal town.

Traffic generation by housing on the site is likely to be less than that generated by the previous hospital activity on the site but a transport assessment will be needed to confirm this and the resultant net impact on the adjacent road network. This would need to take into account relevant developments in the vicinity. The housing capacity of the site may need to be limited due to local road network constraints.

There must be no increased run-off to Friarwood Beck. A sustainable drainage system scheme may be required. Possible ground contamination needs to be investigated and if necessary appropriate mitigation measures taken. Amenity open space developer contributions could be used off-site, in part, for improvements to Valley Gardens, and the setting of this historic park and garden needs to be considered. A landfill gas migration investigation will be required, in relation to a small part of the site. Proposals must take into account the protected trees along part of the western boundary of the site.

HS 33**STRINGERS GARAGE, SLUTWELL LANE/FRIARWOOD LANE, PONTEFRACT**

This is a previously developed site situated in a sustainable location in this principal town.

Potential contamination on the site should be identified through a phase 1 desktop study. A landfill gas migration investigation will be required. There will be a need for provision of affordable housing. Transport noise should be assessed and mitigation measures incorporated in the scheme design. A developer contribution to education provision is likely to be sought. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

HS 34**LAND BETWEEN HORSEFAIR AND NORTHGATE, PONTEFRACT**

This is a previously developed site in a sustainable location in this principal town.

Development must fully respect the setting of listed buildings and buildings of local interest, and the character of the conservation area must be preserved or enhanced. A phase I desktop study should be submitted to identify potential risks of contamination. Contributions will be required to off-site greenspace provision. Proposals must be sympathetic to the objectives of the conservation area, and retain and take advantage of the protected trees. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

HS 35**FORMER PRINCE OF WALES COLLIERY - MONKHILL TRIANGLE, PONTEFRACT**

This is a greenfield urban extension site.

It is dependent upon the construction of the Northern Road required for the development of the former Prince of Wales Colliery Yard site, and this may determine its phasing. The amount of development acceptable before completion of the Northern Road will need to be examined in a transport assessment, taking into account the proposed phasing of housing development on the former Prince of Wales Colliery Yard site. Improvements to Skinner Lane will be required for pedestrians.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A travel plan must accompany the transport assessment in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. It is expected that developer contributions will be required from this development to help fund these measures.

The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. A desk top study, site investigation, and a remediation options appraisal will be required in order to consider possible ground contamination. A noise assessment will be required. Public access to an area of greater than 2 hectares of natural greenspace will be required within or nearby the site. A landfill gas migration

investigation will be required. This site, together with the former Prince of Wales Colliery Yard site, should facilitate bus service diversion and increased frequency. Development proposals will take into account the area's Wildlife Habitat Network status. A developer contribution to education provision is likely to be sought.

HS 36

LAND AT WILLOWDENE LANE, PONTEFRACT

This is a brownfield urban extension site.

In order to minimise impact on the local road network in the town, urban extension sites in the north and east of the town are proposed. Due to the need to overcome the access junction constraint, potentially by its development in conjunction with sites HS37 and HS38, it is regarded as a developable but not currently a deliverable site.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. The development should incorporate a public right of way link to the Prince of Wales Colliery redevelopment site. A contribution to quality improvements of open space off-site will be required. With regard to ground contamination a desktop study, site investigation and a remediation options appraisal will be required. Landfill gas migration and load bearing capacity investigations will be required. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Noise assessment will also be required.

HS 37

WESTERN EDGE OF LADY BALK, PONTEFRACT

This is a greenfield urban extension site.

In order to minimise impact on the local road network in the town, urban extension sites in the north and east of the town are proposed. Due to the need to overcome the access junction constraint, potentially by its development in conjunction with sites HS36 and HS38, the site is regarded as developable but not currently deliverable within the initial plan period.

If site HS36 remains in its current use, a noise assessment, together with necessary mitigation measures will be required. The development should incorporate a public right of way link to the Prince of Wales Colliery redevelopment site. A contribution to quality improvements of open space off-site will be required. With regard to ground contamination, a desktop study, site investigation, and a remediation options appraisal will be required. A landfill gas migration investigation will be required. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures.

HS 38**LAND OFF MONKHILL LANE, PONTEFRACT**

This is a greenfield urban extension site.

In order to minimise impact on the local road network in the town, urban extension sites in the north and east of the town are proposed. This site can assist road access into sites HS36 and HS37. A phase 1 desktop study will be required in order to establish contamination and landfill gas risk. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. The development should incorporate a public right of way link to the Prince of Wales Colliery redevelopment site. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. Developer contributions will be required for education provision.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

OTHER URBAN AREAS**KNOTTINGLEY (INC. FERRYBRIDGE)****HS 39****LAND TO WEST OF JACKSON'S BRIDGE, KNOTTINGLEY**

This is a greenfield site within the urban area and within the Church Lane Conservation Area.

Development should fully consider the character and appearance of the conservation area and setting of Jackson's Bridge Building of Local Interest. Woodland will be retained around the boundary of the site. Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. No housing units will be located within the flood zone 3 part of the site. Retention of greenspace on-site or enhancement of existing nearby provision, other than the adjoining site of ecological interest, will be required. The operation of the access junction will need to be considered in the context of the busy A645.

Any exposed faces of the former quarry should be left clear for study. The protection of geological features and enhancement of natural habitats including calcareous grassland on the adjoining canal-side site to the east of the A645 will be required to offset losses on this site in relation to its Wildlife Habitat Network characteristics but its wildlife corridor role must be retained. Building materials should not be intrusive in the limestone environment. The Rights Of Way Improvement Plan identifies that access to canal should be created/maintained and cycling facilities in/from development should be created and this can also provide improved public access to the adjoining site to the east of the A645. An ecological survey (including potential for bats) will be required. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. A Health Impact Assessment will be required. Development proposals will need to take account of the prospect of deep mine working.

HS 40**WOMERSLEY ROAD, KNOTTINGLEY**

This is a previously developed site within the settlement of Knottingley, which is classified as an urban area. This is a medium location in relation to current bus services.

A satisfactory transport assessment and travel plan will be required. Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. Housing units will not be included in any parts of the site in flood zone 3, which should be retained as a natural area. A play area will also be required on-site. The site has potential ecological value and an ecological survey is required. Proposals must take account of the 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. However, the site is in an accessible location. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. The Rights of Way Improvement Plan proposes cross boundary links to North Yorkshire, and this development should make an equitable contribution to those proposals. An enhancement of bus service levels will be required. A landfill gas migration investigation will be required. Development proposals will need to take account of the prospect of deep mine working.

HS 41**LAND EAST OF CATTLELAITH LANE, KNOTTINGLEY**

This is a greenfield urban extension site, which can be accessed from the former A1 to the west and possibly the A645.

It is in relatively close proximity to Hill Top, the main centre of Knottingley and Ferrybridge and a vehicular link to Warwick Estate would help to regenerate this part of Knottingley. The site should create neighbourhood links to integrate this site with the wider regeneration of Warwick Estate. The development of this area, together with the close-by employment allocation site (ES5), may require the construction of roads that will potentially enable them to form the initial part of the longer term Knottingley By-Pass/Relief Road project.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A full transport assessment and travel plan will be required for this site in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Public rights of way should be diverted, where necessary, and improved, and there should be improved pedestrian and cycle links to the town centre. Funding would be required to support bus services, should the site be developed. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. All categories of greenspace will be required on-site. A noise assessment will be required. Potential ground contamination including landfill gas migration will be investigated by the developer, and if necessary appropriate mitigation measures will be taken. A masterplan for this site should identify linked green infrastructure, taking account of existing provision nearby. The release of this site will need to be coordinated with investment at the waste water treatment works.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

HS 42**LAND ADJACENT A1 BUSINESS PARK, KNOTTINGLEY**

This is a greenfield site which adjoins an existing housing area within the urban area.

It has remained undeveloped for many years and was previously proposed to be part of the A1 Business Park. Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Access will be maintained for all users of Sowgate Lane. Off-site open space quality shortfall will require a developer contribution.

NORMANTON (INC. ALTOFTS)**HS 43****ASHFIELDS, NORMANTON**

This is a greenfield extension to the settlement of Normanton, which is classed as an urban area and forms the initial part of the development of the Ashfields - Altofts Hall Farm area.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Improvements to pedestrian, cycle and local transport links, including bus penetration, will improve the accessibility of the site to town centre services. In addition to this requirement, the provision of facilities and services within the development and travel plans will also need to be explored. Ideally this site should be brought forward as part of a comprehensive development for the Ashfields - Altofts Hall Farm area and early phases of development may need to make developer contributions towards infrastructure required for the development of the whole including possible substantial longer term development to the west of the railway line. This could include the means of delivering vehicular link(s) between the areas on either side of the railway line. Development proposals should not prejudice the possible future development of land in the Ashfields - Altofts Hall Farm area.

A travel plan must accompany a transport assessment for this site in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. The phases within the plan period incorporate the provision of extensive enhanced open space provision for the community, including the parkland development of the former colliery tip, part of the Ashfield area, and avoid the concentration of higher value agricultural land in the Altofts Hall Farm part of the area.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. A kick-about and play area will be required on-site and off-site open space quality shortfalls will require a developer contribution. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Development proposals will need to take account of Ashfield Beck: there should be no increased surface water run-off from the site and a sustainable drainage solutions scheme should be considered. The development will provide a parkland area, the timing, development and financing of which will need to be agreed with the Council. The development will not adversely affect the Local Wildlife Site and the Wildlife Habitat Network area will need to be fully taken into account in development proposals. A noise assessment will be required. The site is grade 2 and 3a agricultural land but overall of lower value than land to the west of the railway. However, no comparable alternative site of lower agricultural grade land is available, and there are no known issues regarding viability of farm units. Phasing will be co-ordinated with any necessary upgrades at the waste water treatment works. Across the wider Ashfields - Altofts Hall

Farm area, public rights of way should be improved and there should be improved pedestrian and cycle links between Normanton and Altofts. The viability of a bus route through the wider area should be investigated, and if necessary will require a developer contribution.

HS 44

ASHFIELDS, NORMANTON

This is a greenfield extension to the settlement of Normanton, which is classed as an urban area and forms the initial part of the development of the Ashfields - Altofts Hall Farm area.

This site, together with HS43 and HS45, should be developed for housing to meet housing needs, deliver community recreational open space, and initial infrastructure provision (that can enable a subsequent wider development) in an integrated and well co-ordinated scheme that could extend beyond the plan period.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Improvements to pedestrian, cycle and local transport links, including bus penetration, will improve the accessibility of the site to town centre services. The viability of a bus route through the site should be investigated. Currently the majority of the site is within 400m of the core bus network and if necessary will require a developer contribution. In addition to this requirement, the provision of facilities and services within the development and travel plans will also need to be explored. Ideally this site should be brought forward as part of a comprehensive development for the Ashfields - Altofts Hall Farm area and early phases of development may need to make developer contributions towards infrastructure required for the development of the whole including possible substantial longer term development to the west of the railway line. This could include the means of delivering vehicular link(s) between the areas on either side of the railway line. Development proposals should not prejudice the possible future development of land in the Ashfields - Altofts Hall Farm area.

A travel plan must accompany a transport assessment for this site in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency.

The initial phase incorporates the provision of extensive enhanced open space provision including parkland. A kick-about and play area will be required on-site and off-site open space quality shortfalls will require a developer contribution. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Development proposals will need to take account of Ashfield Beck. There should be no increased surface water run-off from the site, and sustainable drainage solutions should be considered. The development will provide a parkland area and will avoid the Local Wildlife Site and the Wildlife Habitat Network. No comparable alternative site of lower agricultural grade land is available and there are no known issues regarding viability of farm units. Phasing will be co-ordinated with any necessary upgrades at the waste water treatment works. Public rights of way should be improved and there should be improved pedestrian and cycle links between Normanton and Altofts.

HS 45

ASHFIELDS, NORMANTON

This is a greenfield extension to the settlement of Normanton, which is classed as an urban area and forms the initial part of the development of the Ashfields - Altofts Hall Farm area. This site, together with HS43 and HS44, should be developed for housing to meet housing needs, deliver community recreational open space, and initial infrastructure provision (that can enable a subsequent wider development) in an integrated and well co-ordinated scheme that could extend beyond the plan period.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Improvements to pedestrian, cycle and local transport links, including bus penetration, will improve the accessibility of the site to town centre services. In addition to this requirement, the provision of facilities and services within the development and travel plans will also need to be explored. Ideally this site should be brought forward as part of a comprehensive development for the Ashfields - Altofts Hall Farm area and early phases of development may need to make developer contributions towards infrastructure required for the development of the whole including possible substantial longer term development to the west of the railway line. This could include the means of delivering vehicular link(s) between the areas on either side of the railway line. Development proposals should not prejudice the possible future development of land in the Ashfields - Altofts Hall Farm area.

A travel plan must accompany a transport assessment for this site in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency.

A kick-about and play area will be required on-site, and off-site open space quality shortfalls will require a developer contribution. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Development proposals will need to take account of Ashfield Beck. There should be no increased surface water run-off from the site, and sustainable drainage solutions should be considered. The development will provide a parkland area and will avoid the Local Wildlife Site and the Wildlife Habitat Network. No comparable alternative site of lower agricultural grade land is available, and there are no known issues regarding viability of farm units. Phasing will be co-ordinated with any necessary upgrades at the waste water treatment works. Public rights of way should be improved, and there should be improved pedestrian and cycle links between Normanton and Altofts. The viability of a bus route through the site should be investigated, and if necessary will require a developer contribution.

HS 46

FORMER BRICKWORKS, WAKEFIELD ROAD, NORMANTON

This is a previously developed site within the settlement of Normanton, which is classified as an urban area.

Improvements to Newlands Lane and its junction with Wakefield Road should be implemented with appropriate pedestrian and emergency access. Development will need to address any contamination and landfill gas issues as well as the load bearing characteristics of the site. The following will be required regarding potential land contamination: phase I desktop study, phase II site investigation, gas risk assessment and a remediation options appraisal. The proximity to and impact upon the nearby great crested newts habitat will need to be addressed and adequate mitigation measures incorporated in the proposals. There should be no increased surface water run-off from the site, and sustainable drainage solutions should be considered. Provision of accessible greenspace will be required on-site, and a contribution to off-site quality shortfall will be required. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

HS 47

STATION ROAD, NORMANTON

This is a previously developed site within the settlement of Normanton, which is classified as an urban area. This is a good location in relation to current bus services.

Access arrangements should not prejudice the possible future development proposals for land at Altofts Hall Farm. Development proposals require a safe access onto Station Lane and pedestrian links with the town centre need to be improved. The site lies in an Air Quality Management Area and mitigation will be required. Development will need to address any contamination and landfill gas issues, and in this regard, initially a phase I desktop study will be required. Development proposals need to take account of Ashfield Beck. There should be no increased surface water run-off from the site, and sustainable drainage solutions should be considered. Provision of accessible greenspace will be required on-site, and a contribution to off-site quality shortfall will be required. Development proposals will take into account the area's Wildlife Habitat Network status including its role as a wildlife corridor.

HS 48

LAND AT GREENFIELD ROAD, ALTOFTS

This is a greenfield site within the settlement of Normanton, which is classified as an urban area. 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 sustainable drainage solutions scheme should be considered. A contribution to off-site open space quality improvements will be required.

FEATHERSTONE

HS 49

NORTH OF PONTEFRAC T ROAD, FEATHERSTONE

This is a greenfield urban extension site, which is close to the town centre, and has good access to public transport. The site's development will be part of regeneration proposals, and will include good pedestrian links to the town centre.

The site should only be accessed by a new junction with Pontefract Road being incorporated into the existing signal controlled junction. The new junction should incorporate safe and appropriate pedestrian crossing facilities. A travel plan must accompany a transport assessment for this site in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. Development proposals for the site should take into account relevant masterplans. Development which prejudices the subsequent potential development of adjoining areas will not be permitted. Rights of way should be improved and a route linking to Featherstone railway station will be required. The viability of a bus route through the site should be investigated. A 2 hectare area of natural greenspace will be provided on-site or nearby, and a contribution to off-site open space quality improvements will be required. A phase I desktop study will be required to identify potential risks of contamination. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

HS 50**LAND OFF GIRNHILL LANE, FEATHERSTONE**

This is a previously developed site within the urban area. The redevelopment of Girnhill Estate is an essential part of regeneration proposals for Featherstone. Featherstone is classified as an urban settlement.

Mitigation measures can be taken to resolve or reduce adverse constraint and sustainability issues to acceptable levels. This is a priority housing redevelopment site. A phase I desktop study will be required to identify any potential risks of contamination. The redesigned housing layout will need to incorporate sufficient accessible greenspace, including a play area. Other categories of greenspace off-site will require a developer contribution to address quality shortfall. Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required.

HEMSWORTH**HS 51****BROOKES GROVE, HEMSWORTH**

This is a previously developed site within the settlement of Hemsworth, which is classified as an urban area.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

HS 52**SPORTS GROUND, KIRKBY ROAD, HEMSWORTH**

This is an infill site within the settlement of Hemsworth, which is classified as an urban area. A sports facility, equivalent to the existing facility that would be lost, will be required to be provided in the locality of the site.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required. The laying of a water mains to the site will be required at the developer's expense.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. The site contains a former landfill site and lies within a landfill gas zone, a ground investigation will be required. The site may be contaminated therefore a phase I desktop study will be required. Due to the site being in a deprived area, a health impact assessment will also be required.

Established woodland within this site will be retained and opportunities explored to deliver the targets in the biodiversity action plan. Development should incorporate a 2 hectare area of natural greenspace and a kick-about area. Other categories of greenspace will require a developer contribution, to provide off-site alternative greenspace.

HS 53

KIRKBYGATE, HEMSWORTH

This is an infill site within the settlement of Hemsworth, which is classified as an urban area.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. The site contains a former landfill site and lies within a landfill gas zone, therefore, a ground investigation will be required. The area appears to contain scrub and grassland habitats so an ecological survey will be required. As there will be a loss of natural area on the site a developer contribution will be required towards enhancing or creating nearby facilities.

HS 54

ASHFIELD ROAD, HEMSWORTH

The site is a greenfield extension to the settlement of Hemsworth, which is classified as an urban area.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. There could be potential noise from adjacent commercial activities, including machinery at the farm and road noise from the bypass, an assessment of noise and mitigation will be required. If animals are kept at the nearby farm mitigation measures may be required to address any issues relating to odour. A scheme may also be required to ensure that the amenity of the dwellings on site is protected from the nearby industrial properties.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. A developer contribution will be required towards nearby off-site greenspace to address shortfall in the area.

HS 55

WEST END, HEMSWORTH

This is a previously developed site within the settlement of Hemsworth, which is classified as an urban area.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. The capacity

of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required. There is sewerage infrastructure crossing the site, therefore, stand-off distances will have to be included in the layout of the development.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. Due to the site being subject to a renewal strategy, a health impact assessment will be required. A minimum of 1,100m² accessible greenspace should be provided on-site.

SOUTH ELMSALL/SOUTH KIRKBY

HS 56

LAND OFF FIELD LANE, SOUTH ELMSALL

This site is previously developed land within the settlement of South Kirkby/South Elmsall, which is classified as an urban area.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. The viability of a bus route through the site should be investigated. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

Due to the site being former quarry and depot there is a potential risk of contamination, a phase I desktop study will be required. The site intersects a landfill gas zone, which will require a ground investigation to be undertaken and any identified remedial measures implemented to enable development. A scheme will be required to ensure that the amenity of the dwellings on site is protected from the nearby industrial properties. A minimum area of 1,100m² accessible greenspace should be provided on site. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required but if this cannot assess the interest then a field evaluation will be required.

HS 57

FORMER SCRAP YARD, SOUTH ELMSALL

This site is previously developed land within the settlement of South Kirkby/South Elmsall, which is classified as an urban area.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. The site lies within a landfill gas zone, which will require a ground investigation to be undertaken.

HS 58

ROWLEY LANE, SOUTH ELMSALL

This is an infill site within the settlement of South Kirkby/South Elmsall, which is classified as an urban area.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

The site contains a former landfill tip and lies within a landfill gas zone, which will require a ground investigation to be undertaken. A developer contribution will be required towards nearby off-site open space to address shortfall in the area. The development is likely to create a shortage of educational provision for which contributions are likely to be sought, but this will be subject to further review.

HS 59

FORMER COMMON FARM, SOUTH ELMSALL

The site is a greenfield extension to the settlement of South Kirkby/South Elmsall, which is classified as an urban area.

Development proposals should not prejudice the potential development of adjoining land and the site should be developed as a whole.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. A public right of way runs adjacent to the site, opportunities to improve this route should be explored. In accordance with the Rights of Way Improvement Plan links to the Frickley Colliery Country Park site should also be provided. A developer contribution will be required towards nearby off-site open space to address shortfall in the area.

HS 60

LAND AT MOORTHORPE STATION, SOUTH KIRKBY

This site is previously developed land within the settlement of South Kirkby/South Elmsall, which is classified as an urban area, where development of this scale is appropriate.

The site lies within a Health and Safety Executive consultation zone so development will only be permitted if it can be demonstrated that measures can be implemented to protect public health and safety. Planning Advice for Developments near Hazardous Installations does not advise against development.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. Capacity is restricted to meet the need for a public car park to serve railway station on site, to be developed in conjunction with refurbishment of the railway station and car park. The railway line along the boundary of the site is in operational use, therefore, a noise impact assessment will be required in addition to the provision of a buffer zone between the railway line and any residential use on the site.

HS 61

COMMON ROAD, SOUTH KIRKBY

The site is a greenfield extension to the settlement of South Kirkby/South Elmsall, which is classified as an urban area, where development of this scale is appropriate.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. A developer contribution will be required towards nearby off-site open space to address shortfall in the area.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required but if this cannot assess the interest then a field evaluation will be required.

HS 62

LAND AT WEST STREET, SOUTH KIRKBY

This is an infill site within the settlement of South Kirkby/South Elmsall, which is classified as an urban area.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required but if this cannot assess the interest then a field evaluation will be required. The site lies less than 160 metres from the scheduled ancient monument at Kirkby Camp, development proposals will ensure that the character and setting of this monument will not be adversely affected.

HS 63

LAND AT AARON WILKINSON COURT, SOUTH KIRKBY

This is an infill site within the settlement of South Kirkby/South Elmsall, which is classified as an urban area.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. A developer contribution will be required towards nearby off-site open space to address shortfall in the area.

HS 64

LAND AT GROVE DRIVE, SOUTH KIRKBY

Part previously developed and part infill site within the settlement of South Kirkby/South Elmsall, which is classified as an urban area.

There is sewerage infrastructure crossing the site, therefore, stand-off distances will have to be included in the layout of the development.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. Part of the site should be retained and enhanced as accessible greenspace. A scheme may be required to ensure that the amenity of the dwellings on site is protected from the nearby industrial properties.

HS 65

NORTHFIELD LANE, SOUTH KIRKBY

This site is previously developed land within the settlement of South Kirkby/South Elmsall, which is classified as an urban area.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the proposed site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solution should be used. There is

sewerage infrastructure crossing the site therefore, stand-off distances will have to be included in the layout of the development. A distribution main also crosses the site but this can be diverted/moved at the developer's expense. The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. A developer contribution will be required towards nearby off-site open space to address shortfall in the area.

HS 66

LAND AT NORTHFIELD AVENUE, SOUTH KIRKBY

This is an infill site within the settlement of South Kirkby/South Elmsall, which is classified as an urban area.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the proposed site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. There is sewerage infrastructure crossing the site therefore, stand-off distances will have to be included in the layout of the development. A distribution main also crosses the site but this can be diverted/moved at the developer's expense. The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Improvements to pedestrian, cycle and local transport links, including bus penetration, will improve the accessibility of the site to town centre services. A public right of way runs through the site, this should be maintained and improved. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

A developer contribution will be required towards nearby off-site open space to address shortfall in the area.

HORBURY

HS 67

BENTON HILL, HORBURY

The site is a greenfield extension to the settlement of Horbury, which is classified as an urban area.

A transport assessment will be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities, including the nearby Horbury cycle route. Due to the site being agricultural land it is likely to be contaminated therefore a phase I - desktop study will be required.

HS 68**LAND TO NORTH OF WAKEFIELD ROAD, HORBURY**

The site is a greenfield extension to the settlement of Horbury, which is classified as an urban area.

A transport assessment will be required. A public right of way runs along the northern boundary of the site, this should be maintained and opportunities to improve this route should be explored. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities, including the nearby Horbury cycle route. A culverted watercourse runs through the site and is bounded by drains, therefore, any issues arising would need to be resolved.

HS 69**LAND AT HORBURY QUARRY, HORBURY**

This is an infill site within the settlement of Horbury, which is classified as an urban area.

In order to make adequate provision for the RIGS site it will be necessary for any development to be set back from the quarry face to minimise future safety concerns, to provide access for educational activities, to provide some opportunities for longer views of the exposure from a distance and to provide funding for maintaining the exposure.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities, including the nearby Horbury cycle route.

OSSETT**HS 70****LAND AT FAIRFIELD DRIVE, OSSETT**

This is an infill site within the settlement of Ossett, which is classified as an urban area.

A public right of way runs within the site this should be maintained and opportunities to improve this route should be explored. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

HS 71**FORMER HETS SITE, OSSETT**

This is a previously developed site within the settlement of Ossett, which is classified as an urban area.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. The site intersects a landfill gas zone, which will require a ground investigation to be undertaken. Sowood Farmhouse, to the east of the site, is a grade II listed building. Development proposals will be required to safeguard those elements which contribute to the special character and setting of the building.

HS 72

STORRS HILL, OSSETT

The site is a greenfield extension to the settlement of Ossett, which is classified as an urban area.

A public right of way runs through the site, this must also be maintained and improved. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

There is a pumped sewer crossing the site which will affect the future layout of the site. The site intersects a landfill gas zone, which will require a ground investigation to be undertaken. Sowood Farmhouse, to the east of the site, is a grade II listed building. Development proposals will be required to safeguard those elements which contribute to the special character and setting of the building.

HS 73

VICTORIA MILLS, HORBURY ROAD/STORRS HILL ROAD, OSSETT

This is a previously developed site within the settlement of Ossett, which is classified as an urban area.

Cycling facilities must be provided within the site and to existing and/or proposed cycle facilities. Links for pedestrians and cyclists must be provided through the site from The Green to the secondary school at Ossett.

Due to the site being former textile mills there is a potential risk of contamination, a phase I desktop study will be required. As there is potential for bat roosts within the existing buildings, a bat survey will be required and alternative roosting opportunities for bats may need to be provided. Ossett school is a grade II listed building adjacent to the site, development must not have a negative impact upon those elements which contribute to the special character or setting of these buildings.

STANLEY/OUTWOOD

HS 74

VICTORIA WAY, OUTWOOD

This is an infill site within the settlement of Stanley/Outwood, which is classified as an urban area.

The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. A public right of way runs through the site, this must also be maintained and improved. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

A scheme will also be required to protect dwellings from transport noise from the adjacent A650.

HS 75**LAND AT LEEDS ROAD, NEWTON HILL**

The site is a greenfield extension to the settlement of Stanley/Outwood, which is classified as an urban area.

The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

A minimum area of 1,100m² accessible greenspace will be retained and enhanced on site.

LOCAL SERVICE CENTRES**CROFTON****HS 76****LAND EAST OF PRIORY RIDGE, CROFTON**

The site is a greenfield extension to the settlement of Crofton, which is classified as a local service centre.

The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. There is sewerage infrastructure crossing the site therefore, stand-off distances will have to be included in the layout of the development.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A public right of way runs through the site, this must also be maintained and improved. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

As the site lies within a landfill gas zone, which will require a ground investigation to be undertaken and any identified remedial measures implemented to enable development. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required but if this cannot assess the interest then a field evaluation will be required.

HS 77**BEDFORD FARM, CROFTON**

The site is a greenfield extension to the settlement of Crofton, which is classified as a local service centre.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the proposed site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. Due to the site being formerly used for agricultural purposes there is a potential risk of contamination, a phase I desktop study will be required. A scheme will also be required to protect dwellings from transport noise. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required but if this cannot assess the interest then a field evaluation will be required.

RYHILL/HAVERCROFT

HS 78

LAND AT HIGHFIELDS, HAVERCROFT

The site is a greenfield extension to the settlement of Ryhill/Havercroft, which is classified as a local service centre.

Vehicular access to the site should be taken from Highfields due to the unsuitability of Rycroft Avenue/Greenacre Walk as access would cross the Wildlife Habitat Network. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

Water voles and great crested newts are recorded in the beck, therefore, a stand off of a minimum of 10 metres will be provided from the beck. As the site is adjacent the Wildlife Habitat Network a buffer zone must be provided. Site clearance work will be undertaken outside the bird nesting season or a checking survey will be required. A developer contribution will be required towards nearby off-site open space to address shortfall in the area. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

HS 79

NORTH OF MADELEY ROAD, HAVERCROFT

The site is a greenfield extension to the settlement of Ryhill/Havercroft, which is classified as a local service centre.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the proposed site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. There is sewerage infrastructure crossing the site therefore, stand-off distances will have to be included in the layout of the development.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. A public right of way runs adjacent to the site, opportunities to improve this route should be explored.

The site lies within a landfill gas zone, which will require a ground investigation to be undertaken. A botanical survey will be required and this will determine the boundary of the approximately 2 hectares of natural greenspace that should be retained on or adjacent the site. As the site is adjacent the Wildlife Habitat Network a buffer zone will be provided between this area and development. Depending on the results of the botanical survey a further ecological survey may also be required.

HS 80

LAND TO REAR OF LIBERAL CLUB, MILL LANE, RYHILL

This is an infill site within the settlement of Ryhill/Havercroft, which is classified as a local service centre.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. Due to the site being former allotments there is a potential risk of contamination, a phase I desktop study will be required. A social club is in close proximity to the site, therefore, a noise assessment will be required. As the site is adjacent to a deprived area, a health impact assessment will be required.

FITZWILLIAM/KINSLEY

HS 81

SPORTS GROUND ADJACENT TO CITY ESTATE, FITZWILLIAM

The site is an infill site within the settlement of Fitzwilliam/Kinsley, which is classified as a local service centre.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The site includes playing fields/sports facilities, their release for development will have to be addressed and alternative provision made nearby.

The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required. The local public sewer network may not have capacity to accept any additional discharge of surface water from the proposed site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. There is sewerage infrastructure crossing the site therefore, stand-off distances will have to be included in the layout of the development. A distribution main also crosses the site but this can be diverted/moved at the developer's expense.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. Due to the site being within a deprived area a health impact assessment will be required.

HS 82

CITY ESTATE, FITZWILLIAM

The site is previously developed land within the settlement of Fitzwilliam/Kinsley, which is classified as a local service centre.

The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. There is sewerage infrastructure crossing the site therefore, stand-off distances will have to be included in the layout of the development. A distribution main also crosses the site but this can be diverted/moved at the developer's expense.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. A public right of way runs adjacent to the site, opportunities to improve this route should be explored.

The site lies within a landfill gas zone, which will require a ground investigation to be undertaken. A kick-about area will be provided on site and a developer contribution will be required towards nearby off-site greenspace to address shortfall in the area.

HS 83

WAKEFIELD ROAD, KINSLEY

The site is a greenfield extension to the settlement of Fitzwilliam/Kinsley, which is classified as a local service centre.

The site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site and sustainable drainage solutions should be used.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. As the site intersects two landfill gas zones, a ground investigation will be required. The railway line along the boundary of the site is in operational use and therefore a noise impact assessment will be required in addition to the provision of a buffer zone between the railway line and any residential use of the site. As there may be possible issues of noise and/or odour from the adjacent poultry farm an impact assessment of the activities undertaken at the farm will be required. Due to the site being within a deprived area a health impact assessment will be required. A kick about area should be provided on site and a contribution to off-site open space quality improvements nearby will be required.

HS 84

FARM LANE, KINSLEY

The site is a part infill site and greenfield extension to the settlement of Fitzwilliam/Kinsley, which is classified as a local service centre.

The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. There is sewerage infrastructure crossing the site therefore, stand-off distances will have to be included in the layout of the development. A distribution main also crosses the site but this can be diverted/moved at the developer's expense.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. A public right of way runs adjacent to the site, opportunities to improve this route should be explored. Links to Fitzwilliam railway station should be improved in accordance with the Rights of Way Improvement Plan.

The site lies within a landfill gas zone, which will require a ground investigation to be undertaken. An area of accessible natural greenspace will be provided on site and a developer contribution will be required towards nearby off-site greenspace to address shortfall in the area. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required but if this cannot assess the interest then a field evaluation will be required.

UPTON**HS 85****SHINWELL ESTATE, UPTON**

The site is previously developed land within the settlement of Upton, which is classified as a local service centre.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the proposed site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. A distribution main also crosses the site but this can be diverted/moved at the developer's expense. The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. A public right of way runs close to the site, opportunities to improve this route should be explored.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. A botanical survey will be required. An accessible area of natural greenspace should be retained in the northern part of the site the boundary of which will be determined by the botanical survey and a developer contribution will be required towards nearby off-site greenspace to address shortfall in the area. As the site is adjacent the Wildlife Habitat Network a buffer zone must be provided between that area and any development. Site clearance work should be undertaken outside the bird nesting season or a checking survey will be required. The development is likely to create a shortage of educational provision for which contributions are likely to be sought, but this will be subject to further review.

HS 86**HAREWOOD LANE, UPTON**

This is an infill site within the settlement of Upton, which is classified as a local service centre.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

Due to the site being adjacent a deprived area a health impact assessment will be required. The development is likely to create a shortage of educational provision for which contributions are likely to be sought, but this will be subject to further review.

HS 87**RECREATION GROUND, WAGGON LANE, UPTON**

This is an infill site within the settlement of Upton, which is classified as a local service centre. Replacement sports facilities may need to be provided within the locality.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the proposed site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities.

The site lies within a landfill gas zone, which will require a ground investigation to be undertaken and any identified remedial measures implemented to enable development. Due to the site being adjacent a deprived area a health impact assessment will be required. A developer contribution will be required towards nearby off-site open space to address shortfall in the area. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required but if this cannot assess the interest then a field evaluation will be required. The development is likely to create a shortage of educational provision for which contributions are likely to be sought, but this will be subject to further review.

HS 88

COMMON LANE, UPTON

The site is a greenfield extension to the settlement of Upton, which is classified as a local service centre.

Cycling facilities should be provided within the site and to existing and/or proposed cycle facilities. A public right of way runs adjacent to the site, opportunities to improve this route should be explored. A transport assessment will be required to address access, off-site works and pedestrian links.

Due to the site being adjacent a deprived area a health impact assessment will be required. An area of accessible natural greenspace will be provided on site and a developer contribution will be required towards nearby off-site greenspace to address shortfall in the area. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required but if this cannot assess the interest then a field evaluation will be required. The development is likely to create a shortage of educational provision for which contributions are likely to be sought, but this will be subject to further review.

Gypsy, Traveller and Travelling Showpeople Accommodation

Legislative & Policy Context

- 7.7 Housing and planning legislation and policy have placed a statutory duty on Council's to provide accommodation for Gypsies, Travellers and Travelling Showpeople.

Regional, Sub-Regional and Local Evidence

- 7.8 Currently the Regional Spatial Strategy identifies a need to provide additional accommodation for gypsy and traveller families in the West Yorkshire area. It does not identify in which districts or sub-areas this should be provided in.
- 7.9 The West Yorkshire Gypsy and Traveller Assessment and Overview of Gypsy and Traveller Accommodation Assessment for the Yorkshire and Humber Region provides sub-regional evidence on the need for additional pitches in the district. In the light of Government announcements this evidence may need to be reviewed.
- 7.10 The Council runs a gypsy and traveller site at Heath Common which provides permanent accommodation providing 38 family pitches for approximately 250 gypsies and travellers. Together with a number of smaller pitches which have the benefit of temporary planning permissions, a significant level of gypsy and traveller accommodation needs are being

met. Several of the neighbouring districts do not provide any permanent gypsy and traveller accommodation. Lack of available accommodation in these areas has led to an increased demand within the Wakefield district. Regional and sub-regional planning processes are unlikely to resolve the mis-match between districts in terms of permanent accommodation and it may be several years before permanent accommodation is provided in adjoining areas.

Gypsy and Traveller Accommodation

- 7.11** The Council has made significant progress in meeting the requirements of national policy and legislation through the adoption of the LDF Core Strategy document. Policy CS7 provides a policy framework for positively determining planning applications for permanent gypsy and traveller accommodation.
- 7.12** Alternative options for permanent gypsy and traveller sites have been assessed but none found to be suitable. As permanent accommodation is being provided at a large site at Heath Common and as the Council has an adopted policy to help bring forward gypsy and traveller sites, the Council will work with gypsy and traveller communities to bring forward sites through the planning process as and when needs arise. Travelling patterns, availability of land for this land use and differing accommodation needs also suggest that a number of smaller sites spread throughout the district may be a more effective means of providing sustainable and flexible accommodation needs. Individual proposals will be assessed against Policy CS7 and in the light of local evidence on accommodation needs.
- 7.13** The Council is committed to undertaking a local assessment of the need for gypsy and traveller sites in 2012, and to identifying such sites on Council owned land in accordance with the local accommodation needs assessment. The Council will work with local communities and gypsy and travellers to maintain a local evidence base for assessing accommodation needs and monitor the provision of permanent accommodation both in this district and adjoining areas through the Annual Monitoring Report. This will allow the Council to further consider accommodation needs in a review of the Sites document.

Travelling Showpeople Accommodation

- 7.14** The Council has made significant progress in meeting the requirements of national policy and legislation through the adoption of the LDF Core Strategy document. Policy CS7 provides a policy framework for positively determining planning applications for permanent travelling showpeople accommodation.
- 7.15** The district has several permanent travelling showpeople sites, primarily located in the Castleford area. Accommodation needs and travelling patterns differ greatly among gypsies and travellers. Travelling showpeople sites are normally operated privately.
- 7.16** A travelling showpeople site has been identified through close working with the travelling showpeople community which provides permanent accommodation for 8 residential pitches/yards. This will be a privately owned and operated site.
- 7.17** The Council will work with local communities and travelling showpeople to maintain a local evidence base for assessing accommodation needs and monitor the provision of permanent accommodation both in this district and adjoining areas through the Annual Monitoring Report. This will allow the Council to further consider accommodation needs in a review of the Sites document.

SOUTH ELMSALL/SOUTH KIRKBY

TSP 1

SOUTH OF FIELD LANE, SOUTH ELMSALL

This site is a greenfield site allocated for a permanent Travelling Showpeople site to accommodate 8 residential pitches/yards. The total site size is approximately 2.4 hectares, however, only 1.2 hectares of the northern part of the site will be developed, with the remaining site area being retained as agricultural land. The proposal will include suitable public open space. Suitable boundary screening and landscaping, site specific flood risk issues and an archaeological evaluation will be required.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. The site is currently in agricultural use, located on the eastern side of the settlement. It is surrounded by agricultural fields and borders onto Field Lane to the north. The access will be taken off Field Lane. A public footpath runs along the southern half of the site, which should be unaffected by the development.

The site should only be occupied by those persons who meet the definition of Travelling Showpeople as set out in prevailing guidance at the time of determining a planning application.

Housing Land Supply

- 7.18** The allocated housing sites and special policy areas will meet the housing figures set out within the table below, which shows the resultant housing numbers by settlement compared with the housing requirement set out in the Core Strategy and additional housing land supply needed to meet the Growth Point ambition:

Settlement Name	Net RSS Requirement and Growth Point 2004/05 to 2021/22*	Net Completions 2004/05 to 2007/08	Commitments at 01/04/2008**	Losses & Demolitions 2008-2022***	Gross Allocations to meet RSS Requirement and Growth Point	Proposed Allocations Capacity 2008/09 to 2021/22	Proposed Allocations Total Capacity	Completions + Commitments - Demolitions + Proposed Allocations to 2021/22	Settlement Category %	Settlement Hierarchy
Wakefield	9,293	1,339	1,972	697	6,679	6,739	7,843	9,353	30%	Sub-Regional City
Castleford	6,401	561	2,526	386	3,700	3,630	3,680	6,331	21%	Principal Town
Pontefract	3,869	385	460	352	3,376	3,641	3,641	4,134	13%	Principal Town
Stanley/ Outwood	598	67	345	22	208	182	182	572	27%	Other Urban Areas
Ossett	698	224	255	25	244	227	227	681		
Normanton (inc Altofts)	1,236	116	317	94	897	1,057	1,057	1,396		
South Elmsall/South Kirkby	1,596	237	341	118	1,136	1,023	1,205	1,483		
Knottingley (inc Ferrybridge)	1,117	155	318	75	719	1,271	1,271	1,669		
Featherstone	957	137	234	68	654	703	703	1,006	6%	Local Service Centres
Horbury	540	158	223	19	178	141	141	503		
Hensworth	898	319	170	48	457	474	474	915		
Upton	399	42	37	37	357	275	275	317		
Ackworth Moor Top	399	181	89	15	144	350	350	605		
Crofton	299	39	10	29	279	267	267	287	3%	Villages
Ryhill/ Havercroft	450	109	62	32	311	184	184	323		
Fitzwilliam/ Kinsley	360	19	68	32	305	388	388	443		
Villages and Other	850	481	467	0	-98	0	0	948		
DISTRICT TOTAL	29,960	4,569	7,894	2,049	19,546	20,552	21,888	30,966		
Please refer to the notes for this table on the following page.										

Notes:
*Net Annual Requirement from RSS published May 2008 for period 2004-2008 = 1,170 p.a. Distributed pro rata to 2001 population, adjusted to Council priorities, to accord with Policy CS3 in the Core Strategy. Net Annual Requirement for 2008-2022, from RSS = 1,600 p.a. and from Growth Point = 206 p.a. Distributed to accord with Policy CS3, programme of development and housing need. Net Annual Requirement from RSS for period 2021-2026 = 1,600 p.a. Distributed to reflect Council priorities and housing need, to accord with Policy CS3.
**Dwellings with Planning Permission at 31/03/08 (information from Land Supply worksheet).
*** Losses and demolitions assumed at 150 p.a. for plan period, total adjusted to reflect actual losses and demolitions between 2004-2008. Distributed pro rata to allocations needed.
The net completions and commitments for Villages and Other exceed the RSS Net Housing Requirement between 2004 and 2022, therefore no allocations are required. By using the -98 figure in the table, the allocation for an additional 98 homes has been distributed between Wakefield, Castleford, Pontefract and Other Urban Areas accordingly so that the total for Wakefield District is met between for the period 2004 to 2022.

Table 4

Housing Trajectories

7.19 The housing trajectories illustrate how the housing allocations and special policy areas will contribute to the provision of housing and when it is expected that development will occur. Two housing trajectories are shown below - one indicating how the Regional Spatial Strategy (RSS) housing requirement will be met and another which shows how the RSS housing requirement plus the additional amount of housing needed to meet Growth Point expectations. Further details are provided in policy CS3 in the Core Strategy.

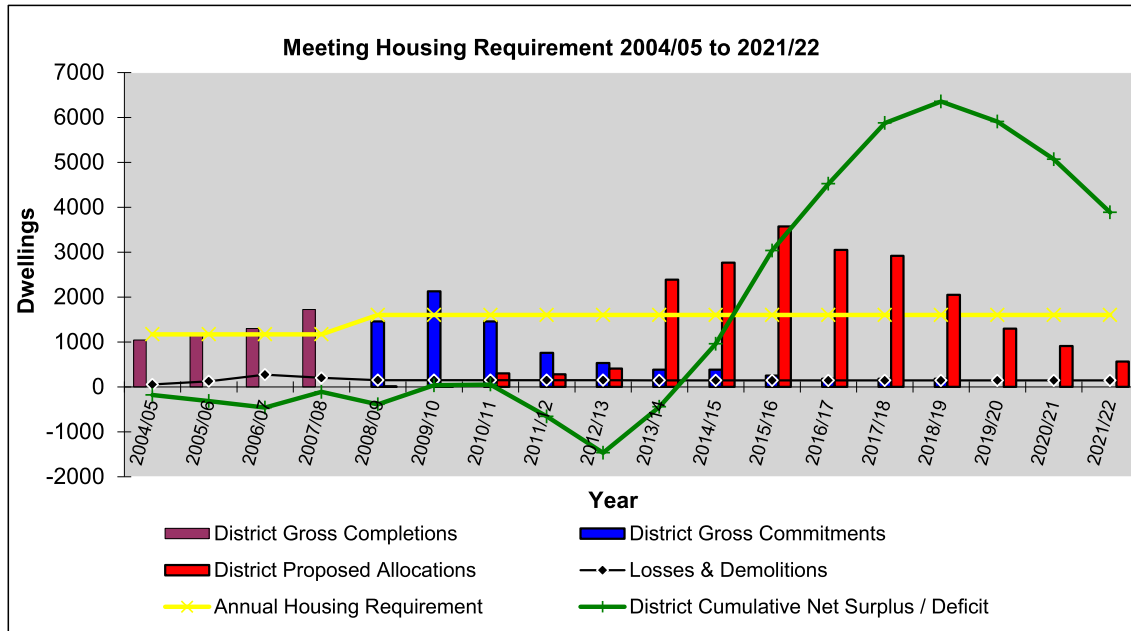


Figure 2 Meeting Housing Requirement

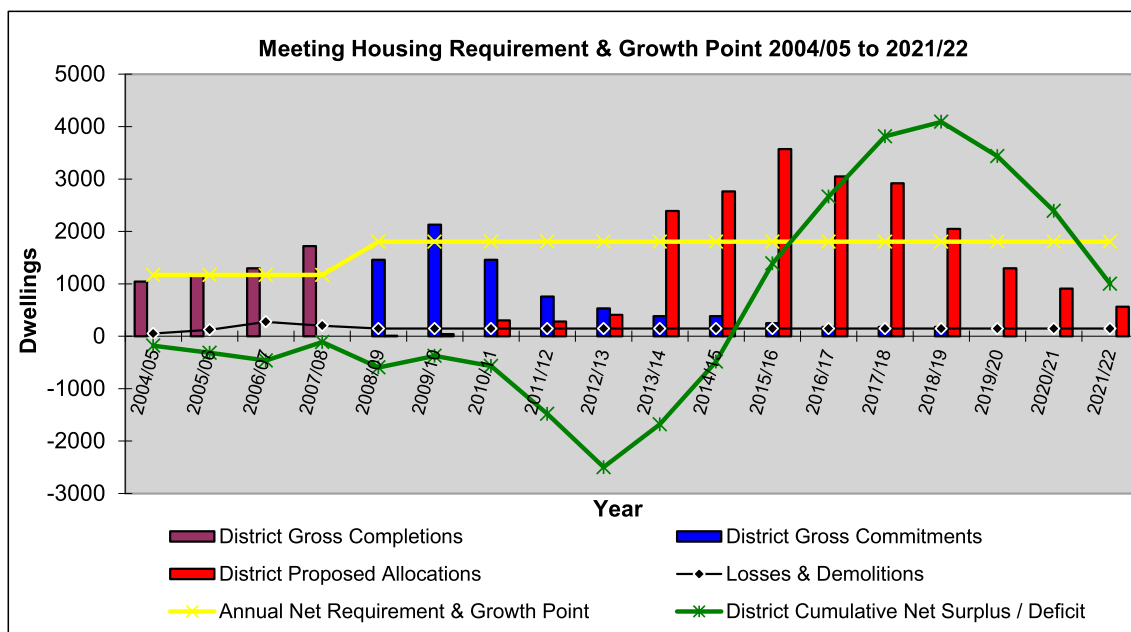


Figure 3 Meeting Housing Requirement & Growth Point

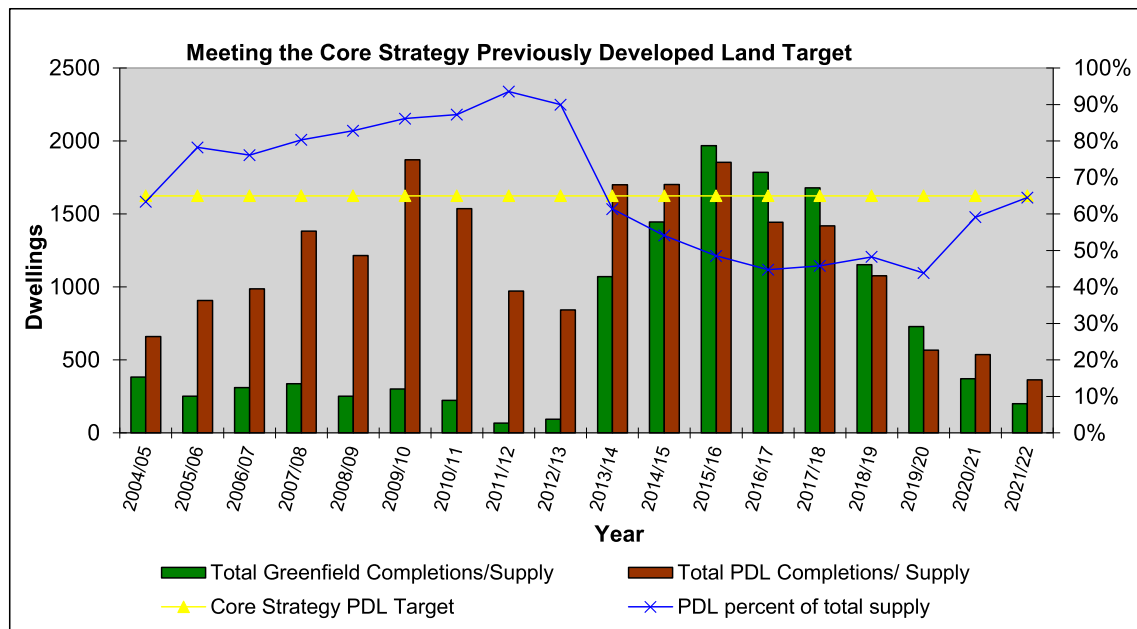


Figure 4 Meeting the Previously Developed Land Target

Housing Delivery

- 7.20** A table showing the full phasing details for all sites across the district year by year, which demonstrates the feasibility of the proposals to meet district housing requirements, is set out in Appendix 1.

Employment



8 Employment

Introduction

District Wide Employment Land Requirement

- 8.1 Evidence set out in the Core Strategy for employment land requirements confirmed that a gross supply of 350 hectares of prime employment land was proposed in the district to 2021. 255 hectares of this land was already available and comprised of:
- 75 hectares is primarily for commercial office development;
 - 85 hectares is primarily for light and general industry;
 - 95 hectares is primarily for wholesale and freight distribution.
- 8.2 The Core Strategy also confirmed that an additional 95 hectares of new land should be identified for use class B8 - wholesale and freight distribution.

Employment Land Objectives

- 8.3 The Wakefield economy is 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.
- 8.4 The LDF's role set out in Core Strategy spatial objective 7, is to support the growth of a dynamic local economy, which increases prosperity for all sections of the community. The Sites document seeks to ensure that there is sufficient employment land allocated in appropriate locations to meet anticipated needs during the plan period. It is necessary to provide a range of locations, types and sizes of employment sites to meet the needs of specific sectors of the business community and to protect existing areas where employment continues to be the most appropriate use.

Employment Zones

- 8.5 Protecting and enhancing existing employment sites, including Employment Zones, is crucial to achieving the district's economic objectives. Employment Zones comprise some of the most sustainable and valued employment areas within the district. They provide an important range of sites and premises to meet the needs of the district's economy. Whilst the redevelopment for housing of outworn employment areas, which do not meet current needs, is an aim of national planning policy, it is important to ensure that the supply of employment land and premises is maintained.
- 8.6 All Employment Zones have been reviewed to consider possible boundary changes and any changed circumstances regarding the need for the designation and continued suitability for employment use. They have also been assessed to see if they conform to the spatial vision and spatial development strategy within the Core Strategy. As a result of this process, a number of existing Employment Zones have been retained and a number have been lost.
- 8.7 The sites have been designated in accordance with national planning policy. The Core Strategy approach to Employment Zones is set out within policies CS1 and CS8. Development Policy D3 seeks to protect Employment Zones from redevelopment for other uses, unless special requirements are met.

The following sites as shown on the Policies Map are designated as Employment Zones:

URBAN AREAS

SUB REGIONAL CITY - WAKEFIELD

EZ 1

CALDER VALE, WAKEFIELD

EZ 2

PORTOBELLO/FALL INGS, WAKEFIELD

EZ 3

THORNES INDUSTRIAL ESTATE, THORNES

EZ 4

CRIGGLESTONE INDUSTRIAL ESTATE, CRIGGLESTONE

EZ 5

ROUNDWOOD INDUSTRIAL ESTATE, OSSETT

EZ 6

FLANSHAW INDUSTRIAL ESTATE, FLANSHAW

PRINCIPAL TOWNS

CASTLEFORD

EZ 7

CASTLEFORD INGS, CASTLEFORD

EZ 8

CARR WOOD ROAD INDUSTRIAL ESTATE, GLASSHOUGHTON

EZ 9

WAKEFIELD EUROPORT, WHITWOOD

EZ 10

WHITWOOD/WILLOWBRIDGE LANE, CASTLEFORD

EZ 11

METHLEY ROAD, CASTLEFORD

PONTEFRACT

EZ 12

EAST OF PONTEFRACT TOWN CENTRE, PONTEFRACT

OTHER URBAN AREAS

KNOTTINGLEY (INC FERRYBRIDGE)

EZ 13

KING'S MILLS, FORGE HILL LANE, KNOTTINGLEY

EZ 14

WEELAND ROAD/WOMERSLEY ROAD, KNOTTINGLEY

EZ 15

KNOTTINGLEY EAST, KNOTTINGLEY

EZ 16

HEADLANDS LANE/HAZEL ROAD, KNOTTINGLEY

EZ 17

A1 BUSINESS PARK, KNOTTINGLEY

EZ 19

BANKS OF THE AIRE AND CALDER NAVIGATION, FERRYBRIDGE

NORMANTON (INC. ALTOFTS)

EZ 20

NORMANTON INDUSTRIAL ESTATE, NORMANTON

FEATHERSTONE

EZ 21

NORTH OF WAKEFIELD ROAD, FEATHERSTONE

EZ 22

FORMER ACKTON HALL COLLIERY/GREEN LANE, FEATHERSTONE

SOUTH ELMSALL/SOUTH KIRKBY

EZ 23

DALE LANE, SOUTH ELMSALL

EZ 24

LANGTHWAITE GRANGE, SOUTH KIRKBY

HORBURY

EZ 25

BOMBARDIER, HORBURY JUNCTION

EZ 26

HORBURY BRIDGE, HORBURY

EZ 27

HAWKINGCROFT, HORBURY

OSSETT

EZ 28

DEWSBURY ROAD, OSSETT

STANLEY/OUTWOOD

EZ 29

WAKEFIELD 41 BUSINESS PARK, OUTWOOD

LOCAL SERVICE CENTRES

FITZWILLIAM/KINSLEY

EZ 30

KINSLEY INDUSTRIAL ESTATE, KINSLEY

UPTON

EZ 31

WAGGON LANE BUSINESS PARK, UPTON

OTHER**EZ 32****HEALEY, OSSETT****EZ 33****CASTLEGATE, PATRICK GREEN****POWER GENERATION EMPLOYMENT ZONE****KNOTTINGLEY (INC. FERRYBRIDGE)****EZ 18****LAND AT FERRYBRIDGE POWER STATION, FERRYBRIDGE**

Within this zone permissible development proposals will be restricted to employment development directly associated with power generation and related infrastructure, including the generation of renewable energy. Future development proposals must recognise, conserve and enhance the Fryston Park Wood Local Wildlife Site, which is situated in this zone. Development must also take full account of the parts of the site affected by flood zones. In accordance with planning policy proposals for power stations and grid and primary substations must pass the exception and sequential tests and be appropriately designed within flood zones areas. 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. As the site falls within the Statutory Birdstrike Safeguarding Zone for RAF Church Fenton, the Ministry of Defence should be consulted if the proposals have the potential to increase the number of birds. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. The site has potential ecological value and an ecological survey is required.

The creation of an Employment Zone on part of the operational land at Ferrybridge Power Station, for power generation and associated uses related infrastructure only will encourage investment in power generation, including generation from renewable energy sources.

Employment Sites

- 8.8** The provision of additional well-located employment land and floorspace is essential to the district's future economic prosperity. The LDF must ensure that a sufficient supply of suitable employment land 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.
- 8.9** The sites have been allocated taking account of national planning policy and Core Strategy policies CS1, CS2, CS6 and CS8 and policy D3 in the Development Policies document.

The following sites as shown on the Policies Map are allocated for employment uses and related development:

URBAN AREAS

SUB-REGIONAL CITY - WAKEFIELD

ES 1

SILKWOOD PARK, WAKEFIELD

The site is within the settlement of Wakefield, which is classified as a sub-regional city. The site has been largely developed for employment use and the remainder of the site should be similarly developed but restricted to Class B1, B2, and B8 uses. Designation of the site for employment use will provide and safeguard an adequate supply and variety of land and buildings for employment uses within the district. This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

Overhead electricity transmission lines cross the site which will have to be included in the layout of the development. The statutory safety clearances between overhead lines, the ground, and built structures must be complied with.

The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. It is expected that developer contributions will be required from this development to help fund these measures. Due to the size of the site a travel plan and a developer contribution will be required to develop and improve active travel within and through the site for pedestrians and public transport. Cycling facilities should be provided within the site and to existing and/or proposed nearby cycling facilities.

There will be no increased surface water run-off from the site, and sustainable drainage systems should be used.

A health impact assessment and a scheme to protect dwellings from potential disamenity arising from the business park will be required. This will include the provision of a B1 light industrial area as a buffer zone between the business park and adjacent housing site (HS12) and a developer contribution to off-site greenspace provision.

The site is grade 3a and 3b Agricultural Land Classification, but it can be demonstrated that there is a particular need for the development, that no alternative site of a lower grade is available, and the proposal would not result in the severance, fragmentation or reduction in the size of agricultural holdings, which would prejudice their continuing viability. Other categories of greenspace nearby require off-site contribution to address quality shortfall. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

OTHER URBAN AREAS

KNOTTINGLEY

ES 2

LAND TO NORTH-EAST OF FORMER A1-M62 INTERCHANGE (SOUTH SIDE), KNOTTINGLEY

This proposal is restricted to wholesale and freight distribution employment use (B8), and is in accordance with Core Strategy policies CS1 and CS8. The site is a greenfield site close to Junction 33 of the M62. In accordance with the Core Strategy, no further employment land is required to be allocated for the plan period, other than 95ha of B8 wholesale and freight distribution employment land within the M62 corridor. The development of this area is part of proposals to regenerate the south west of Knottingley, including Warwick Estate, and should be the subject of a masterplan.

There is greater capacity for access on to the strategic road network here than at Junctions 31 and 32 of the M62. A transport assessment and travel plan are required to assess the impacts on the strategic and local network, including M62 junctions 31, 32 and 33. The details of any proposed physical mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. Development will be co-ordinated with any necessary upgrades at the waste water treatment works. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Public rights of way should be maintained and improved. Travel plans and improved public transport services will be required. Funding to support bus services including bus penetration will be required, to be funded by the development.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

ES 3

LAND TO NORTH-EAST OF FORMER A1-M62 INTERCHANGE (NORTH SIDE), KNOTTINGLEY

This proposal is restricted to wholesale and freight distribution employment use (B8), and is in accordance with Core Strategy policies CS1 and CS8. The site is a greenfield site close to Junction 33 of the M62. In accordance with the Core Strategy, no further employment land is required to be allocated for the plan period, other than 95ha of B8 wholesale and freight distribution employment land within the M62 corridor. The development of this area is part of proposals to regenerate the south west of Knottingley, including Warwick Estate, and should be the subject of a masterplan.

There is greater capacity for access on to the strategic road network here than at Junctions 31 and 32 of the M62. A transport assessment and travel plan are required to assess the impacts on the strategic and local network, including M62 junctions 31, 32 and 33. The details of any proposed physical mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. Development will be co-ordinated with any necessary upgrades at the waste water treatment works. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Public rights of way should be maintained and improved. Travel plans and improved public transport services will be required. Funding to support bus services including bus penetration will be required, to be funded by the development.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

ES 4

TRINITY FARM, KNOTTINGLEY

This proposal is restricted to wholesale and freight distribution employment use (B8), and is in accordance with Core Strategy policies CS1 and CS8. The site is a greenfield site close to Junction 33 of the M62. In accordance with the Core Strategy, no further employment land is required to be allocated for the plan period, other than 95ha of B8 wholesale and freight distribution employment land within the M62 corridor.

There is greater capacity for access on to the strategic road network in this location than at Junctions 31 and 32 of the M62. This is a prominent site beside the motorway network. Parts of the site are grade 2 and 3a agricultural land, but it can be demonstrated that there is a particular need for the development, that no suitable alternative suitable site of a lower grade is available and the proposal would not result in the severance, fragmentation, or reduction in the size of agricultural holdings, which would prejudice their continuing viability.

Development will be co-ordinated with any necessary upgrades at the waste water treatment works. Access to Grove Hall Lane for all users will be required, as identified in the rights of way improvement plan. Funding to support bus services will be required. A transport assessment and travel plan are required to assess the impacts on the strategic and local road network, including M62 junctions 31, 32 and 33. The details of any proposed physical mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. Bus penetration will be required, to be funded by the development.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. The site has potential ecological value and an ecological survey is required. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Development proposals will need to take account of the prospect of deep mine working.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

ES 5

LAND AT SHILLING HILL, KNOTTINGLEY

This proposal is restricted to wholesale and freight distribution employment use (B8), and is in accordance with Core Strategy policies CS1 and CS8. The site is a greenfield site close to Junction 33 of the M62. In accordance with the Core Strategy, no further employment land is required to be allocated for the plan period, other than 95ha of B8 wholesale and freight distribution employment land within the M62 corridor.

There is greater capacity for access on to the strategic road network in this location than at Junctions 31 and 32 of the M62. A travel plan must accompany a transport assessment for this site in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. It is expected that developer contributions will be required from this development to help fund these measures. This is a prominent site beside the motorway network. Part of the site is grade 2 and 3a agricultural land, but it can be demonstrated that there is a particular need for the development, that no alternative site of a lower grade is available, and the proposal would not result in the severance, fragmentation or reduction in the size of agricultural holdings, which would prejudice their continuing viability.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. The site has potential ecological value and an ecological survey is required. The site lies within an Air Quality Management Area and will require an air quality

assessment. Proposals will be required to contribute to air quality improvement measures. Development will be co-ordinated with any necessary upgrades at the waste water treatment works. Travel plans and improved public transport services will be required. Bus penetration will be required funded by the development.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

ES 6

LAND AT SHILLING HILL EXTENSION, KNOTTINGLEY

This proposal is restricted to wholesale and freight distribution employment use (B8), and is in accordance with Core Strategy policies CS1 and CS8. The site is a greenfield site close to Junction 33 of the M62. In accordance with the Core Strategy, no further employment land is required to be allocated for the plan period, other than 95ha of B8 wholesale and freight distribution employment land within the M62 corridor.

There is greater capacity for access on to the strategic road network here than at Junctions 31 and 32 of the M62. A transport assessment and travel plan are required to assess the impacts on the strategic and local network, including M62 junctions 31, 32 and 33. The details of any proposed physical mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency.

This proposal is associated with ES5 Land at Shilling Hill, which provides land for a flood alleviation scheme. Development will be subject to the scheme being in accordance with national policy and the flood alleviation scheme will need to be approved by the Environment Agency. Development will be co-ordinated with any necessary upgrades at the waste water treatment works. Bus penetration will be required, to be funded by the development. Travel plans and improved public transport services will be required. A small part of the site is grade 2 agricultural land, but it can be demonstrated that there is a particular need for the development, that no alternative suitable site of a lower grade is available, and the proposal would not result in the severance, fragmentation or reduction in the size of agricultural holdings, which would prejudice their continuing viability. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. The site has potential ecological value and an ecological survey is required. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

NORMANTON

ES 7

NORMANTON INDUSTRIAL ESTATE EXTENSION, NORMANTON

Planning permission has been granted for the development of this area and the associated Glasshoughton Coalfields Link Road has been constructed and is operational. 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.

A travel plan must accompany a transport assessment for new proposals on this site in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. It is expected that developer contributions will be required from this

development to help fund these measures. 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. Construction on many parts of the site is in progress, but a large proportion of the site remains to be built out. Development will be co-ordinated with any necessary upgrades at the waste water treatment works. Bus penetration will be required, to be funded by the development. Overhead electricity transmission lines cross the site which will have to be included in the layout of the development. The statutory safety clearances between overhead lines, the ground and built structures must be complied with.

The site has potential ecological value and an ecological survey is required. Native woodland planting should be incorporated into any scheme on land adjacent to the ancient woodland to the north of the site to both buffer and enhance this important habitat. This site primarily consists of grade 3a agricultural land, but it can be demonstrated that there is a particular need for the development, that no suitable alternative suitable site of a lower grade is available and the proposal would not result in the severance, fragmentation, or reduction in the size of agricultural holdings, which would prejudice their continuing viability. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

SOUTH ELMSALL/SOUTH KIRKBY

ES 8

LANGTHWAITE GRANGE EXTENSION, SOUTH KIRKBY

The site is a greenfield extension to the settlement of South Kirkby, which is classified as an urban area. The site helps provide and safeguard an adequate supply and variety of land and buildings for employment uses, particularly within this part of the district. The site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

Development will require the extension of Langthwaite Road to the south and possible junction improvements at Langthwaite Road/Barnsley Road. There should be no highway access from Broad Lane, although a pedestrian link should be provided. Connection to the public sewer network will have to be undertaken at the developer's expense. The local public sewer network may not have capacity to accept any additional discharge of surface water from the proposed site. Any surface water discharges to the public sewer network must be restricted to the previous/present level of discharge. There should be no increased surface water run-off from the site, sustainable drainage solutions should be used. The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required and a travel plan will be required. A public right of way runs adjacent the western boundary of the site and this should be maintained and improved. Cycling facilities should be provided within the site and to existing and/or proposed nearby cycling facilities.

Accessible greenspace should be provided on site and other categories of greenspace near the site will require off-site contribution, to address quality shortfall in the area. The site is adjacent the Wildlife Habitat Network so a buffer zone will be required along the boundary between the two areas. Broad Lane Farm and its adjacent barn on the southern side of Broad Lane are grade II Listed Buildings. Development proposals will need to ensure that the character and setting of these buildings are safeguarded.

LOCAL SERVICE CENTRES

UPTON

ES 9

WAGGON LANE, UPTON

The site is previously developed land within the settlement of Upton, which is classified as a local service centre. The site helps provide and safeguard an adequate supply and variety of land and buildings for employment uses, particularly within this part of the district. This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

Improvements will be required to the access road and its junction with Waggon Lane. There is sewerage infrastructure crossing the site so stand-off distances for each sewer will apply and may affect the layout of future development. The local public sewer network may not have capacity to accept any additional discharge of surface water from the proposed site. Any surface water discharges to the public sewer network must be restricted to the previous/present level of discharge. There should be no increased surface water run-off from the site, sustainable drainage solutions should be used. The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required.

This is a medium location in relation to current bus services. A public right of way runs adjacent the western boundary of the site and this should be maintained and improved. Improvement should also be made to links into the former colliery site in accordance with the Rights of Way Improvement Plan. Cycling facilities should be provided within the site and to existing and/or proposed nearby cycling facilities.

Due to previous activity on the site it is likely that it is contaminated therefore, a phase 1 desktop study will be required. The site also lies within a landfill gas zone, which will require a ground investigation to be undertaken.

A developer contribution to address the quality shortfall of greenspace off-site will be required. Due to rough grassland and scrub on the site an ecological survey will be required. As the site is adjacent a Local Nature Reserve a buffer zone will be required along the boundary between the two areas.

OTHER

ES 10

FORMER NEWMARKET COLLIERY, STANLEY

The site is a brownfield and greenfield previously reclaimed site adjacent to Junction 30 of the M62. National planning policy advocates that distribution facilities are best located away from urban areas. This site helps to meet the employment land requirement for an additional 95 hectare of wholesale and freight distribution use in the M62 corridor, but development of the site will be restricted to a maximum of 51 hectares specifically for wholesale and freight distribution employment use (B8).

A travel plan must accompany the transport assessment for this site in order to minimise the impact of traffic on the strategic road and local road networks. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. It is expected that developer contributions will be required from this development to help fund these measures. These improvements should include the junction of the A642 Aberford Road and the B6135 Castle Gate / Newmarket Lane. Development will require the provision of a suitable means of access directly from the A642 Aberford Road.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. Public rights of way should be maintained and improved and a route should be created linking to the River Calder and Transpennine Trail in accordance with the Rights of Way Improvement Plan. Cycling facilities should be provided within the site and to existing and/or proposed nearby cycling facilities. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. A health impact assessment and a scheme to protect dwellings from potential disamenity arising from the development and operation of the site will be required.

Overhead electricity transmission lines cross the site which will have to be included in the layout of the development. The statutory safety clearances between overhead lines, the ground, and built structures must be complied with.

The site intersects Flood Zone 3a but development should be excluded from this area. Existing bank side trees will be retained and refuges free from people (e.g. point bars) and linear deciduous woodlands along the slopes down to the river on colliery spoil should be created. Development shall retain, or incorporate new, structural planting of native species on the site boundaries to create a defined natural green buffer to the development and the green belt. A stand-off of at least 10 metres from all drains and becks will be maintained. Parts of the site are adjacent to a Local Wildlife Site and within the Wildlife Habitat Network therefore a full environmental impact assessment will be required.

Due to part of the site being a former colliery there is a potential risk of contamination, a phase I desktop study will be required. As part of the site has been affected by former coal mining activity due consideration will have to be given to this aspect and any required remediation measures will be identified and implemented to ensure that development is ultimately safe and stable. Parts of the site also lie within a landfill gas zones, which will require a ground investigation to be undertaken.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. The site is in part grade 2 and 3a Agricultural Land Classification, but it can be demonstrated that there is a particular need for the development, that no alternative suitable site of a lower grade is available, and the proposal would not result in the severance, fragmentation or reduction in the size of agricultural holdings, which would prejudice their continuing viability.

ES 11

SOUTH KIRKBY COLLIERY/FERRYMOOR RIDDINGS, SOUTH KIRKBY

The site is previously developed land and will help provide and safeguard an adequate supply and variety of land and buildings for employment uses, particularly within this part of the district. This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

A travel plan must accompany the transport assessment for this site in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. A public right of way runs through the site and this should be maintained and improved. Cycling facilities should be provided within the site and to existing and/or proposed nearby cycling facilities in accordance with the Rights of Way Improvement Plan.

Part of the site is in flood zone 3a, however, general industry is considered an appropriate use for such an area in accordance with national planning policy. However, the Sequential Test still applies for any development in the area of flood risk. Development should be excluded from flood zone 3a where possible. A flood risk assessment will be required for the site.

A developer contribution to address the quality shortfall of open space off-site will be required. Development will not be permitted within the Riddings Plantation.

Employment Land Supply

- 8.10** Tables 5 and 6 demonstrate how the proposed Employment Sites and Special Policy Areas contribute towards the 255 hectares of prime employment land and the identified additional 95 hectares of new wholesale and freight distribution employment land requirements set out in the Core Strategy. A summary table is provided at the end of this section setting out the proposed employment land supply by Use Class. Employment Zones have also been listed to show the full list of sites available for employment uses. However it should be noted that Employment Zones do not contribute towards the available supply as they are already in existing uses. The approach for development proposals on Employment Zones is set out in policy CS8 of the Core Strategy and policy D3 of the Development Policies documents.
- 8.11** It is important to note that some of the proposed land use figures are lower than that set out in the Core Strategy which reflects the take-up of employment land since those figures were derived. As this document covers the plan period to 2022 the amount of B8 land requirement now includes one more year of supply than the Core Strategy document sets out based on take-up rates.

Reference Number	Site Name	Prime Employment Site	LDF Settlement Name	Proposed Land Use	Site Area (ha)	Existing Supply at 01/04/2008 (ha)				B8 (Additional wholesale + freight distribution)
						B1 Office	B1	B2	B8	
ES1	Silkwood Park, Wakefield	Yes	Wakefield	Employment	36.13	1	9	9	0	0
ES2	NE of former A1-M62 interchange	Yes	Knottingley (inc Ferrybridge)	Employment	2.82	0	0	0	0	3
ES3	NE of Former A1-M62 Interchange	Yes	Knottingley (inc Ferrybridge)	Employment	4.42	0	0	0	0	4
ES4	Trinity Farm, Ferrybridge	Yes	Knottingley (inc Ferrybridge)	Employment	32.81	0	0	0	0	26
ES5	Land at Shilling Hill, Knottingley	Yes	Knottingley (inc Ferrybridge)	Employment	21.71	0	0	0	0	22
ES6	Land at Shilling Hill Extension, Knottingley	Yes	Knottingley (inc Ferrybridge)	Employment	2.17	0	0	0	0	2
ES7	Normanton Industrial Estate Extension	Yes	Normanton (inc Altofts)	Employment	89.03	0	0	0	0	88
ES8	Langthwaite Grange Extension		South Elmsall/South Kirkby	Employment	11.95	0	0	12	0	0
ES9	Waggon Lane, Upton		Upton	Employment	1.63	0	0	1	0	0
ES10	Newmarket Colliery	Yes	Other	Employment	58.21	0	0	0	0	51
ES11	South Kirkby Colliery / Ferry Moor Riddings	Yes	Other	Employment	36.8	0	10	10	0	0
EZ1	Westgate End / Calder Vale / Calder Vale Sewerage Works		Wakefield	Employment Zone	50.97	0	0	0	0	0
EZ2	Portobello / Fall Ings		Wakefield	Employment Zone	3.35	0	0	0	0	0
EZ3	Thornes		Wakefield	Employment Zone	44.19	0	0	0	0	0
EZ4	Crigglistone Industrial Estate		Wakefield	Employment Zone	6.15	0	0	0	0	0
EZ5	Roundwood		Wakefield	Employment Zone	5.56	0	0	0	0	0
EZ6	Flanshaw		Wakefield	Employment Zone	24.25	0	0	0	0	0
EZ7	Castleford Ings		Castleford	Employment Zone	3.04	0	0	0	0	0
EZ8	Carr Wood Road		Castleford	Employment Zone	16.47	0	0	0	0	0
EZ9	Whitwood - Europort		Castleford	Employment Zone	207.87	0	0	0	0	0

Reference Number	Site Name	Prime Employment Site	LDF Settlement Name	Proposed Land Use	Site Area (ha)	Existing Supply at 01/04/2008				B8 (Additional wholesale + freight distribution)
						B1 Office	B1	B2	B8	
EZ10	Whitwood / Willowbridge Lane		Castleford	Employment Zone	19.74	0	0	0	0	0
EZ11	Methley Road Area		Castleford	Employment Zone	22.62	0	0	0	0	0
EZ12	East of Pontefract Town Centre		Pontefract	Employment Zone	10.83	0	0	0	0	0
EZ13	Land at Forge Hill Lane, Knottingley		Knottingley (inc Ferrybridge)	Employment Zone	2.64	0	0	0	0	0
EZ14	Weeland Road / Womersley Road, Knottingley		Knottingley (inc Ferrybridge)	Employment Zone	8.56	0	0	0	0	0
EZ15	Knottingley East		Knottingley (inc Ferrybridge)	Employment Zone	36.87	0	0	0	0	0
EZ16	Headlands Lane / Hazel Road, Knottingley		Knottingley (inc Ferrybridge)	Employment Zone	27.14	0	0	0	0	0
EZ17	A1 Business Park		Knottingley (inc Ferrybridge)	Employment Zone	7.96	0	0	0	0	0
EZ18	Land at Ferrybridge Power Station		Knottingley (inc Ferrybridge)	Employment Zone	162.62	0	0	0	0	0
EZ19	Banks of the Aire and Calder Navigation, Ferrybridge to Willow Island, Knottingley		Knottingley (inc Ferrybridge)	Employment Zone	11.33	0	0	0	0	0
EZ20	Normanton Industrial Estate		Normanton (inc Altofts)	Employment Zone	104.13	0	0	0	0	0
EZ21	North of Wakefield Road		Featherstone	Employment Zone	18.82	0	0	0	0	0
EZ22	Former Ackton Hall Colliery Yard and Green Lane		Featherstone	Employment Zone	33.98	0	0	0	0	0
EZ23	Dale Lane		South Elmsall/South Kirkby	Employment Zone	70.47	0	0	0	0	0
EZ24	Langthwaite Grange		South Elmsall/South Kirkby	Employment Zone	57.24	0	0	0	0	0
EZ25	Bombardier		Horbury	Employment Zone	14.97	0	0	0	0	0
EZ26	Horbury Bridge		Horbury	Employment Zone	9.2	0	0	0	0	0
EZ27	Hawkingcroft		Horbury	Employment Zone	3.31	0	0	0	0	0
EZ28	Dewsbury Road, Ossett		Ossett	Employment Zone	48.57	0	0	0	0	0

Reference Number	Site Name	Prime Employment Site	LDF Settlement Name	Proposed Land Use	Site Area (ha)	Existing Supply at 01/04/2008				B8 (Additional wholesale + freight distribution)
						B1 Office	B1	B2	B8	
EZ29	Wakefield 41 Business Park		Stanley/Outwood	Employment Zone	111.3	0	0	0	0	0
EZ30	Kinsley Industrial Estate		Fitzwilliam/Kinsley	Employment Zone	17.1	0	0	0	0	0
EZ31	Waggon Lane, Upton		Upton	Employment Zone	3.11	0	0	0	0	0
EZ32	Healey		Other	Employment Zone	13.31	0	0	0	0	0
EZ33	Castlegate		Other	Employment Zone	7.75	0	0	0	0	0
SPA1	Land at Snowhill	Yes	Wakefield	Special Policy Area	65.47	13	0	0	0	0
SPA2	Wakefield East		Wakefield	Special Policy Area	154.41	0	6	5	6	0
SPA3	Calder Park	Yes	Wakefield	Special Policy Area	54.68	29	0	0	0	0
SPA4	Castleford Riverside		Castleford	Special Policy Area	249.25	0	0	9	9	0
	Wheldale Colliery		Castleford	Employment	18.41	0	0	8	8	0
	Land to South of Wheldon Road, Castleford		Castleford	Employment	3.73	0	0	1	1	0
SPA5	Glasshoughton	Yes	Castleford	Special Policy Area	134.7	0	9	10	10	0
SPA6	Former Prince of Wales Colliery	Yes	Pontefract	Special Policy Area	47.38	20	0	0	0	0
SPA7	Tanshelf Industrial Estate, Pontefract		Pontefract	Special Policy Area	4.57					
SPA8	Oxiris Chemical Works and adjoining Common Lane		Knottingley (inc Ferrybridge)	Special Policy Area	39.13	0	3	0	0	0
SPA9	Normanton Station Areas		Normanton (inc Altofts)	Special Policy Area	10.73	0	0	0	0	0
SPA10	Land at Lister Close		Featherstone	Special Policy Area	9.64	0	0	0	0	0
SPA11	Westfield Lane Improvement Area		South Elmsall/South Kirkby	Special Policy Area	50.74	0	0	0	0	0
SPA12	Brackenhill Ackworth		Ackworth Moor Top	Special Policy Area	11.97	0	1	0	0	0

Table 5 Employment Land Supply to 2022

Employment Land Type	Total
B1 Office	63
B1	28
B2	29
B8	98
Prime Total	218
B8 - Additional wholesale & freight distribution	108

Table 6 Employment Land Totals

Special Policy Areas



9 Special Policy Areas

Introduction

District Wide Requirement

- 9.1 Special Policy Areas are mixed use developments which will meet a proportion of the district's housing and employment land requirements.

Special Policy Area Objectives

- 9.2 Special Policy Areas are areas that 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 ancillary or complementary uses could include neighbourhood or district centres to accommodate ancillary retail, leisure, education and community uses. The scale of these ancillary or complementary uses will reflect the scale and function of the Special Policy Area and should accord with the Core Strategy, Development Policies and national planning policies.
- 9.3 Most of the Special Policy Areas contain large deliverable and developable areas which are suitable for residential and employment development. To retain flexibility in the manner in which development can occur in these areas the over-arching Special Policy Area allocation is used to cover larger development areas, often connecting a number of different land parcels. The text for each Special Policy Area sets out the main locations within these development areas which are suitable for differing land uses. Comprehensive development proposals will be encouraged in these areas and the Council will work with public and private sector partners to help bring forward development proposals which take into account the cumulative benefits and impacts within these areas and associated infrastructure.
- 9.4 Areas which are considered to warrant the preparation of masterplans and/or 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 this document.
- 9.5 Special Policy Areas have been allocated in accordance with national planning policy and Core Strategy policies CS1, CS3 and CS8.

Special Policy Areas

The following sites as shown on the Policies Map are allocated as Special Policy Areas:

URBAN AREAS

SUB-REGIONAL CITY - WAKEFIELD

SPA 1

LAND AT SNOWHILL, WAKEFIELD

The site is a part brownfield/part greenfield site within the settlement of Wakefield, which is classified as a sub-regional city. The greenfield part of the site has a grade 2 and 3a agricultural land classification, but it has been concluded that there is a particular need for the development of the site, that no alternative site of a lower grade is available, and the development of the site would not result in the severance, fragmentation or reduction in the size of agricultural holdings, which would prejudice their continuing viability. This conforms to policy D26.

The majority of the site shall be developed for residential use. Substantial employment development has already taken place at Paragon Business Park. Further development of the site for employment shall be restricted to a maximum of 13 hectares of land, which is only to be used for B1 purposes. Ancillary uses could include local facilities provided that they are of a scale which is no greater than that needed to serve the day to day needs of the occupiers of the site. In relation

to the phasing of development, previously developed land and land closest to the city centre should precede the development of greenfield land. Proposals for the development of any part of the site must not only demonstrate that they would not prejudice the comprehensive development of the site as a whole, but must also demonstrate that they are capable of forming part of a cohesive and well-designed and landscaped neighbourhood which is fully integrated with its surroundings.

A masterplan for the special policy area has been prepared by one of the landowners. This proposes a mixed use development of employment, residential, retail, parkland, a park and ride scheme and other uses. A planning application for part of the site has subsequently been submitted by the landowner. The Council has not ratified the masterplan.

Proposals for the development of the site must incorporate measures to minimise and mitigate the impact of travel on the strategic and local road networks. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. It is expected that developer contributions will be required from this development to help fund these measures. The Special Policy Area forms part of the North Wakefield Gateway, the aim of which is to improve transport links into and out of the northern quarter of the city centre for bus users, commuters, cyclists and pedestrians, and provide more sustainable travel options, including a park and ride facility within the site. Public rights of way run through the site and must be protected and improved. Cycling facilities will be required within the site and link to existing and/or proposed cycle facilities. Pedestrian links will also be required within the site with connections to nearby residential and employment areas. Proposals for public transport provision within the site will also be required. Proposals for the development of the site will be expected to contribute towards education provision, and identify appropriate facilities for leisure, recreation and open space.

The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. There is evidence of bat and bird activity within/adjacent to the site. Proposals for the development of the site should therefore include appropriate assessment and mitigation proposals.

Red Hall Farm on Red Hall Lane is a grade II listed building. There should be a presumption in favour of retaining the hall and its listed curtilage outbuildings, as well as protecting and enhancing their setting.

The site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. Development proposals relating to a mix of land uses will need to be accompanied by a Health Impact Assessment.

Due to part of the site being a former colliery there is a potential risk of contamination and a phase I desktop study will be required. As part of the site has been affected by former coal mining activity due consideration will have to be given to this aspect and any required remediation measures will be identified and implemented to ensure that development is ultimately safe and stable.

SPA 2

WAKEFIELD EAST, WAKEFIELD

The site is a part brownfield/part greenfield extension to the settlement of Wakefield, which is classified as a sub-regional city. The allocation is located on the eastern edge of Wakefield and will form a sustainable urban extension. The allocation is one of the key proposals within the development strategy for Wakefield and the wider district. This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

The masterplan proposes a range of developments and uses, including residential, employment (mix of light industrial, warehousing and office uses) and recreational, environmental and community facilities. The masterplan has not yet been ratified by the Council. The Special Policy Area is restricted to developing a maximum of 19ha of land for B1, B2 and B8 use.

As part of the comprehensive delivery of the site, there is a requirement for a relief road to link Doncaster Road to Aberford Road - the Wakefield Eastern Relief Road. The relief road will serve the development and mitigate the level of congestion experienced on nearby routes into and out of Wakefield. The construction of the Wakefield Eastern Relief Road will require contributions from all new developments, both housing and employment, within the special policy area. The delivery and phasing of the site is to be agreed to ensure delivery of the Wakefield Eastern Relief Road in its entirety.

The local public sewer network may not have capacity to accept any additional discharge of surface water from the proposed site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. A supply can be made available at the developer's expense. Development will be coordinated with necessary upgrades at the waste water treatment works.

The site is within flood zones 2, 3a and 3b and the proposals have been subject to the sequential and exception tests. Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. Housing units may not be located in flood zone 3. As the proposed Wakefield Eastern Relief Road, has in parts, to cross flood zone 3a, it must be designed and constructed to remain operational and safe as a mass evacuation route for users in times of flooding.

The development will create a shortage of educational provision in the area and so a primary school will be provided as part of the development within the site. Places for secondary education will also be provided on the site either through the construction of a new school or developer contributions towards improvements to existing facilities to accommodate the shortfall. This will be subject to review.

A travel plan must accompany the transport assessment for this site in order to minimise the impact of travel on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. If parts of the site are brought forward for development separately, the requirements for transport assessment, travel plan, investigation of physical mitigation and the need to agree the scheme and funding with the Council and Highways Agency will still apply to the smaller constituent sites. It is expected that developer contributions will be required from this development to help fund these measures. The travel plan and highway access arrangements must also take into account the impact of the development on the local road network. Mitigation measures will be required to improve accessibility to local services and public transport. Developer contributions may be required towards the cost of a direct sustainable transport only route (i.e. bus, cycle, walk) linking all parts of the site and Wakefield city centre. Footpath, bridleway and cycleway connections as appropriate along the riverbank and canal route will be created or enhanced. 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 public right of way linking the River Calder and Trans Pennine Trail runs through the site, this will also be maintained and improved.

The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Due to the site being in a deprived area a health impact assessment will be required. The railway line and site of the former Belle Vue motive power depot is in operational use, therefore, a noise impact assessment will be required in addition to the provision of a buffer zone between the railway line and any residential use on the site.

The site lies within a number of Health and Safety Executive consultation zones and development will only be permitted if it can be demonstrated that measures can be implemented to protect public health and safety. Planning Advice for Developments near Hazardous Installations does not advise against development. There is a high likelihood of ground contamination. Development will only be permitted if it is in accordance with contaminated land policies and a phase I desktop study will be required. The site also lies within a landfill gas zone, which will require a ground investigation to be undertaken and any identified remedial measures implemented to enable development.

A full ecological assessment for the whole site will be required. Provision must be made for the protection and restoration/enhancement of corridors. As the site is developed, updated ecological assessments and more detailed mitigation proposals will be required. Development must be excluded from the part of site affected by any tree preservation order. Wildlife corridor particularly for Priority Habitats and protected and priority species such as otters and water voles

must be preserved to ensure that urban development does not create a bottleneck in the wildlife corridor. A 50 metre buffer zone should be provided between any development and the bank of the River Calder and Oakenshaw Beck, except where essential strategic infrastructure is necessary to deliver the Wakefield Eastern Relief Road or additional biodiversity mitigation measures can be demonstrated to justify the development. As the line of the former Barnsley canal is also a designated wildlife corridor a 50 metre wide buffer zone centred on the line of the former canal should also be evaluated and treated in the same way. An appropriate method for the management and protection of the buffer zone post development will be required. Due to the close proximity of the Southern Washlands Local Nature Reserve and the presence of hedgerows and arable farmland on site a breeding birds survey will be required.

Stanley Hall, a grade II listed building, adjoins the north-western boundary of the site. The setting of this listed building should be protected from development which would be harmful to its character. All or parts of the open areas to the south and east of this listed building may need to remain undeveloped in order to safeguard its setting. The impact of any development on the setting of this listed building can only be assessed when specific development proposals are submitted to the Council for consideration. In addition, there are a number of other listed buildings within the vicinity of this site, including the grade II* listed Clarke Hall. To the east of the site is Heath Common conservation area. Development proposals will also need to ensure that those elements which contribute to the character and setting of these assets are not harmed. The site coincides with an area of high archaeological potential (including the route of the Barnsley Canal) therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

The possible future restoration of Barnsley Canal is protected - see proposal TS9. The line of the former canal runs through this site and development proposals will be designed to take into account this future scheme.

SPA 3

CALDER PARK, WAKEFIELD

The site is a part brownfield/part greenfield site within the settlement of Wakefield, which is classified as a sub-regional city. This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

The site is being developed as a 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. The site is restricted primarily to B1 (office) uses.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A travel plan must accompany the transport assessment for this site in order to minimise the impact of travel on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. It is expected that developer contributions will be required from this development to help fund these measures.

The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. A public right of way runs through the site, this must also be maintained and improved. Cycling facilities must be provided within the site and to existing and/or proposed cycle facilities.

Conditions attached to a previous planning consent required flood defence works, which are now completed. Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. However, no built development will take place within flood zone 3b. The Council determine that the Sequential Test in relation to flood risk has been passed for the primary use proposed for the site.

A health impact assessment will be required. The site lies within the Wildlife Habitat Network therefore opportunities must be explored for wildlife habitat creation and improvements to the network, a habitat survey will therefore be required. The Council 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 will require a financial contribution towards 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 conjunction with the business park, and must be shown to include a substantial element of public access, particularly adjacent to the river. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

PRINCIPAL TOWNS

CASTLEFORD

SPA 4

CASTLEFORD RIVERSIDE, CASTLEFORD

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 Collieries 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 and the Wakefield District Community Strategy. This area, and in particular the former colliery sites and chemicals plant, is ideally suited to mixed use development, including the provision of public open space, local leisure facilities, and 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.

Potential riverside wildlife habitats, such as wetlands, as well as recreational use, should be fully considered in development proposals, including planting to separate the riverside from employment land. The Wildlife Habitat Network through the area will be retained and associated wildlife habitat areas enhanced potentially in accordance with provision of greenspace. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

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 Council.

Development of the former C6 Solution site for mixed use but predominantly employment uses including an energy village and housing, and nearby housing proposals on previously developed land in locations close to the town centre on Wheldon Road at the Arriva bus depot, the Nestle site and the Castleford Tigers ground are included in the Castleford Riverside Special Policy Area. Further housing development in the Special Policy Area is proposed at St Andrews Road, Fryston, the former Fryston Colliery site, Pemberton Drive, Saxon Way, Stansfield Road, Park Dale, Healdfield Road, and Wheldale Farm. The scale of housing development here is in accordance with the development strategy of the Core Strategy being

within the urban area in a principal town within the District. Employment development is proposed at the former Wheldale Colliery site on the north side of Wheldon Road (employment park - B1/B2/B8) and land on the south side of Wheldon Road within the former Wheldale Colliery site is reserved for a rail freight facility which is a substitute for land previously held for this purpose at Westgate, Wakefield.

Prior to commencement of development on the former Lambsons chemical works site and the associated removal of its Health and Safety Executive Consultation Zones, development within these zones will only be permitted if it can be demonstrated that measures can be implemented to protect public health and safety. The site lies within or adjacent to an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. Development will be coordinated with upgrades at the waste water treatment works. Due to the nature of the operations undertaken at the Wheldale waste water treatment works there is a risk of noise and odours/flies. The location of sensitive receptors, for example housing, within 400m of the treatment works boundary will require detailed investigations to ensure future occupiers of any development do not suffer an unacceptable loss of amenity. Any planning applications should reflect these investigations and include any necessary mitigation measures. On certain sites in the Special Policy Area future proposals will also need to satisfactorily deal with contaminated land issues in accordance with national policy. A phase I desktop study, a phase II site investigation and remediation options appraisal will normally be required. As part of the site has been affected by former coal mining activity due consideration will need to be given to this aspect and any required remediation measures will need to be identified and implemented to ensure that development is ultimately safe and stable. Public Rights of Way will be protected and enhanced. Pedestrian and cycling access through the area should be provided to give access to the riverside area as identified in the Rights of Way Improvement Plan. A financial contribution to education provision is likely to be sought.

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. As the site falls within the Statutory Birdstrike Safeguarding Zone for RAF Church Fenton, the Ministry of Defence should be consulted if the proposals have the potential to increase the number of birds.

Transport assessments or statements, as appropriate, will be required to assess in detail the impact on the local and strategic road networks and, in the case of assessments, incorporating a travel plan. The need for physical mitigation measures on the strategic and local road networks must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. It is expected that developer contributions will be required from this development to help fund these measures. This is a very large area 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. There should be improved public transport access to the town centre. If parts of the sites are brought forward for development separately, the requirements for transport assessment, travel plan, investigation of physical mitigation and the need to agree the scheme and funding with the Council and the highways Agency will still apply to the smaller constituent sites.

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

An extensive part of this Special Policy Area lies within flood zones 2, 3a and 3b. Proposals in these zones have been subject to the sequential and as required exception tests. Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. More vulnerable development, including housing, will not be located in areas subject to flooding in the 1 in 100 year event, as shown on the SPA4 1 in 100 year Flood Extent Map (Appendix 4). Therefore, for development to take place in these areas the proposals must meet the requirements of national policy on flood risk and policies set out in the Core Strategy and the Development Policies document. Development proposals must take full account of the Wildlife Habitat Network and designated national and local wildlife sites on both sides of the River Aire. In addition account must be taken of the setting of adjacent buildings that are listed or of local interest.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

SPA 5

FORMER GLASSHOUGHTON COLLIERY AND LAND ADJACENT, GLASSHOUGHTON

Much of the Special Policy Area has already been developed and is operational, or has secured significant planning permissions. 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 have been completed.

In addition, to the west side of the railway planning permission has been approved in principle subject to section 106 agreement for a community stadium and associated uses and a hotel and offices. The community stadium could potentially accommodate the Castleford Tigers Rugby League Club. 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. The site has potential ecological value and an ecological survey is required. In relation to any future further development proposals there could be a significant impact on public transport and measures could involve re-routing services or providing contributions to new services. A travel plan must accompany a transport assessment for this site in order to minimise the impact of traffic on the strategic road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. Public rights of way would need to be protected and enhanced. Due to part of the site being a former colliery there is a potential risk of contamination and a phase I desktop study will be required and any necessary remediation measures will be implemented to ensure development is ultimately safe and stable. The site lies within an Air Quality Management Area and will require an air quality assessment. Proposals will be required to contribute to air quality improvement measures. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. The site has potential ecological value and an ecological survey is required.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

PONTEFRAC T

SPA 6

FORMER PRINCE OF WALES COLLIERY, PONTEFRAC T

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 Council are working in partnership to assist the delivery of this site. 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.

This area, comprising the former colliery yard and adjoining land identified on the Policies Map, lies in a strategic location on the edge of Pontefract on its approach from the M62 motorway, and opposite the race course.

The site is allocated for a high quality mixed use development comprising housing, (B1) office and ancillary functions. This is a brownfield site within the urban area. This landmark project will be set within an attractive landscaped environment, which will include the development of a linear park running parallel to the existing railway line. This will maintain a distinct

relationship between the site and Pontefract Castle. Pedestrian and vehicular links with the town centre will be maximised, and proposals will be co-ordinated with those for the Tanshelf area (see SPA7 below) and the wider proposals for Pontefract, including relevant masterplans.

A travel plan must accompany a transport assessment for this site in order to minimise the impact of traffic on the strategic road network. Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency. It is expected that developer contributions will be required from this development to help fund these measures. If parts of the site are brought forward for development separately, these requirements will apply to the smaller constituent sites. A new relief road (the Northern Road) is required to serve the Special Policy Area and ease congestion into and out of Pontefract. 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 significant contribution to public transport provision will be necessary to improve the frequency of bus services. Pedestrian and cycling routes to the railway station will be required in accordance with the Rights of Way Improvement Plan. A transport assessment would be required for new comprehensive proposals in the wider area.

A noise assessment will be required to accompany any future planning applications, and if necessary suitable mitigation measures and a financial contribution to a local action plan will be sought. Noise implications of the railway, railway station and nearby industrial areas will need to be taken into account. Future proposals would also need to satisfactorily deal with contaminated land issues, in accordance with national policy. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. The site has potential ecological value and an ecological survey is required. A financial contribution towards education provision would be required. Phasing will need to be co-ordinated with any necessary upgrading of the waste water treatment works. The Rights of Way Improvement Plan proposes to extend the path network within and across the site. Any shortfall in quality off-site greenspace provision will be addressed by developer contributions.

A tributary of Wash Dyke flows through the south of the site. Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. Housing units will not be located in any parts of the site in flood zone 3. All schemes should incorporate sustainable drainage systems and ensure that there is no increase in surface water run-off from the site.

The development proposals should safeguard the character and setting of Pontefract Castle (e.g. in relation to tall buildings). In addition, to mitigate the loss of existing sporting provision, substitute playing pitches of an equivalent standard will be required to be provided in the locality.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

SPA 7

TANSHELF INDUSTRIAL ESTATE, PONTEFRACT

The Tanshelf area of central Pontefract is designated a Special Policy Area to assist the regeneration of this key gateway into the town. In supporting the recommendations of the Central Pontefract Masterplan and the Tanshelf Study, this document will help to create a vibrant area connecting the town centre with the Prince of Wales urban extension and on to the race course. The masterplan's objectives for the area which are further detailed in the Tanshelf Study include enhancing the links to SPA6 and improving the Colonel's Walk route; making the area feel safer to walk through day and night and providing a more active mix of uses; creating high quality gateways to the town at the western, northern and southern ends of the Tanshelf area, with high quality public realm; and improving the appearance of the area. Key parts

of the area include the Colonel's Walk route, the fire station site and Park Road frontage and the Headlands Lane and Stuart Road east-west route. A transport assessment and travel plan will be required to assess the impact on the local and strategic road networks. The site has potential ecological value and an ecological survey is required.

The area is suitable for a mix of uses including employment, leisure and residential to complement Pontefract town centre. Multi-story developments of up to 3-4 storeys within the gateway / main frontage site would be appropriate in principle. Appropriate leisure uses to support the existing indoor sports provision would be acceptable. New residential development would be supported to the east of Colonel's Walk offering an opportunity to develop affordable residential dwellings. A financial contribution towards education provision will be required.

OTHER URBAN AREAS

KNOTTINGLEY

SPA 8

OXIRIS CHEMICAL WORKS AND LAND ADJOINING COMMON LANE, KNOTTINGLEY

The prime purpose of this Special Policy Area designation is to assist the reclamation and future beneficial use of the former Oxiris chemical works site, a contaminated brownfield site within the Knottingley urban area. The greenfield urban extension parts of the proposal are regarded as necessary integral parts of the regeneration package. It encompasses a comprehensive package of proposals for the former site and adjoining greenfield land. A combination of housing and an energy centre (power generating uses) incorporating a buffer area of light industrial uses and open space is proposed to regenerate the disused contaminated site. An agreement between the Council as local planning authority and the developer will be required regarding the timing of the completion of reclamation works on the chemical works site and progress of new housing and/or the energy centre development across the site as a whole.

A travel plan must accompany a transport assessment for this site in order to minimise the impact of traffic on the strategic road network. The assessment must also address the impact on the local road network including Knottingley town centre, and mitigation measures are likely to include major improvement to the Common Lane / Weeland Road junction. The proposals will also be required to safeguard a route through the site for the possible long term Knottingley By-pass proposal. Public Rights of Way need to be enhanced and new pedestrian and cycle linkages created. Enhancements to bus services, including bus penetration, will be required to be funded by the development.

The permit for the operation of the chemical works issued by the Environment Agency has been surrendered and the hazardous substances consent, and with it the associated Health and Safety Executive consultation zones, has been removed.

A major part of the Special Policy Area falls within flood zone 3a. The proposals have been subject to the sequential and exception tests. Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

Phasing will be coordinated with any necessary upgrades of the waste water treatment works. An assessment of railway noise and mitigation will be required. There should be a minimum 10m stand off from the canal which should be planted to enhance the corridor. The following will be required regarding potential land contamination: phase I desktop study, phase II site investigation and a remediation options appraisal. Development proposals will need to take account of the prospect of deep mine workings.

A contribution to education provision will be required. An on-site kick-about and play area will be required as well as a contribution to off-site quality improvements. A Health Impact Assessment will need to be undertaken as appropriate.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

NORMANTON (inc ALTOFTS)

SPA 9

NORMANTON STATION AREAS, NORMANTON

This Special Policy Area lies to the north of the existing town centre and extends to the railway line. The purpose of the Special Policy Area is to assist regeneration by attracting investment in the town centre 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 sustainable drainage solution scheme should be considered. A survey regarding the presence of bats will be required during preparation of any redevelopment proposals. Phasing will be co-ordinated with any necessary upgrades of the waste water treatment works. An assessment of railway noise and mitigation will be required. A traffic assessment will be required to investigate alternative routes to the A655. With regard to possible ground contamination, in accordance with national policy a phase I desktop study, site investigation and a remediation options appraisal will be required for proposed housing areas. A Health Impact Assessment will need to be undertaken. Development proposals will need to address any landfill gas issues. 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. This is a good location close to the station. There should be improved pedestrian and cycling links to the station in accordance with the Rights of Way Improvement Plan. Accessible greenspace would need to be provided on-site, together with a financial contribution to address off-site quality shortfall. Development proposals must take full account of the Local Wildlife Site and Wildlife Habitat Network status of the north western part of the area, and of buildings of local interest within the area. There should be no increased surface water run-off to Ashfield Beck. A Health Impact Assessment will need to be undertaken.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

A travel plan must accompany the transport assessment for this site in order to minimise the impact of traffic on the strategic road network and local road network. The need for physical mitigation measures on the strategic road network must be investigated. The details of any proposed mitigation measures, including their funding and implementation, should be agreed with the Council and the Highways Agency.

FEATHERSTONE

SPA 10

LAND AT LISTER CLOSE, FEATHERSTONE

The purpose of this Special Policy Area 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 comprise housing with B1 employment uses in the west of the area. It will be accessed primarily from Wakefield Road.

Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. Housing units will not be located in any parts of the site in flood zone 3. The zone will provide an opportunity for recreation and open space areas on a primary approach to Featherstone town centre. A kick-about area will be retained in the proposal, and accessible greenspace generally will be included in the development area. The existing residential area in the western part of the site will be retained, and 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.

Phasing will be co-ordinated with any necessary upgrades of the waste water treatment works. An assessment of railway noise and mitigation will be required. A traffic impact assessment that investigates alternative routes away from central Featherstone will be required. A phase I desktop study and phase II site investigation and a remediation options appraisal will be required, regarding potential land contamination. A flood risk and run-off assessment will also be required. The rate of discharge of surface water will be limited to the existing rate. Sustainable drainage solutions shall be used to mitigate the impact of surface water drainage wherever possible. The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required.

This is a part brownfield / part greenfield area close to Featherstone town centre. Its redesign and redevelopment can provide a substantial amount of additional new housing, within convenient walking distance of the town centre, supporting the regeneration of the town.

This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

SOUTH ELMSALL/SOUTH KIRKBY

SPA 11

WESTFIELD LANE IMPROVEMENT AREA, SOUTH ELMSALL

The site is mainly previously developed land within the settlement of South Elmsall, which is classified as an urban area, where development of this scale is appropriate. This site is located in an area where there is a key policy objective to provide employment and skills development opportunities for local residents. The Council will seek to secure these opportunities as far as possible.

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.

Flood risk is a significant issue in this area and all development proposals must be accompanied by a flood risk assessment which should address all relevant issues. The site intersects flood zone 3a, but development will be excluded from these areas. There is sewerage infrastructure crossing the site therefore, stand-off distances will have to be included in the layout of the development. The local public sewer network may not have capacity to accept any additional discharge of surface water from the proposed site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. A distribution main is recorded to cross the site but this can be diverted/moved at the developer's expense. The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A public right of way exists within the site and this must be retained and improved. Cycling facilities must be provided within the site and to existing and/or proposed cycle facilities. A suitable access will have to be provided of High Street and any land ownership issues resolved in relation to the land north of the railway line.

This area contains underused, vacant and other potential development/redevelopment land adjacent to the proposed reclamation scheme at Frickley Colliery (including the former pit yard). Due to this, and other factors, there may be a potential risk of contamination so a phase I desktop study will be required. The site also lies within a landfill gas zone which will require a ground investigation to be undertaken. The railway line is in operational use; therefore, a noise impact assessment will be required in addition to the provision of a buffer zone between the railway line and any residential use on the site.

The site coincides with an area of high archaeological potential therefore a desk-based archaeological assessment will be required, but if this cannot assess the interest a field evaluation will be required. Kick-about areas are to be provided on sites either side of the railway line and a financial contribution will be required towards nearby off-site open space of other categories to address shortfall in the area. Development must be excluded from the part of site affected by a tree preservation order. In relation to the site that contains rough grassland and scrub, an ecological survey will be required to ascertain the presence of notable habitats and species and any required mitigation measures identified. The development is likely to create a shortage of educational provision for which contributions are likely to be sought, but this will be subject to further review.

LOCAL SERVICE CENTRES

ACKWORTH (MOOR TOP)

SPA 12

BRACKENHILL, ACKWORTH

This site is previously developed land within the settlement of Ackworth Moor Top, which is classified a local service centre.

Masterplan proposals (yet to be formally agreed with the Council) include residential, senior living accommodation, offices, playing fields and informal open space will extend beyond the site boundary into adjacent land.

The capacity of the foul sewer network in this area needs to be increased. Phasing of development proposals will need to be co-ordinated with any necessary upgrades and developer contributions may be required. The local public sewer network does not have capacity to accept any additional discharge of surface water from the proposed site. Any surface water discharges to the public sewer network will be restricted to the previous/present level of discharge. There will be no increased surface water run-off from the site, sustainable drainage solutions should be used. A distribution main is recorded to cross the site but this can be diverted/moved at the developer's expense.

Mitigation measures will be required to improve accessibility to local services and public transport, for which developer contributions may be required. A public right of way runs through the site, this must also be maintained and improved. Cycling facilities must be provided within the site and to existing and/or proposed cycle facilities.

The site also contains a former landfill site and lies within two landfill gas zones, which will require a ground investigation to be undertaken and any resultant remedial measures implemented to enable development.

Contribution to Housing and Employment Land Supply

- 9.6** The Special Policy Areas will help meet the requirements for both housing and employment land, as shown in the housing land supply table in chapter 7, Housing Proposals and the employment land supply in chapter 8, Employment Proposals.

Community Facilities



10 Community Facilities

Introduction

- 10.1** The provision of community services is essential to the quality of life of the district's 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.
- 10.2** 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 this document. Small sites accommodating community facility uses are, therefore, not identified on the Policies Map. These facilities could be provided on small sites within the urban area, or on parts of sites allocated primarily for other purposes. In addition, the forthcoming Leisure, Recreation and Open Space document will allocate sites for community facilities for leisure and recreational purposes.
- 10.3** The Council will consider proposals for community facilities in accordance with national planning policy and Core Strategy policy CS5.

Transport



11 Transport

Introduction

- 11.1 Transport infrastructure is essential to enable development sites to be delivered. As part of assessing all development sites highway safety, traffic generation, access to the public transport network and opportunities for walking and cycling have been considered. The combined impact of the development allocations on the strategic road network and the local road network have also been considered. Site specific measures are capable of solving or mitigating impacts. However, in some settlements more strategic transport solutions are either needed or being brought forward to enable development.
- 11.2 Wakefield is well placed geographically on the regional transport network with generally good road and rail links within the LeedsCity Region and nationally. However, overcrowding on local rail services and local traffic congestion on parts of the highway network remain priority concerns for Wakefield citizens.
- 11.3 Housing growth sites in Castleford, Pontefract and Wakefield will require transport infrastructure improvements to cater for increased travel demand over the next 15 years. Active travel, such as walking and cycling will be encouraged and developed locally, both as a sustainable means of travel and for improving the health of our residents.
- 11.4 To address declining bus patronage we will work in partnership with the bus operators to provide and promote a high quality local alternative to car use in the district.
- 11.5 Whilst rail patronage is increasing it is clear that the local rail services need greater capacity and frequency particularly at peak times, and that a number of our local rail stations urgently require upgrading. These issues will be pursued with the government departments responsible for funding this work.
- 11.6 Poor air quality is one by-product of traffic congestion. The designation of Local Air Quality Management Areas and Action Plans will help to focus activity in these areas.
- 11.7 Some of our communities are in the lowest socio-economic bracket; our local transport provision in these areas should be directed to revive these communities and to help the most vulnerable residents.
- 11.8 The following sections set out the key strategic transport priorities and planned infrastructure investments over the plan period. Some of these are determined outside the process of preparing the LDF, and reflect decisions and priorities in other programmes and strategies and others already have the benefit of planning permission. Prior to being approved, some may have been the subject of their own public engagement process. They are incorporated within this document to provide further information about the context for making decisions on the development proposals and to enable links to be made between development sites and potentially the need for new development to help contribute towards them. More information on how this might work in practice is contained in the Infrastructure Planning chapter of this document. Where sites have been allocated for transport proposals this is in accordance with national planning policy and Core Strategy policies CS4 and CS9.

Strategic Road Network

- 11.9 The Highways Agency has considered the allocations contained in this document using their modelling tools. By analysing the model output it is possible to identify the improvements to the strategic road network that will be needed up to 2016 and up to 2022. This provides a robust and credible evidence base for assessing the impact of sites on the operation of the strategic road network and its junctions. Depending on the size and nature of developments and the proposals for sustainable transport set out in travel plans, there is the potential for a need to upgrade the strategic highway network and its interface with the local highway network at some locations. Highways Agency forecasting is based on the use of average trip rates and therefore assumes that attractive public transport alternatives and effective travel planning will enable some transfer of trips from car using the strategic road network to the sustainable modes.
- 11.10 Over time the combined impact of development in the M1 and M62 corridors will result in major impacts on the operation of the strategic road network and junctions with the local primary road network. All development proposals in the two corridors will need to consider their individual impact on the strategic road network and their impact as part of a cumulative

effect of new development over time. Developments may need to make financial contributions to the cost of mitigation measures on the strategic road network proportionate to the scale of the individual development in relation to the sum of all development proposals in the corridors in the plan period.

M62 Operational Conditions

- 11.11** In the AM peak period the section of the M62 westbound between Junction 32 (Pontefract) and Junction 29 (Lofthouse Interchange) is stressed with queuing or slow-moving traffic in all three lanes. In the PM peak period in the eastbound direction is less difficult with the motorway operating at 85%-100% of capacity between Junctions 29 and 32. Queues can develop on the eastbound off-slip roads at Junctions 31 (Normanton) and 32 (Pontefract) as a result of capacity constraints at the interface with the local highway network. The extent of queuing at Junction 32 can also be affected by traffic demand to the adjacent retail park.

M1 Operational Conditions

- 11.12** In the AM peak, the M1 northbound operates under highly stressed conditions between Junctions 39 (Durkar) and 42 (Lofthouse Interchange) with slow moving or queuing traffic. In the PM peak the motorway is operating in excess of capacity between Junctions 40 (Ossett) and 41 (Carr Gate) whilst it operates at 85%-100% of capacity between Junctions 41 and 42 on the northbound approach to the M62.
- 11.13** The M1 southbound operates at 85%-100% of capacity between Junctions 42 and 40 in the AM peak. In the PM peak the M1 is highly stressed with queuing or slow moving southbound traffic between Junctions 43 (Stourton) and Junction 41 (Carr Gate). Similar poor operating conditions are also apparent on the outbound M621 north of Junction 43. The outbound M621 north of Stourton. In addition, the section of M1 southbound between 40 and 39 operates at 85%-100% of capacity.

A1 Operational Conditions

- 11.14** 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 significant congestion points. The Highways Agency does not have any proposals at present to upgrade the A1(T) between Junction 40 north of Darrington and the northern limit of the Doncaster Bypass at Junction 38 (Red House). The Hemsworth Link Road, which connects with the A1(T) at Barnsdale Bar has recently been completed. This scheme includes an upgrade of the slip road merge and diverge with the northbound carriageway at the junction.

Upgrading of the Strategic Road Network

- 11.15** In January 2009 the Secretary of State for Transport announced Managed Motorway proposals for the M1 and M62 in West Yorkshire. The schemes entail the use of variable speed limits and controlled use of the hard shoulder (Hard Shoulder Running – HSR) on the M1 between Junctions 39 (Durkar) and 42 (Lofthouse Interchange) and on the M62 between Junctions 25 (Brighouse) and 30 (Rothwell Haigh). This decision was confirmed by the Secretary of State following the Comprehensive Spending Review in October 2010. The current information on programming is that construction works will start by 2015.
- 11.16** The purpose of these two schemes is to provide the additional capacity needed to ameliorate existing traffic congestion and delay and to cater for growth in strategic traffic. They are not intended to cater specifically for future growth in travel demand generated by proposed development in Wakefield district.

Strategic Road Network Operational Conditions up to 2016

- 11.17** Information provided by the Highways Agency from their modelling work indicates that completion of the Managed Motorway and Hard Shoulder Running schemes for the M1 and M62 in West Yorkshire will deliver a substantial improvement in the operation of those sections of the two motorways in peak periods. Elsewhere on the strategic road network in West Yorkshire traffic growth continues to impose increased pressure on capacity with deterioration in operating conditions on particular parts of the network.
- 11.18** The main areas where traffic generated by proposed development in Wakefield district is forecast to cause deterioration in operating conditions are described below:

- M62: There is a substantial impact for a long length of the motorway between Junctions 26 (Chain Bar) and 35 (M18) although the main impact is between Junctions 32A (A1) and 29 (M1 Lofthouse Interchange). West of Junction 30 Wakefield development traffic contributes to an erosion of the capacity enhancement provided by the Managed Motorway and Hard Shoulder Running scheme eastbound between Junctions 29 and 30 in the PM peak. On the unimproved section of the M62 between Junctions 30 and 32, Wakefield development traffic makes a major contribution to the increased levels of stress/congestion westbound in the AM peak and eastbound in the PM peak.
- M1: Wakefield development traffic contributes to erosion of the benefits of the Managed Motorways and Hard Shoulder Running scheme between Junctions 41 (A650) and 42 (M62 Lofthouse Interchange) northbound in the AM peak and southbound in the PM peak. The impact of Wakefield development traffic extends from the South Yorkshire boundary to Junctions 43 (M621, Stourton) and beyond, as far north as the A1/A64 Junction.
- M621: Wakefield development traffic adds to the congestion in both directions in both peaks on the M621 between Stourton and Junction 2A (Holbeck).
- A1: Wakefield development traffic has an impact over the whole length of the A1 between the A64 and M18 junctions. However, at 2016, the whole length of the A1 between Junctions 40 (M62/A1) and 38 (A638 Red House) is forecast to be operating at less than 85% of capacity.

Strategic Road Network Operational Conditions post 2016

- 11.19** A comparison of the development flows at 2016 and 2022 shows a substantial further increase in link flows on the strategic road network. Although the impact can be seen across West Yorkshire, the impact of this growth is particularly apparent on the M62 between Junctions 32A (Ferrybridge) and 26 (Chain Bar); on the M1 between Junctions 38 (Haigh) and 43 (Stourton); and on the M621 as far west as Junction 2A (Holbeck).
- 11.20** Wakefield development traffic makes particular contributions to the increased stress/congestion on the M1 between Junctions 43 and 40 and on the M62 between Junctions 32 and 28. There is more erosion of the benefits of the capacity enhancement achieved through implementation of the Managed Motorway and Hard Shoulder Running schemes on the M1 and M62.

Potential Development Implications up to 2016

- 11.21** Modelling work by the Highways Agency has enabled the identification of particular difficulties that are expected to develop as development takes place and traffic levels rise. Further work will need to be undertaken by the Agency to identify the precise nature of the improvements needed at each location. A brief summary of the key issues is provided below:

M62 Corridor

- M62 Junction 28 (Tingley): Long queues are predicted to develop on the westbound exit slip road extending back onto the main line of the motorway as far back as Junction 29 (Lofthouse Interchange).
- M62 Junction 30 (A642 Rothwell Haigh): Traffic using the eastbound entry slip road is expected to experience difficulty in merging with traffic on the 'main line'.
- M62 Junction 32 (A639 Pontefract): Problems of congestion and delay are expected on the eastbound approach to the junction.

M1 Corridor

- M1 Junction 39 (A636 Denby Dale Road): Increasing volume of traffic results in queuing on the roundabout.
- M1 Junction 41 (Carr Gate): Traffic queuing on the northbound entry slip road causes congestion on the roundabout and the local road approaches to the junction. This is before any account is taken of any additional traffic drawn through the junction to access the proposed park and ride site.
- M1 Junction 42 / M62 Junction 29 (M62 Lofthouse Interchange): A major improvement is needed if the M62 eastbound exit slip road is to continue to cater satisfactorily for PM peak traffic heading for the M1 south. This is an issue that is caused by growth in development traffic generated by all districts in West Yorkshire and by growth in longer distance strategic traffic.
- M1 Junction 43 (Stourton): Southbound traffic queues form from M1 and M621 to Lofthouse Interchange despite the capacity enhancement delivered by implementation of Managed Motorways and Hard Shoulder Running on the M1 south of Junction 43.

11.22 There are several potential highway improvement schemes that form part of conditions attached to existing planning consents that affect the Strategic Road Network serving Wakefield district:

- M62 Junction 31 (Normanton): Improvement to the eastbound off-slip road diverge.
- M62 Junction 32 (Glasshoughton): Improvements to the eastbound off-slip road diverge and westbound on-slip road merge.
- M1 Junction 39 (Durkar): Southbound off-slip road diverge arrangement and junction control, and northbound on-slip road merge.
- Junction 40 (Ossett): Improvement to the northbound on-slip road merge.

Potential Development Implications post 2016

11.23 The Highways Agency has indicated the location of additional developing problems that may manifest themselves to a greater or lesser extent by 2022. The key locations where significant issues are going to emerge are listed below:

- M1 Junction 39 (A636 Denby Dale Road): Increasing traffic volumes on the gyratory result in increased congestion and delay.
- M1 Junction 41 (A650): The northbound merge movement (from A650 to M1 north) breaks down in both peak periods causing problems on the roundabout and approach roads. Substantial works are likely to be needed in mitigation.
- M1 Junction 42 / M62 Junction 29(Lofthouse): Flow breakdown is likely to develop at the diverge points on the M1 southbound and the M62 eastbound.
- M1 Junction 43 (Stourton): Increasing traffic volume is forecast to lead to merge breakdown at the point where the southbound M1 and M621 merge leading to growing southbound queues on both motorways. The necessary works to increase capacity are likely to be substantial.
- M62 Junction 26 (Chain Bar): In the PM peak, traffic flow is predicted to break down at the westbound merge point as a result of the increased westbound flows on the M62 and the entry slip roads.
- M62 Junction 27 (Gildersome): In the PM peak, there is forecast to be insufficient capacity on the southern roundabout of the junction causing queues southbound on the M621.
- M62 Junction 28 (Tingley): In the AM peak, long queues develop on the westbound exit slip road and on the main line approach to the slip road. In the PM peak problems develop on the eastbound entry and westbound exit slip roads.
- M62 Junction 30 (A642 Rothwell Haigh): Southbound traffic queues back on to the motorway exit slip roads and the 'main line' from the junction to the south on the local road network. The installation of traffic signal control on the A642/B6135 junction south of the motorway to be delivered as part of the highway works needed to develop the Newmarket Colliery site (W40A) should alleviate this problem.
- M62 Junction 31 (A655 Whitwood): The merge movements on both entry slip roads become increasingly difficult over time.

11.24 The impact of new developments on the strategic road network will continue to be monitored by the Council and by the Highways Agency and this may inform the need for further investment on the strategic road network. The results of monitoring and the impact of improvements will need to inform any revision of this document to consider the impact on the strategic road network beyond 2022.

Local Road Network Schemes

Key Local Road Network Issues

11.25 The Council has assessed the cumulative impacts of new developments set out in this document on the local road network and identified a number of local road network priorities which will be critical in delivering planned levels of growth. Priorities will be included and reviewed through the Council's Transport Strategy and Local Transport Plan. Information on how the Council intends to co-ordinate funding and investment in the local road network is set out in the Infrastructure Planning section of this document. Where the specific alignment of the route is known or where land is needed to be safeguarded from other development schemes are identified on the Policies Map.

Wakefield

- 11.26** Within the Wakefield area the development proposals in the Snowhill, 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 trip journeys in the city centre. As part of the Wakefield East development site a new relief road is proposed which will enable this site for development as well as providing congestion relief into and around the city centre.

TS 1

NORTH WAKEFIELD GATEWAY, WAKEFIELD

Only a small part of this scheme falls outside the Central Wakefield Area Action Plan (Policy CW1). The scheme involves completing the Emerald Ring by linking Mulberry Way via Wentworth Terrace to Marsh Way. The scheme will include an inbound bus lane along Leeds Road/Northgate, and a new public space in front of County Hall. The public space will allow bus-only passage from Rishworth Street to Bond Street. Better facilities for cyclists and pedestrians will be incorporated into the scheme which will provide overall increased capacity at peak times to cater for the traffic volumes anticipated from the retail, commercial and public developments within the city centre over the next few years. A park and ride facility within SPA1 is currently being investigated and will become an integrated transport measure that will complement the North Wakefield Gateway scheme. This scheme is already funded and the route of the North Wakefield Gateway is shown on the Policies Map.

TS 2

WAKEFIELD EASTERN RELIEF ROAD, WAKEFIELD

A Wakefield Eastern Relief Road 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 in accordance with Core Strategy policy CS9 which will become an integral part of SPA2.

This scheme will be primarily be funded from development occurring within the Wakefield East Special Policy Area, however the construction of the Wakefield Eastern Relief Road may require contributions from all new development within the central Wakefield area that generates significant traffic movements which cannot be accommodated by the existing highway infrastructure capacity and may benefit from its delivery. Contributions are necessary so that a funding package can be achieved which best uses private sector and public sector investment. This proposal is shown on the Policies Map but its exact alignment will be subject to detailed investigations when planning applications are submitted to the Council.

Castleford

- 11.27** The proposed development sites in Castleford will result in a significant increase in demand for travel. A Castleford Growth Delivery Plan is being prepared which will include recommendations for highway improvements in Castleford to accommodate the growth. Robust travel plan measures will also need to be developed on an area wide basis, to reduce the use of the private car.

TS 3**AIRE STREET/LOCK LANE JUNCTION IMPROVEMENTS, CASTLEFORD**

The Aire Street/Lock Lane junction suffers from peak hour congestion and improvements will be needed to provide additional capacity on the local road network. Details will be available in the Castleford Growth Delivery Plan. Improved public transport priority in the Castleford Riverside area is a key requirement of the transport infrastructure improvements of this area. This proposal is shown on the Policies Map.

The improvements to the local road network in this area may require contributions from all new development within the Castleford area that generates significant traffic movements which cannot be accommodated by the existing highway infrastructure capacity and may benefit from its delivery. Contributions are necessary so that a funding package can be achieved which best uses private sector and public sector investment.

Pontefract

- 11.28** The proposals in Pontefract will also significantly increase the demand to travel. Without interventions, housing proposals will significantly increase congestion at Town End junction and there will be increased use of the surrounding 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 (Northern Road). In the context of the Local Transport Plan and its own transport strategy and priorities the Council is investigating solutions to ease congestion in Pontefract through improvements to the local highway network.

TS 5**NORTHERN ROAD, PONTEFRACT**

As part of the development of SPA6 a new link road will be constructed. This road is required to deliver the level of development proposed in this allocation. The road may also benefit the impact of traffic movements from the housing allocations on the northern and eastern side of Pontefract, although this may require the road to be evaluated further.

It is expected that there will be increased traffic on local roads in the northern parts of Pontefract (Monkhill and Ladybalk areas) as a result of creating the Northern Road. Therefore traffic calming measures are proposed to be developed for Monkhill Avenue, Lady Balk Lane and any other roads in the area in consultation with local residents.

The alignment of this road has been granted planning permission. This scheme will be primarily funded from development occurring within the former Prince of Wales Colliery area, however the construction and future improvement of the Northern Road may require contributions from all new development within the Pontefract area that generates significant traffic movements which cannot be accommodated by the existing highway infrastructure capacity and may benefit from its delivery. Contributions are necessary so that a funding package can be achieved which best uses private sector and public sector investment. The Northern Road is shown on the Policies Map.

TS 7**TOWN END JUNCTION IMPROVEMENTS, PONTEFRACT**

Improvements to the Town End junction in Pontefract are required to accommodate additional capacity on the local road network to help ease congestion. This scheme is already funded and is shown on the Policies Map.

The improvements to the local road network in this area may require contributions from all new development within the Pontefract area that generates significant traffic movements which cannot be accommodated by the existing highway infrastructure capacity and may benefit from its delivery. Contributions are necessary so that a funding package can be achieved which best uses private sector and public sector investment.

The improvements should conserve and be complementary to those elements which contribute to the significance of the Market Place and Friarwood and Button Park Conservation Area and Grade II Registered Friarwood Valley Gardens.

Other Areas

- 11.29** The development proposals in Normanton will increase demand for travel on the route through Altofts, which is unsuitable for accommodating significant volumes of additional traffic. Further traffic would significantly add 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.

TS 8

SOUTH EAST LINK ROAD - INCORPORATING FEATHERSTONE AND PONTEFRACT 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, improving safety and reducing environmental problems in these localities. It will remove through traffic and improve road safety and the environment for a number of settlements.

This scheme requires further evaluation and its delivery is not critical to the delivery of the development plan at this stage. However the South-East Link Road remains an important long term objective for the district and as such the route of the road should be safeguarded from development. A safeguarded alignment is shown on the Policies Map.

TS 10

FORMER NEWMARKET COLLIERY (ACCESS ROAD), STANLEY

As part of the development of ES10 a new access road will be constructed. This road is required to deliver the level of development proposed for this allocation and to ensure that a means of access is achievable directly from the A642 Aberford Road.

The exact route of the access road is unknown at this stage and as such this is a safeguarded alignment and shown on the Policies Map.

- 11.30** The Council will work with private and public partners, developers and landowners to bring forward these proposals, including identifying them as key schemes requiring public sector funding or private sector investment in the West Yorkshire Local Transport Plan and the Council's Transport Strategy. The Council will keep the need for transport investment under review. Other improvements to the local road network may be needed in future to improve traffic movements and accommodate development. In this context the Council and South Kirkby and Moorthorpe Town Council will continue to assess the merits and potential benefits of a South Elmsall Relief Road east of South Elmsall.

Safeguarded Line For Canal Restoration

TS 9

BARNSELEY 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 be required to accompany planning applications as necessary, and environmental impacts will need to be satisfactorily mitigated. Parts of the canal are designated as Local Nature Reserves, Ancient Woodland and Local Wildlife Sites.

A corridor up to 50 metres wide, 25 metres 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.

Land occupied by and adjacent to the former Barnsley Canal will be protected from other forms of development, in order to safeguard its potential to be reinstated to its former use for commercial or leisure purposes, or to extend the cycling or footpath networks.

Public Transport Schemes

Bus and Rail Network

11.31 In Wakefield district the West Yorkshire Local Transport Plan has helped bring about significant improvements in the quality of public transport infrastructure. These have been aimed at providing bus and rail passengers with more accessible, better 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, and significant improvements have been made at Hemsworth. Further improvements are now also planned over the next few years at Castleford and Pontefract Monkhill. These facilities will have new services and features, which will attract new passengers, including CCTV, enclosed waiting areas, modern layout and real time information. The Castleford and Pontefract Monkhill interchanges are considered to be critical to helping deliver the scale of growth and development proposed in these towns and are identified on the Policies Map. Developments in these locations may be required to contribute to their delivery.

TS 4

CASTLEFORD INTERCHANGE, CASTLEFORD

The Castleford Interchange project will improve public transport through the implementation of a new bus and rail interchange facility intended to provide a step change in the quality of public transport provision in Castleford. The scheme supports the regeneration of Castleford town centre and economic growth in the wider Five Towns area.

The scheme features:

- A new fully enclosed bus and rail interchange, incorporating a travel information centre, security and managers office, public toilets, fully monitored CCTV, passenger help and information points, ticket machines and real time bus and rail passenger information screens;

- New long and short stay car parks, drop off and pick up points adjacent to the interchange, with additional car park spaces specifically for the rail station;
- New link road (a proportion of which is bus only) to provide access;
- An improved pedestrian subway at Welbeck Street, an important route for users of the interchange, with CCTV and new lighting and finishes to provide a more secure attractive environment to its users; and

The facilities will for the first time provide a single bus and rail interchange facility, which will encourage:

- Encourage more journeys by public transport;
- Maintain and improve access to jobs, education, and other key services.

The interchange in this area may require contributions from all new development within the Castleford area that generates significant traffic movements and increased demand for public transport facilities. Contributions are necessary so that a funding package can be achieved which best uses private sector and public sector investment.

TS 6

MONKHILL STATION IMPROVEMENTS, PONTEFRACT

Pontefract Monkhill has been identified as a key station for significant improvements including better pedestrian access, improved car parking, better customer facilities and security, platform access for the disabled user, and bus-rail interchange facilities. A masterplan for Pontefract Monkhill has been produced.

The interchange in this area may require contributions from all new development within the Pontefract area that generates significant traffic movements and increased demand for public transport facilities. Contributions are necessary so that a funding package can be achieved which best uses private sector and public sector investment.

- 11.32** A targeted programme of providing modern bus shelters, raised kerbs, stop-specific timetables, and real time bus information displays, has been implemented. Greater investment in bus lanes and priority to improve journey time speeds and reliability, and attractiveness of the bus will be required to mitigate impacts of development generated traffic and deliver expectations for modal shift. A programme of bus priority improvements will be implemented between Metro and the Council which prioritises schemes from current programmes and quick win infrastructure schemes. The A61 Leeds - Wakefield is identified as a key strategic scheme for development and delivery.
- 11.33** On the rail network, new or expanded car parks have been provided, along with better passenger waiting facilities and refurbished trains on the Doncaster - Leeds service. A new station has been opened at Glasshoughton.
- 11.34** 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.
- 11.35** Within Wakefield city centre Metro supports the Council's aspirations to develop the Emerald Ring, 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.
- 11.36** There are options to develop Statutory or Voluntary Bus Partnerships with local bus operators. A formal Partnership agreement between bus operator(s), Metro and the Council would specify the scale and scope of interventions to be delivered by each partner in order to achieve the objective of improved local bus services.

- 11.37** Metro's approved Bus Strategy also includes the option to introduce Bus Quality Contract(s), should the effective improvement of local bus services not be achievable through the Partnership approach. 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.
- 11.38** 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. Developer contributions may be required to 'pump-prime' new and/or improved bus services.
- 11.39** On the rail network increasing the quality, capacity and frequency of rail services over time will be an essential part of supporting planned growth, particularly in the Five Towns area.

Park and Ride

- 11.40** The Council is investigating the potential for park and ride facilities to help ease congestion into Wakefield City Centre. At present the Council has not allocated any individual sites but has identified a site on the A650 to be developed in conjunction with the North Wakefield Gateway at Newton Bar. Other potential sites include A642 (Aberford Road), A636 (Denby Dale Road) and the A638 (Doncaster Road) as key transport corridors and arterial routes into the city for possible park and ride sites. Development proposals for park and ride facilities will be determined in accordance with the relevant policies in the LDF. Account will also be taken of the impact on the operation of junctions on the strategic road network of traffic diverting onto different routes in order to access park and ride sites on these corridors. Modelling and a transport assessment will be required for all proposed park and ride sites. The scope of the assessment and the form and funding of any mitigation measures on the strategic road network will need to be agreed in consultation with the highways agency.

Travel Planning

Travel Plans

- 11.41** The use of travel plans is 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 alongside any transport assessment prepared in support of a planning application. The transport assessment and travel plan provide a basis for the travel forecasts, as set out in the Department for Communities for Local Government and Department for Transport 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. Preparation of travel plans should not presume that improvements to public transport will not be required alongside travel planning measures.
- 11.42** Travel plans should form a stand alone document and should include:
- a clear commitment by developers and occupiers to reduce the number of single occupancy vehicle trips generated by, or attracted to, the site;
 - site accessibility details, setting out options for travel by all modes available for travel to the site;
 - clear objectives and targets. Targets should be set out both in terms of mode share and number of vehicle trips. The document should set out the baseline situation as well as the target so it is clear what reduction in vehicle trips is being sought. Clear timescales for the achievement of targets should also be included;
 - a clear programme of measures that will be implemented, with the document being very clear on exactly what the developer is funding;
 - clear details on how the travel plan will be delivered and how the Travel Plan Coordinator role will be provided by the developer;
 - a clear monitoring strategy setting out what will be monitored, by whom and what reporting processes will be in place. The document should be very clear on the process to be followed if targets are not met, and set out what additional measures will be funded by the developer. Sanctions to be put in place if targets are still not met should also be included.

- 11.43** The Council and the Highways Agency are willing to work with developers to formulate Travel Plan Agreements that ensure appropriate funds are provided by developers for a programme of effective monitoring and reviews. Travel plans will be monitored through the West Yorkshire iTrace system and the Council is committed to monitoring and enforcing travel plans that have been agreed through the planning process.
- 11.44** All the sites are considered to be reasonably well served by existing public transport services. The Highways Agency considers capacity enhancements to the strategic road network to deal with the residual development traffic to be a last resort, but generally, where there is a material impact on the strategic road 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 road network, the Highways Agency would wish to consider options from its various toolkits before considering capacity enhancements. These toolkits comprise Active Traffic Management interventions and Integrated Demand Management measures, which can be employed to regulate development traffic on the strategic road network.

Pedestrian and Cycle Networks

- 11.45** Key pedestrian routes are identified in the Council's Rights of Way Improvement Plan. Where development sites have known key pedestrian routes crossing them this has been identified in the supporting text for those allocations. Where sites are nearby to routes which are identified for improvement development proposals will be expected to provide safe and secure pedestrian links to the routes and potentially contribute to their improvement in accordance with Core Strategy policy CS9.
- 11.46** Certain cycle routes are safeguarded from development as they are saved policies from the UDP. These are shown on the Policies Map and a full list of these is included in the Saved UDP Proposals chapter. As new cycle routes are defined by the Council they will be incorporated into the LDF in future documents. Routes which are set out in any relevant transport policy document, such as a Cycling Strategy will become material planning considerations and will need to be taken into account in determining planning applications.
- 11.47** The Council has identified key planned investment in pedestrian and cycling networks in the short to medium terms which are expected to be delivered in the time period for this document. Schemes include:
- Carlton Street, Castleford - improve conditions for pedestrians and shoppers
 - Castleford Cycle Network - improve facilities for cycling in and around Castleford
 - Wood Street, Wakefield - pedestrianisation scheme included in the Central Wakefield Area Action Plan
- 11.48** Investments in pedestrian and cycling networks requiring further evaluation which may be delivered within the plan period include:
- Pontefract Cycle Network
 - Wakefield Cycle Network
 - Station Lane, Featherstone pedestrian enhancements
- 11.49** Other improvements and routes may be identified in the Rights of Way Improvement Plan and in cycling/transport strategies. New developments will be expected to take the latest information and priorities into account and possibly contribute to their provision and/or improvement.

Natural Environment



12 Natural Environment

Introduction

- 12.1 This section deals with environmental designations and allocations. These include international and European designations, such as Special Areas of Conservation, national designations, such as Sites of Special Scientific Interest, and regional and local designations, such as Regionally Important Geological Sites, Ancient Woodland, Wakefield Local Wildlife Sites and the Wildlife Habitat Network.
- 12.2 From 1st April 2010 Local Nature Reserves, Sites of Scientific Interest and Wakefield Nature Areas have been reclassified as Wakefield Local Wildlife Sites. Local Nature Reserves also retain their Local Nature Reserve designation. The classification has been adopted throughout the country to allow for easier reporting for national indicator purposes under NI197.
- 12.3 National policy states that the planning system should protect and enhance the natural environment and that protection should be given to the most important resources. National planning policy states that planning policies and decisions should aim to maintain and enhance biodiversity.
- 12.4 The designated sites within this section, namely Sites of Special Scientific Interest, Regionally Important Geological Sites, and Wakefield Local Wildlife Sites are determined outside of the process of preparing the LDF. These designations are shown on the Policies Map and the policies relating to them are set out in policy CS10 and policy D4.

Special Areas of Conservation

- 12.5 The most important sites for biodiversity are those identified through international conventions and European directions. The LDF does not contain specific protection policies for international and European designations, as they are protected by law. In Wakefield district there is one European designation, Denby Grange Colliery Ponds Special Area of Conservation.
- 12.6 The Habitats Regulations 1994 require that, if development is likely to significantly affect an international or European site, an Appropriate Assessment must be carried out to assess the implications of the development for the site's conservation objectives. As part of the LDF process the Council has assessed the potential impact of all LDF policies and proposals on the Special Area of Conservation. An Appropriate Assessment will be required for development proposals which are likely to have a significant affect on the Special Area of Conservation (including the area within a 2 km buffer zone round it) unless the proposals are directly connected with or necessary to the management of the Special Area of Conservation. The applicant will be required to provide adequate information for the Council to assess the impact of the development on the SAC. Developers should refer to Circular 06/2005 Biodiversity and Geological Conservation (Office of Deputy of Prime Minister Circular 06/2005 and Department for Environment, Food and Rural Affairs Circular 01/2005) and the National Planning Policy Framework.

The following site as shown on the Policies Map is designated as a Special Area of Conservation:

SAC 1

DENBY GRANGE COLLIERY PONDS AND NEW HALL WOOD, NETHERTON

Ancient Woodland

- 12.7 Ancient woodland is defined as an area that has been wooded continuously since 1600 AD. National policy requires the Council to identify and protect ancient woodlands, which do not enjoy statutory protection. 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 that 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 Policies Map.

- 12.8** The sites have been designated in accordance with national policy and policy CS10 in consultation with Natural England and ecologists. Policy D7 sets out the Council's policy for protecting trees and ancient woodland, and policies D4 and D6 shall also be applied where appropriate.

The following sites as shown on the Policies Map are designated as Ancient Woodland:

AW 1

ACKTON PASTURE AND HOUGHTON WOODS, CASTLEFORD

AW 2

HAGG WOOD AND THE SNIPERY, HEMSWORTH

AW 3

PRIORY WOOD, NOSTELL

AW 4

LOW WOOD, KIRKTHORPE

AW 5

NEW HALL, STONY CLIFFE AND PERKIN WOODS, NETHERTON

AW 6

DIAL WOOD, NEW HALL, MIDGLEY

AW 7

BANK WOOD, MIDGLEY

AW 8

BENTLEY SPRING, WEST BRETTON

AW 9

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****Regionally Important Geological and Geomorphological Sites**

12.9 Regionally Important Geological and Geomorphological Sites are the most important places for geology and geomorphology outside statutorily protected land, such as Sites of Special Scientific Interest. The designation of Regionally Important Geological and Geomorphological Sites is one way of recognising and protecting important earth science and landscape features for future generations to enjoy. Policy D4 sets out the Council's policy towards Regionally Important Geological and Geomorphological Sites.

The following sites as shown on the Policies Map are designated as Regionally Important Geological and Geomorphological Sites:

RIGS 1**DEWSBURY ROAD RECREATION GROUND, WAKEFIELD****RIGS 2****HORBURY QUARRY, HORBURY BRIDGE**

RIGS 3

KNOTTINGLEY CANAL, KNOTTINGLEY

RIGS 4

MILL HILL ROAD AND DARK LANE, PONTEFRACT

RIGS 5

WENTBRIDGE ROAD CUTTING, WENTBRIDGE

RIGS 6

UPTON RECREATION GROUND, UPTON

RIGS 7

UPTON RAILWAY CUTTING, UPTON

RIGS 8

WOOLLEY EDGE QUARRY, NEAR WOOLLEY

RIGS 9

WRANGBROOK RAILWAY CUTTING, UPTON

Sites of Special Scientific Interest

12.10 Sites of Special Scientific Interest are wildlife and geological sites of national importance. They are afforded legal protection under Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way Act 2000 and the Natural Environment and Rural Communities Act 2006. Policy D4 sets out the Council's policy towards Sites of Special Scientific Interest. Policies D5, D6 and D7 shall also be applied where appropriate.

The following sites as shown on the Policies Map are designated as Sites of Special Scientific Interest:

SSSI 1**NOSTELL BRICKYARD QUARRY, WRAGBY****SSSI 2****SECKAR WOOD, NEWMILLERDAM****SSSI 3****DENBY GRANGE PONDS AND NEW HALL WOOD, NETHERTON****SSSI 4****WENTBRIDGE GRASSLAND (BROCKADALE), WENTBRIDGE****SSSI 5****WENTBRIDGE INGS, WENTBRIDGE****SSSI 6****SOUTH ELMSALL QUARRY, SOUTH ELMSALL****Local Nature Reserves**

12.11 Local Nature Reserves are Wakefield Local Wildlife Sites designated by the Council, in consultation with Natural England under Section 21 of the National Parks and Access to the Countryside Act 1949. Policy D4 sets out the Council's policy for protecting Wakefield Local Wildlife Sites, and policies D5, D6 and D7 shall also be applied where appropriate.

The following sites as shown on the Policies Map are designated as Local Nature Reserves:

LNR 1**STANLEY MARSH, WAKEFIELD**

LNR 2

SOUTHERN WASHLANDS, WAKEFIELD

LNR 3

HAW PARK, WALTON

LNR 4

ANGLERS COUNTRY PARK, WINTERSETT

LNR 5

SECKAR WOOD, NEWMILLERDAM

LNR 6

NEWMILLERDAM COUNTRY PARK, NEWMILLERDAM

LNR 7

NOTTON PARK, NOTTON

LNR 8

BRETTON PARK, WEST BRETTON

LNR 9

CHEVET BRANCH LINE, NEWMILLERDAM

LNR 10

PUGNEYS RESERVE LAKE AND COUNTRY PARK, WAKEFIELD

LNR 11**WELL WOOD, CASTLEFORD****LNR 12****PONTEFRACT PARK, PONTEFRACT****LNR 13****FITZWILLIAM COUNTRY PARK, FITZWILLIAM****LNR 14****FORMER UPTON COLLIERY, UPTON****LNR 15****ALVERTHORPE MEADOWS AND WRENTHORPE PARK, ALVERTHORPE****LNR 16****WALTON COLLIERY NATURE PARK, WALTON****Wakefield Local Wildlife Sites**

12.12 The Council has designated Wakefield Local Wildlife Sites (formerly Sites of Scientific Interest and Wakefield Nature Areas), which are sites of local wildlife value containing habitats and species identified in the Wakefield District Local Biodiversity Report. The sites have been designated in accordance with national policy and Core Strategy policy CS10 in consultation with Natural England and ecologists. Policy D4 sets out the Council's policy for protecting Wakefield Local Wildlife Sites, and policies D5, D6 and D7 shall also be applied where appropriate.

The following sites as shown on the Policies Map are designated as Wakefield Local Wildlife Sites:

LWS 1**STANLEY MARSH, WAKEFIELD**

LWS 2

STANLEY FERRY FLASH, WAKEFIELD

LWS 3

SOUTHERN WASHLANDS, WAKEFIELD

LWS 4

ASHFIELDS AND HALF MOON, KIRKTHORPE

LWS 5

PUGNEYS RESERVE LAKE AND COUNTRY PARK, WAKEFIELD

LWS 6

WINTERSETT AND COLD HIENDLEY RESERVOIRS

LWS 7

BARNESLEY CANAL, WALTON

LWS 8

HAW PARK WOOD AND BRICKYARD PLANTATION, WALTON

LWS 9

NOSTELL PRIORY LAKES, WRAGBY

LWS 10

ANGLERS COUNTRY PARK, WINTERSETT

LWS 11

MOORHOUSE LANE PONDS AND RAILWAY, WINTERSETT

LWS 12

NEWMILLERDAM LAKE, NEWMILLERDAM

LWS 13

STONY CLIFFE WOOD, NETHERTON

LWS 14

BARNSLEY CANAL, NOTTON

LWS 15

BRETTON LAKES, BRETTON PARK, WEST BRETTON

LWS 16

VALE HEAD MARSH, HEMSWORTH

LWS 17

BARNSLEY CANAL, COLD HIENDLEY

LWS 18

NEW MONKTON, HAVERCROFT

LWS 19

WENT HILL GRASSLAND, WENTBRIDGE

LWS 20

ST CUTHBERT'S POND, ACKWORTH

LWS 21

BULLCARR MIRES AND POTHILLS MARSH, UPTON

LWS 22

FRYSTON PARK, CASTLEFORD

LWS 23

HOLYWELL WOOD, CASTLEFORD

LWS 24

FOXHOLES/ALTOFTS INGS, NORMANTON

LWS 25

FOXHOLES/ALTOFTS INGS, NORMANTON

LWS 26

WILLOWGARTHS, KNOTTINGLEY

LWS 27

FORMER FRYSTON COLLIERY, CASTLEFORD

LWS 28

WHELDALE, CASTLEFORD

LWS 29

HEALDFIELD QUARRY, CASTLEFORD

LWS 30

STANSFIELD ROAD, CASTLEFORD

LWS 31

SMAWTHORNE MARSH, CASTLEFORD

LWS 32

GOOSEHILL COMMON, NORMANTON

LWS 33

RAILWAY SIDINGS, NORMANTON

LWS 34

ALTOFTS INGS, NORMANTON

LWS 35

RAILWAY, FEATHERSTONE

LWS 36

COBBLERS LANE, PONTEFRACT

LWS 37

HAREWOOD PARK, PONTEFRACT

LWS 38

ORCHARD HEAD, PONTEFRACT

LWS 39

LEYS LANE, KNOTTINGLEY

LWS 40

PARK BAULK QUARRY, KNOTTINGLEY

LWS 41

FITZWILLIAM COUNTRY PARK, HEMSWORTH

LWS 42

ELLIS LAITHE, COLD HIENDLEY

LWS 43

SOUTH HIENDLEY COMMON, SOUTH HIENDLEY

LWS 44

HESSLE AND BRACKENHILL COMMONS, ACKWORTH

LWS 45

FORMER UPTON COLLIERY AND RAILWAY CUTTING, UPTON

LWS 46

WALTON WOOD, UPTON

LWS 47

BARNSDALE A1M JUNCTION, BARNSDALE BAR

LWS 48

JOHNNY BROWN'S COMMON, SOUTH ELMSALL

LWS 49

HULL TO BARNSELY RAILWAY, SOUTH ELMSALL

LWS 50

FORMER FRICKLEY COLLIERY, SOUTH ELMSALL

LWS 51

FORMER SOUTH KIRKBY COLLIERY TIP, SOUTH KIRKBY

LWS 52

MUTTON FLATTS, SOUTH KIRKBY

LWS 53

MANFACE QUARRY, SOUTH KIRKBY

LWS 54

SOUTH KIRKBY FORT, SOUTH KIRKBY

LWS 55

FORMER NEWMARKET COLLIERY, STANLEY

LWS 56

FORMER LOFTHOUSE COLLIERY, OUTWOOD

LWS 57

LINDALE HILL QUARRY, WRENTHORPE

LWS 58

LUPSET GOLF COURSE, WAKEFIELD

LWS 59

ROUNDWOOD, OSSETT

LWS 60

STORRS HILL QUARRY, OSSETT

LWS 61

SOAP TIP, CALDER BRIDGE, WAKEFIELD

LWS 62

BRITISH OAK, CALDER GROVE, WAKEFIELD

LWS 63

HORBURY LAGOONS, HORBURY JUNCTION

LWS 64

THE WYKE, HORBURY

LWS 65

KETTLETHORPE WOOD, CRIGGLESTONE

LWS 66

KETTLETHORPE SHAFT, CRIGGLESTONE

LWS 67

PAINTHORPE PLANTATION, CRIGGLESTONE

LWS 68

ADJACENT SCHOOL HILL, NEWMILLERDAM

LWS 69

WARMFIELD COMMON, NORMANTON

LWS 70

HELL LANE RAILWAY CUTTING, WARMFIELD

LWS 71

HEATH COMMON, HEATH

LWS 72

SHARLSTON COMMON, SHARLSTON

LWS 73

WALTON PARK, WALTON

LWS 74

HARE PARK WOOD, WALTON

LWS 75

STOCKSMOOR COMMON, MIDGLEY

LWS 76

BULLCLIFF, WEST BRETTON

LWS 77

FORMER CALDER DRIFT COLLIERY, WEST BRETTON

LWS 78

BRETTON COUNTRY PARK, WEST BRETTON

LWS 79

EMROYD COMMON, MIDDLESTOWN

LWS 80

LOWER SPRING WOOD, MIDGLEY

LWS 81

HARTLEY BANK WOOD, NETHERTON

LWS 82

PITS BECK WOOD, NETHERTON

LWS 83

BUSH WOOD, HAVERCROFT

LWS 84

HAVERCROFT COMMON, HAVERCROFT

LWS 85

DURKAR LOWS AND COW FIELD, CRIGGLESTONE

LWS 86

MILL POND MEADOW, FEATHERSTONE

Wildlife Habitat Network

- 12.13** The Wildlife Habitat Network has been designated in accordance with national policy and Core Strategy policy CS10. Development policy D6 sets out the Council's policy for protecting the Wildlife Habitat Network, and Development policies D4, D5 and D7 shall also be applied where appropriate.

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 habitats, create new habitats and manage the landscape to improve both biodiversity and landscape quality.

- 12.14** The Wildlife Habitat Network is shown on the Policies Map. The detailed boundaries are also shown on the [LDF portal](#), which is accessible through the Council's website. The Wildlife Habitat Network will not necessarily prevent development but the Council will seek to ensure that development is carried out in a manner which consolidates the network and does not break its continuity. 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. Developers should refer to Section 6 of the Development Policies document.

Historic Environment



13 Historic Environment

Introduction

- 13.1** The historic environment is an important cultural asset and driver for economic growth, which helps build social cohesion and provides a better quality of life for all, thereby contributing to the achievement of successful sustainable communities. The historic environment is a finite and irreplaceable resource. The term 'historic environment' for the purposes of this document includes archaeological sites (including Scheduled Ancient Monuments), Historic Parks and Gardens, Historic Landscapes and Conservation Areas.
- 13.2** National policy provides guidance on achieving a balance between necessary development and protection of the historic environment. The Council's policies to protect and enhance the historic environment are set out in the Core Strategy and Development Policies documents.

Archaeological Sites

- 13.3** Within the district are a number of Scheduled Ancient Monuments, and other unique archaeological assets. West Yorkshire Archaeological Advisory Service maintains the County Historic Environment Record of archaeological remains and sites of archaeological interest, and are the Council's retained professional advisors on all aspects of the historic environment. This document identifies Scheduled Ancient Monuments (Class I sites) and Areas of Special Archaeological Value (Class II sites), where evidence exists to indicate the presence or strong probability of remains of particular archaeological importance that are worthy of preservation in-situ. Policy D17 sets out the Council's policy for protecting sites of archaeological importance.
- 13.4** Not all the archaeological sites within the district are included in this document and the accompanying Policies Map. Sites within Wakefield city are set out in the Central Wakefield Area Action Plan and accompanying Policies Map.

The following sites are shown on the Policies Map and are designated as Archaeological Sites:

AS 2

CLASS II ALL SAINTS' CHURCH, CASTLEFORD

AS 3

CLASS II LAND AT CHURCH STREET, CASTLEFORD

AS 4

CLASS II LAND OFF SHEEPWALK LANE, TOWNVILLE, CASTLEFORD

AS 5

CLASS II FAIRIES HILL, WHITWOOD, CASTLEFORD

AS 6

CLASS I AQUEDUCT, STANLEY FERRY

AS 7

CLASS I HENGE, BIRKWOOD COMMON, NORMANTON

AS 8

CLASS I PERCEPTORY, NEWLAND HALL, NORMANTON

AS 9

CLASS II TRACK NEAR TOP FARM, ALTOFTS, NORMANTON

AS 10

CLASS II ALL SAINTS CHURCH, HIGH STREET, NORMANTON

AS 11

CLASS II LAND ADJACENT TO NEWLAND HALL, NORMANTON

AS 12

CLASS II LAND OFF CUTSYKE ROAD, NORTH FEATHERSTONE

AS 13

CLASS II LAND OFF CASTLEFORD LANE, ACKTON

AS 14

CLASS II LAND BETWEEN OLD SNYDALE AND ACKTON

AS 15

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

AS 16

CLASS II LAND SOUTH OF MONKROYD FARM, PURSTON JAGLIN

AS 17

CLASS II ALL SAINTS CHURCH, NORTH FEATHERSTONE

AS 18

CLASS I PONTEFRACT CASTLE, PONTEFRACT

AS 19

CLASS I SITE OF ST JOHN'S PRIORY, PONTEFRACT

AS 20

CLASS II DARRINGTON WINDMILL, CARLETON

AS 21

CLASS II LAND OFF CARLETON ROAD, DARRINGTON

AS 22

CLASS II LAND NEAR WINDSOR RISE, PONTEFRACT

AS 23

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

AS 24

CLASS II LAND AT PONTEFRACT INFIRMARY, SOUTHGATE, PONTEFRACT

AS 25

CLASS II ALL SAINTS CHURCH, NORTH BAILEYGATE, PONTEFRACT

AS 26

CLASS II LAND OFF MARLPIT LANE , DARRINGTON

AS 27

CLASS II LAND NEAR CHURCH FARM, BACK LANE, DARRINGTON

AS 28

CLASS II LAND AT MILL HILL FIELDS, DARRINGTON

AS 29

CLASS II LAND SOUTH OF SPITAL GAP LANE, DARRINGTON

AS 30

CLASS II LAND NORTH OF SPITAL GAP LANE, DARRINGTON

AS 31

CLASS II LAND OFF LONG LANE, CARLETON

AS 32

CLASS II ST LUKE AND ALL SAINTS CHURCH, DARRINGTON

AS 33

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

AS 34

CLASS II LAND ADJACENT TO PONTEFRACT CASTLE, PONTEFRACT

AS 35

CLASS II LAND OFF SPITAL GAP LANE, PONTEFRACT

AS 36

CLASS I STUMPCROSS, FERRYBRIDGE ROAD, PONTEFRACT

AS 37

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

AS 38

CLASS II LAND NEAR BANK'S CROFT, DARRINGTON

AS 39

CLASS I HENGE, STRANGLANDS LANE, FERRYBRIDGE

AS 40

CLASS I LAND OFF STRANGLANDS LANE, FERRYBRIDGE

AS 41

CLASS I BRIDGE, OLD GREAT NORTH ROAD, FERRYBRIDGE

AS 42

CLASS II BURIAL GROUND, FERRYBRIDGE

AS 43

CLASS II LAND OFF NEW ROAD, FERRYBRIDGE

AS 44

CLASS II ST BOTOLPH'S CHURCH, CHAPEL STREET, KNOTTINGLEY

AS 45

CLASS II ST ANDREW'S CHURCH, PONTEFRACT ROAD, FERRYBRIDGE

AS 46

CLASS I POST MEDIEVAL TANNERY, CAWKER WOOD, FELKIRK

AS 47

CLASS I SITE OF HODROYD, FELKIRK

AS 48

CLASS I MOAT AND FISHPOND, KINSLEY CARR FARM, KINSLEY

AS 49

CLASS II LAND NEAR WINTERSETT RESERVOIR, COLD HIENDLEY

AS 50

CLASS II ST PETER'S CHURCH AND CROSS, FELKIRK

AS 51

CLASS II LAND WEST OF KINSLEY, KINSLEY

AS 52

CLASS II LAND SOUTH OF NEWSTEAD HALL, HEMSWORTH

AS 53

CLASS II ST HELEN'S CHURCH, HEMSWORTH

AS 54

CLASS II LAND AT HORNCastle HILL, HEMSWORTH

AS 55

CLASS II PLAGUE STONE, PONTEFRACt ROAD, ACKWORTH

AS 56

CLASS II GUIDE POST, PONTEFRACt ROAD, ACKWORTH

AS 57

CLASS II ST CUTHBERT'S CHURCH, HIGH ACKWORTH

AS 58

CLASS II STANDING FLAT, THORPE AUDLIN

AS 59

CLASS II RECTORY FARM, WENTBRIDGE

AS 60

CLASS II LAND NEAR WENTHILL PLANTATION, WENTBRIDGE

AS 61

CLASS II LAND AT WENTHILL, WENTBRIDGE

AS 62

CLASS II LAND AT ROUND ASH CLOSES, WENTBRIDGE

AS 63

CLASS II LAND AT JACKSONS HILL, WENTBRIDGE

AS 64

CLASS II LAND OFF GREAT NORTH ROAD, WENTBRIDGE

AS 65

CLASS II ST MARY'S CHURCH, BADSWORTH

AS 66

CLASS II LAND AT UPTON MOOR TOP FARM, BADSWORTH

AS 67

CLASS II LAND OFF NEW ROAD, BADSWORTH

AS 68

CLASS I IRON AGE EARTHWORK, SOUTH KIRKBY

AS 69

CLASS II LAND NEAR COB CARR PLANTATION, SOUTH KIRKBY

AS 70

CLASS II LAND OFF DUNSLEY LANE, SOUTH KIRKBY

AS 71

CLASS II LAND AT DUNSLEY, SOUTH KIRKBY

AS 72

CLASS II LAND WEST OF HILLCREST, SOUTH KIRKBY

AS 73

CLASS II LAND OFF COMMON ROAD, SOUTH KIRKBY

AS 74

CLASS II MOSLEY MIRES, NORTH ELMSALL

AS 75

CLASS II ALL SAINTS CHURCH, SOUTH KIRKBY

AS 76

CLASS II LAND AT ROYD MOOR LANE, NORTH ELMSALL

AS 77

CLASS II LAND WEST OF BROAD LANE, SOUTH ELMSALL

AS 78

CLASS II LAND SOUTH OF BROAD LANE, SOUTH ELMSALL

AS 79

CLASS II LAND OFF DONCASTER ROAD, BARNSDALE

AS 80

CLASS I LOWE HILL CASTLE MOUND, CLARENCE PARK, WAKEFIELD

AS 81

CLASS II CLARKE HALL, ABERFORD ROAD, WAKEFIELD

AS 82

CLASS II LAND ADJACENT TO AQUEDUCT, STANLEY FERRY

AS 83

CLASS II ST PETER'S CHURCH, CHURCH LANE, HORBURY

AS 84

CLASS I OLD FACADE OF CHANTRY CHAPEL, KETTLETHORPE HALL

AS 85

CLASS I SANDAL CASTLE, SANDAL

AS 86

CLASS II ST JAMES'S CHURCH, CHAPELTHORPE

AS 87

CLASS II QUARTER HOUSE YARD, BELLE VUE, WAKEFIELD

AS 88

CLASS II LAND OPPOSITE CASTLE FARM, MILNTHORPE LANE, SANDAL

AS 89

CLASS II ST HELEN'S CHURCH, BARNSLEY ROAD, SANDAL

AS 90

CLASS II LAND NEAR KIRKTHORPE WEIR, KIRKTHORPE

AS 91

CLASS II ST PETER'S CHURCH, KIRKTHORPE

AS 92

CLASS II LAND SOUTH OF WILLOW GARTH, WARMFIELD

AS 93

CLASS II DAME MARY BOLLES WELL, HEATH

AS 94

CLASS I BRIDGE AND MEDIEVAL GATEWAY, WALTON HALL, WALTON

AS 95

CLASS I MEDIEVAL BUILDINGS, PRIORY FARM, NOSTELL, WRAGBY

AS 96

CLASS II NOSTELL PRIORY, WRAGBY

AS 97

CLASS II ST JAMES' MONASTIC CHURCH GROUNDS, NOSTELL, WRAGBY

AS 98

CLASS II LAND NORTH OF COLD HIENDLEY RESERVOIR, COLD HIENDLEY

AS 99

CLASS II LAND NORTH OF KINGSLEY AVENUE, CROFTON

AS 100

CLASS II LAND OFF LODGE LANE, CROFTON

AS 101

CLASS II BARNSLEY CANAL LOCK, WALTON

AS 102

CLASS II LAND NORTH OF SANTINGLEY GRANGE, WINTERSETT

AS 103

CLASS II STONE HEAPS, ADJACENT TO BARNSLEY CANAL, WALTON

AS 104

CLASS II ALL SAINTS CHURCH, HARRISON ROAD, CROFTON

AS 105

CLASS I SHARLSTON COMMON, SHARLSTON

AS 106

CLASS I DOVECOTE, HALL FARM, SHARLSTON

AS 107

CLASS I MOAT AND FISH POND, NEW HALL FARM, SITLINGTON

AS 108

CLASS II LAND BETWEEN SANDY LANE AND WICKEN TREE LANE, MIDDLESTOWN

AS 109

CLASS II ST PETER'S CHURCH, CHURCH STREET, WOOLLEY

AS 110

CLASS II CAPHOUSE COLLIERY, MIDDLESTOWN

AS 111

CLASS II LAND OFF CARR LANE, MIDDLESTOWN

AS 112

CLASS I LAND AT NOTTON PARK, NOTTON

Historic Parks, Gardens, Landscapes and Battle Sites

- 13.5** English Heritage maintains a national register of historic parks and gardens, and historic battlefields. In Wakefield there are four Parks and Gardens of Special Historic Interest. The Council has also designated the historic site of the Battle of Wakefield and the Historic Landscape of Heath for protection.

- 13.6** Whilst historic parks, gardens and battlefields have no statutory protection, policy D18 within the Development Policies document sets out the Council's policy to protect historic locations from inappropriate development, which may be detrimental to their historic elements and character.

The following sites are shown on the Policies Map and are designated as Historic Parks, Gardens Landscapes and Battle Sites:

HL 1

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

HL 2

HISTORIC LANDSCAPE, HEATH

HL 3

HISTORIC BATTLE SITE, SANDAL CASTLE, SANDAL

HL 4

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

HL 5

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

HL 6

GRADE II HISTORIC PARK/GARDEN, THORNES PARK, WAKEFIELD

Conservation Areas

- 13.7** The National Planning Policy Framework requires the Council to have special regard to the preservation and enhancement of the character or appearance of conservation areas. The demolition of buildings and works to trees in conservation areas require the consent of the Council. The Council will exercise strict control over the siting and design of new development within conservation areas. Permitted development rights are more restricted in conservation areas, and the Council may declare an Article 4 Direction, to remove permitted development rights, in order to avoid piecemeal alterations, which might detract from the character or appearance of an area. Policy D18 sets out the Council's policy to protect conservation areas from inappropriate development which may be detrimental to their historic elements and characters.

13.8 Not all the conservation areas within the district are included in this document and the accompanying Policies Map. Sites within Wakefield city are set out in the Central Wakefield Area Action Plan and accompanying Policies Map.

The following sites are shown on the Policies Map and are designated as Conservation Areas:

CA 3

PONTEFRACT CASTLE, PONTEFRACT

CA 4

PONTEFRACT MARKET PLACE, PONTEFRACT

CA 5

CHAPELTHORPE

CA 6

WEST BRETTON

CA 7

WOOLLEY

CA 8

NEWMILLERDAM

CA 9

BADSWORTH

CA 10

HEATH

CA 11**SANDAL****CA 12****HORBURY****CA 13****NORMANTON****CA 14****WHITWOOD****CA 15****ACKWORTH****CA 16****WRAGBY****CA 22****KNOTTINGLEY****CA 23****HOME FARM, WOOLLEY****CA 24****OSSETT**

CA 25

KIRKTHORPE

CA 26

WENTBRIDGE

CA 28

THE MOUNT, PONTEFRACT

CA 29

FRIARWOOD AND BUTTON PARK, PONTEFRACT

Open Land



14 Open Land

Introduction

- 14.1** This section deals with a wide range of open land proposals including, amongst other matters, maintaining the Green Belt, Protected Areas of Open Land, Safeguarded Land, Land Reclamation, Mineral Safeguarding Areas and Mineral Reserves.

Green Belt

- 14.2** The main purpose of the Wakefield 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. 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 documents.
- 14.3** 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, where possible, efforts have been made to ensure the Green Belt boundary 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 Green Belt adjoins the edge of the settlements within the district.
- 14.4** The precise line of the Green Belt boundary follows the urban side of the boundary line as shown on the Policies Map. The Green Belt boundary can be viewed in more detail via the [LDF portal](#) which is accessed through the Council's website.
- 14.5** Policies CS12, D1 and D23 set out the approach to development in Green Belt, and should be read in conjunction with the National Planning Policy Framework.

Green Belt Boundary

- 14.6** This document sets out the Green Belt boundaries across the district, which have been reviewed and updated as necessitated due to advances in digital mapping. In accordance with policy CS12 and national policy a number of changes have been made to the Green Belt. Anomalies have been identified where land has been added to, or sites have been removed from the Green Belt. Land has also been removed from the Green Belt to meet the need to accommodate development in appropriate locations within the Housing Growth Point Area where there is no risk of coalescence and where there is a clear defensible boundary.
- 14.7** The Green Belt boundary wherever possible follows a suitable recognised feature on the ground such as a road, track, stream or hedgerow. The precise line of the Green Belt boundary follows the urban side of the boundary line, as shown on the Policies Map. The Green Belt is shown on the Policies Map and can be viewed in more detail on the [LDF portal](#) through the Council's website.

Small Settlements in the Green Belt

- 14.8** The Development Policies document sets out a number of small settlements located within the Green Belt, where limited infill housing development may be acceptable under policy D1. The list of settlements to be included is set out in the adopted Development Policies document, however, their boundaries are defined on the Policies Map accompanying this document.

Green Belt settlements where infill may be acceptable are identified as follows:

GBS 1

CARR GATE

GBS 2

WARMFIELD

GBS 3

OLD SNYDALE

GBS 4

EAST HARDWICK

GBS 5

WENTBRIDGE

GBS 6

NORTH ELMSALL

GBS 7

WRAGBY

GBS 8

CHAPELTHORPE

GBS 9

MIDGLEY

Major Developed Sites

- 14.9** Major Developed Sites in the Green Belt are substantial sites that pre-date the Town and Country Planning Legislation and the Green Belt designation, and either continue in use such as Ackworth School, or have become redundant such as Bretton College. Within these defined sites limited infilling or redevelopment is not inappropriate development. The

sites have been allocated in accordance with policy CS12 and are identified on the Policies Map. There are also a number of industrial, educational and community uses in the Green Belt and policy D23 sets out the Council's approach to assessing development proposals within these sites.

The following sites as shown on the Policies Map are designated as Major Developed Sites within the Green Belt:

MDS 1

NEW COLLEGE, PARK LANE, PONTEFRACT

MDS 2

ST WILFRID'S CATHOLIC HIGH SCHOOL, NORTH FEATHERSTONE

MDS 3

BRETTON HALL, WEST BRETTON

MDS 4

ACKWORTH SCHOOL, ACKWORTH

Protected Areas of Open Land in Urban Areas

- 14.10** Within some settlements in the district there are areas of open land which need to be safeguarded from urban encroachment, to preserve the identities of settlements and amenity of their communities. These may consist of parks and public recreational space or open areas of green space of amenity value. Proposals for development that would detract from the open character or amenity value of the landscape will not be supported, unless exceptional circumstances of community benefit can be demonstrated. Proposals for recreational and amenity uses may be acceptable, providing that the open character of the land remains substantially unaffected. Currently one Protected Area of Open Land has been identified in Wrenthorpe. Further allocations may be identified in the Leisure, Recreation, and Open Space document.
- 14.11** The objectives and concept of Green Belts, as set out in national policy and policy 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, as provided in policy CS11. Policy D13 seeks to safeguard Protected Areas of Open Land from development, to maintain local character and amenity of open spaces within urban areas.

The following site as shown on the Policies Map has been allocated as a Protected Area of Open Land:

OL 1

WRENTHORPE VALLEY, WAKEFIELD

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

- 14.12** To ensure that Green Belt boundaries last longer than the lifetime of a single plan some land has been retained on the edge of settlements that was previously allocated in the development plan for the district, which may be suitable to meet longer term development needs. The land is not required for development during the plan period, because other more suitable development sites have been identified. These undeveloped areas, often substantial in size, are protected from other forms of development to ensure that they are available to be used for development in the longer term, should the need arise. This safeguarded land is allocated as Protected Areas of Search for Long Term Development. Land covered by a Protected Areas of Search for Long Term Development allocation should not automatically be regarded as long term development land. Reviews of LDF documents may reconsider the suitability of safeguarded land, but in the meantime development will be restricted to that which is necessary for the operation of existing uses, or to such temporary uses as would not prejudice longer term development needs.
- 14.13** The suitability of safeguarded land will necessarily include an assessment of the need for housing and employment land in the context of the overarching spatial development strategy set out in the Core Strategy at the time of such an assessment. Safeguarded land helps retain flexibility, but land adjacent to settlements identified to support growth may be more appropriate to identify as development land than in other locations, as long as it provides opportunities for sustainable development.

The following sites are shown on the Policies Map and are allocated as Safeguarded Land (Protected Areas of Search for Long Term Development):

PRINCIPAL TOWNS

CASTLEFORD

PAS 1

LAND ADJOINING WELL WOOD, CASTLEFORD

PAS 2

EAST OF WATLING ROAD, CASTLEFORD

PONTEFRACT

PAS 3

LAND NORTH OF MOOR LANE, CARLETON

PAS 4

ACKWORTH ROAD/HARDWICK ROAD (LAND TO SOUTH), PONTEFRACT

OTHER URBAN AREAS

KNOTTINGLEY/FERRYBRIDGE

PAS 5

WEELAND ROAD, KNOTTINGLEY

NORMANTON/ALTOFTS

PAS 6

LAND AT ALTOFTS HALL FARM, NORMANTON

HEMSWORTH

PAS 7

LAND AT COMMON END, HEMSWORTH

STANLEY/OUTWOOD

PAS 8

FORMER LOFTHOUSE COLLIERY, OUTWOOD

LOCAL SERVICE CENTRES

UPTON

PAS 9

SHEEPWALK LANE, UPTON

VILLAGES

STREETHOUSE

PAS 10

LAND TO EAST OF STREETHOUSE, STREETHOUSE

SOUTH HIENDLEY**PAS 11****ORCHARD DRIVE, SOUTH HIENDLEY****WALTON****PAS 12****GROVE HOUSE FARM, WALTON****PAS 13****WATERWAYS LAND, WALTON****HALL GREEN****PAS 14****LAND NORTH OF HOLLINGTHORPE ESTATE, HALL GREEN****Land Reclamation**

14.14 In the past the environment of the district has been damaged by coal mining and other industrial activities, 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. Policies CS10 and CS16 of the Core Strategy set out the Council's policy on environmental quality and reclamation of minerals sites, and policy D20 of the Development Policies document sets out the Council's policy on pollution control.

The following sites as shown on the Policies Map have been allocated for Land Reclamation:

PRINCIPAL TOWNS**CASTLEFORD****LR 1****FORMER FRYSTON AND WHELDAL COLLIERIES AREA, CASTLEFORD**

Works are currently programmed in conjunction with the Homes and Communities Agency (formerly English Partnerships) - Wakefield Council masterplan.

PONTEFRACT

LR 2

FORMER PRINCE OF WALES COLLIERY YARD AND TIP RECLAMATION, PONTEFRACT

Reclamation of both the colliery yard and tip areas is now the subject of restoration proposals incorporated within planning permissions.

OTHER

SHARLSTON

LR 3

FORMER SHARLSTON COLLIERY RECLAMATION, SHARLSTON

Reclamation of the former colliery area is the subject of restoration proposals attached to the current minerals extraction planning permission.

Minerals

- 14.15** National minerals policy requires the district to contribute to the regional supply of aggregates, and provide an adequate steady supply of minerals, such as limestone and gravel (excluding energy minerals). It is, therefore, important to protect essential mineral infrastructure and safeguard mineral resources from other development.
- 14.16** 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. Policy CS16 of the Core Strategy establishes the Council's approach to the protection of minerals resources and minerals extraction.
- 14.17** The LDF will protect permitted reserves (Mineral Reserves) and also safeguard known economically viable deposits of minerals 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), therefore, a specific designation will be used on the Policies Map to denote protected resources as Mineral Safeguarding Areas. Mineral reserves by definition have been granted planning permission.
- 14.18** There are extensive coal measures across the district. Kellingley Colliery has deep mine workings which affect parts of the Knottingley area. Proposals for development in this area will need to take account of the prospect of deep mine working which could affect sites. The Council's approach to coal extraction is set out in paragraphs 10.65 and 10.66 of the Core Strategy. It is important to avoid unnecessary sterilisation of coal and associated mineral resources by other forms of development where these can be extracted, within a reasonable timescale and in an environmentally acceptable way or where local or community benefits clearly outweigh the likely impacts to justify the grant of planning permission. Proposals must also comply with national planning policy. The Limits of the Shallow Coal Resources and the Limits of the Concealed Coal Resources are shown on the Policies Map.

Mineral Safeguarding Areas

The following sites as shown on the Policies Map have been allocated as Mineral Safeguarding Areas:

MSA 1**SOUTH KNOTTINGLEY/DARRINGTON - LIMESTONE**

To safeguard limestone reserves in the east of the district - south of Knottingley.

MSA 2**ST JOHN'S FIELD, NORMANTON - CLAY**

To safeguard clay reserves south of Altofts.

MSA 3**GREENFIELD ROAD, SOUTH OF ALTOFTS, NORMANTON - CLAY**

To safeguard clay reserves south of Altofts.

MSA 4**THE WYKE, HORBURY - SAND AND GRAVEL**

Due to the location of minerals, development cannot be met elsewhere and in this instance it is in the Green Belt. The site will contribute towards the regional supply of aggregates and provide an adequate and steady supply of sand and gravel. The proposal conforms to the Core Strategy.

MSA 5**STANLEY FERRY, WAKEFIELD - SAND AND GRAVEL**

Due to the location of minerals, development cannot be met elsewhere and in this instance is in the Green Belt. The site will contribute towards the regional supply of aggregates and provide an adequate and steady supply of sand and gravel. The proposal conforms to the Core Strategy.

MSA 6**LIMITS OF THE SHALLOW COAL RESOURCES**

To safeguard potentially economically viable deposits of coal in the district. The limits of the shallow coal resources are shown to safeguard coal mineral resources as far as possible. The limits of the coal resources do not necessarily identify economically viable deposits.

MSA 7**LIMITS OF THE CONCEALED COAL RESOURCES**

To safeguard potentially economically viable deposits of coal in the district. The limits of the concealed coal resources are shown to safeguard coal mineral resources as far as possible. The limits of the coal resources do not necessarily identify economically viable deposits.

Mineral Reserves - Areas with Planning Permission

The following sites as shown on the Policies Map have been allocated as Mineral Reserves.

MR 1

FOXHOLES, NORTH OF ALTOFTS - SAND AND GRAVEL

MR 2

PENBANK, CASTLEFORD - SAND AND GRAVEL

MR 3

NEWLAND LANE, NORMANTON - CLAY

MR 4

WOMERSLEY ROAD, KNOTTINGLEY - LIMESTONE

MR 5

NOSTELL BRICKWORKS (NORTH), WRAGBY - CLAY

MR 6

NOSTELL BRICKWORKS (SOUTH), WRAGBY - CLAY

MR 7

CROFTON TRIANGLE, SHAY LANE, CROFTON - ASH AND SHALE

MR 8

THE STRANDS, HORBURY BRIDGE - *SAND AND GRAVEL*

Monitoring and Implementation



15 Monitoring and Implementation

- 15.1** Review and monitoring are key aspects of the planning system, with the emphasis on delivering sustainable development and sustainable communities. They are crucial to the successful delivery of the spatial vision and spatial objectives set out in the Core Strategy. Monitoring and reviewing allocations set out in the Sites document will indicate:
- Whether the allocations are being developed as intended and contributing to a sustainable pattern of development;
 - What impact the proposals are having in respect of national, and local policy targets, and other specific targets set out in the LDF;
 - Whether proposals need adjusting or replacing, because they are not working as intended;
 - Whether they need to be changed in the light of changes to national policy.
- 15.2** In accordance with the Planning and Compulsory Purchase Act 2004, the Council produces an Annual Monitoring Report. This contains an assessment of LDF documents that are being prepared against the milestones set out in the Local Development Scheme, and the extent to which policies are being achieved and targets met. The Annual Monitoring Report is the main mechanism for assessing the LDF's performance and effect. If, as a result of monitoring, areas are identified where a policy is not working, or key targets are not being met, this may give rise to a review of the Core Strategy, Development Policies document, other parts of the LDF, or specific actions which may be set out in LDF documents, such as the Housing Implementation Strategy in the Core Strategy.
- 15.3** The Annual Monitoring Report includes an updated housing trajectory showing housing delivery in terms of net additional dwellings, within the context of past achievement and estimated future performance.
- 15.4** As well as linking with spatial objectives and policies, indicators in the Annual Monitoring Report also link to sustainability appraisal objectives in order to identify the significant effects of implementing the policies. The Sites document has been subject to sustainability appraisal designed to identify where policies and allocations could have significant effects. It is noted that no significant negative effects were identified. A number of significant positive and uncertain effects have been identified, which could be monitored via the monitoring framework and reported in the Annual Monitoring Report.
- 15.5** A key land use in the district is housing and the Core Strategy contains a Housing Implementation Strategy. This is intended to ensure that a continuous five year supply of land for housing is maintained and managed to ensure that the most suitable sites are delivered first. The housing land requirement and proposed distribution are set out in the 'Meeting the Housing Land Requirement' section and a table showing the full phasing details for all sites across the district year by year is set out in the Appendix. Land is proposed in this Sites document to make up at least five years of deliverable housing sites and a further supply of sites which are developable up to 2022. Developable sites will be brought forward into the five year land supply as required, in accordance with the Implementation Strategy and Core Strategy policy C3.
- 15.6** Information from the monitoring process will inform the scale and type of additional sites that need to be brought into the five year supply of deliverable housing. Core Strategy paragraph 6.60 sets out the criteria for the inclusion of sites in the five year land supply and the timetable for delivering housing on each site.
- 15.7** The five year supply comprises land that has planning permission, and can be delivered (current commitments, including windfall housing) and land allocated for housing which can be delivered. Windfall completions will impact on the rate at which allocated sites will need to be brought forward and released to maintain the five year supply and distribution of land for housing that accords with the development strategy. The Five Year Land Supply Statement is a feature of the Annual Monitoring Report and is taken from the annual update of the Strategic Housing Land Availability Assessment. It is based on scenarios set out in paragraph 6.59 of the Core Strategy, which outlines what the Council will do if regular monitoring indicates that the previously developed land target is not being met, or if it is being met but the overall housing target is not being achieved. In addition, it sets out what will happen if the overall housing target is being exceeded by over 20% for a continuous 3 year period, and where the targets for different types of settlement are exceeded.
- 15.8** The table below sets out the indicators, targets, main bodies involved in delivering each proposal, and a broad indication of how the allocation will be implemented and monitored. Some land uses and designations are already being monitored and reported in the Annual Monitoring Report. Where relevant the indicator references are included in the 'Proposed

Indicators' and 'Monitoring Proposal' columns, e.g. D13/1. Further details of the types of indicator and sources of information are included in the Annual Monitoring Report. Where possible they are based on national core indicators or links with monitoring work being undertaken for other plans, programmes or strategies.

- 15.9** The initial indicators and targets set out here may be reviewed, in order to take into account the development of more advanced monitoring systems, new sources of information, and changes in government guidance in relation to monitoring. The indicators and targets will be reported annually unless otherwise stated, together with any updates in the Annual Monitoring Report.

Proposal Type	Proposed Indicators	Proposed Targets	Delivery Agency	Implementation	Monitoring Proposal
Special Policy Areas	Will vary depending on land uses proposed. Will use existing indicators where possible, as set out in the Annual Monitoring Report.	Will vary depending on land uses proposed	Developers, Wakefield Council and partners	Pro-actively manage planning applications, allocation of land through the LDF, grant funding and developer investment	Amend Land Availability Monitoring System and incorporate into monitoring framework to be reported in Annual Monitoring Report
Housing and Major Developed Sites in the Green Belt (Housing)	CS3/1 Housing Trajectory CS3/2 Housing completions compared with indicative housing requirements for settlements	1 100% of annual housing requirement 2 At least 100% for each settlement over a 3 year period	House builders, Registered Providers, Wakefield District Housing, Wakefield Council	Pro-actively manage planning applications, allocation of land through the LDF, grant funding and developer investment	Amend Land Availability Monitoring System and incorporate into monitoring framework to be reported in Annual Monitoring Report
Employment Proposals & Employment Zones and Major Developed Sites in the Green Belt (Employment)	CS1/1 Amount of floorspace developed for employment by type CS8/2 Employment land available by type CS1/4 Amount of completed retail, office & leisure development in town centres	1 At least 95% within urban areas 2 Maintain 5 year supply of prime employment land based on previous 5 year take-up rates 3 95% in town centres	Developers, Wakefield Council and partners, Wakefield <i>first</i> , Yorkshire Forward, Mid-Yorkshire Chamber of Commerce & Industry, West Yorkshire Learning & Skills Council, Wakefield College	Pro-actively manage planning applications, allocation of land through the LDF, developer investment, funding through West Yorkshire Investment Plan and other agencies	Amend Land Availability Monitoring System and incorporate into monitoring framework to be reported in Annual Monitoring Report
Transport Schemes	Identified schemes safeguarded and/or implemented (new indicator)	Schemes implemented in accordance with Sites document requirements	Developers, Wakefield Council and partners	Pro-actively manage planning applications, allocation of land through the LDF, grant funding and developer investment	Incorporate into monitoring framework to be reported in Annual Monitoring Report

Proposal Type	Proposed Indicators	Proposed Targets	Delivery Agency	Implementation	Monitoring Proposal
Protected Areas of Open Land	D13/1 Number of planning permissions affecting Protected Areas of Open Land	Zero	Developers, Wakefield Council and partners	Pro-actively managing development through planning applications and related processes	Incorporate into monitoring framework to be reported in Annual Monitoring Report (D13/1)
Protected Areas of Search for Long Term Development	D2/1 Number of planning permissions approved for permanent development on Protected Areas of Search for Long Term Development	Zero	Developers, Wakefield Council and partners	Pro-actively managing development through planning applications and related processes	Incorporate into monitoring framework to be reported in Annual Monitoring Report (D2/1)
Mineral Safeguarding Areas	Mineral Safeguarding Areas are maintained (new indicator)	No planning permissions for permanent development approved in Mineral Safeguarding Areas unless provision has been made to secure extraction of minerals where appropriate	Developers, Wakefield Council and partners	Pro-actively managing development through planning applications and related processes	Incorporate into monitoring framework to be reported in Annual Monitoring Report
Mineral Reserves with Planning Permission (not open for consultation)	CS16/1 Production of primary land won aggregates and CS16/2 secondary/ recycled aggregates	Contribution to regionally set targets	Mineral operators, Wakefield Council and partners	Pro-actively manage planning applications, allocation of land through the LDF and mineral operator investment	Incorporate into monitoring framework to be reported in Annual Monitoring Report (CS16/1, CS16/2)
Environmental Protection Designations	CS10/4 Changes in areas & populations of biodiversity importance (including Special Areas of Conservation, Regionally Important Geological Sites, Local Nature Reserves) CS10/5 quality of Sites of Special and Scientific Interest D6/1 Wakefield Habitat Networks	No loss of land in such designations	Developers, Wakefield Council and partners	Pro-actively managing development through planning applications and related processes and defining areas of protection	Incorporate into monitoring framework to be reported in Annual Monitoring Report (CS10/4, CS10/5, D6/1, D7/1, D17/1, D18/1, CS10/5, D18/1)

Proposal Type	Proposed Indicators	Proposed Targets	Delivery Agency	Implementation	Monitoring Proposal
	D7/1 Ancient Woodland D17/1 Archaeological Sites D18/1 Historic Locations (new) Wakefield Local Wildlife Sites (formerly Wakefield Nature Areas & Local Nature Reserves).				
Conservation Areas	D18/2 Total number of Conservation Areas with appraisals	100%	English Heritage, West Yorkshire Archaeology Service, Developers, Wakefield Council and partners	Pro-actively managing development through planning applications and related processes and defining areas of protection	Incorporate into monitoring framework to be reported in Annual Monitoring Report (D18/2)
Green Belt Boundary & Newly proposed Green Belt	CS12/1 Extent of the Green Belt	Maintain the general extent of the Green Belt	Developers, Wakefield Council and partners	Allocation of land through the LDF	Incorporate into monitoring framework to be reported in Annual Monitoring Report (CS12/1)
Land Reclamation	Sites will be reclaimed for new uses (new indicator)	Reclamation will take place within the plan period	Developers, Wakefield Council and partners	Pro-actively manage planning applications, allocation of land through the LDF, grant funding and developer investment	Incorporate into monitoring framework to be reported in Annual Monitoring Report
Safeguarded Strategic Highway Routes	Land safeguarded for strategic highway routes to be maintained (new indicator)	Schemes implemented in accordance with Sites document requirements	Developers, Wakefield Council and partners	Pro-actively manage planning applications, allocation of land through the LDF, grant funding and developer investment	Incorporate into monitoring framework to be reported in Annual Monitoring Report
Green Belt Settlement Infill Boundaries	Boundaries to be shown on the Policies Map. Development completions occurring inside and outside of the infill boundaries to be monitored over time to influence future review if necessary.				

Table 7 Delivery and Monitoring

Infrastructure Planning



16 Infrastructure Planning

- 16.1** It is recognised that to create sustainable communities providing housing and employment opportunities alone is not sufficient. There is a need to provide the necessary supporting 'infrastructure' including utility services, transport, schools, health, leisure services and energy. These services are provided by a range of organisations, but there is a need to integrate this provision to meet the needs of existing communities, and those of the future.
- 16.2** An integrated approach to infrastructure provision is essential for Wakefield Council and its partners to fulfill their place shaping role. The LDF Core Strategy document sets out a number of strategic infrastructure and investment proposals, particularly in relation to transport. However, the Sites document provides a greater level of detail as to where new growth is going to take place. The current planned investment in infrastructure around the district, and gaps in provision, has been assessed which will need to be provided over the LDF plan period and beyond. It is important to note that gaps in infrastructure will not always be met by the local authority. Many organisations, both public and private, are involved in infrastructure delivery. The aim of the LDF in this context is to attempt to bring these strands together, to co-ordinate investment, as far as possible, in land use terms. Equally it should not be assumed that landowners and developers will always be able to fill these gaps as part of new developments, although they should contribute to wider infrastructure investments where justified and be related in scale and kind to the development.
- 16.3** The Council's infrastructure study provides detailed information on planned infrastructure investment and where gaps exist. The study has demonstrated that there is a 'reasonable prospect' of infrastructure being provided across the district, and that planned growth can be accommodated and delivered. The main conclusion from the Council's infrastructure study is that, given the level of existing infrastructure in the district and plans for future infrastructure delivery, the development strategy set out by the Council is generally deliverable. However there are some risks, and further work is required in some areas to refine the details of the timing, phasing and funding of infrastructure and delivery of development. The Wakefield Infrastructure Study provides an overall review of the infrastructure capacity and needs of the district and thus constitutes a key part of the overall infrastructure plan that underpins the delivery of the LDF strategy.
- 16.4** The Council will prepare a supplementary planning document(s) and/or a Community Infrastructure Levy as appropriate, which will set out the type and scope of developer contributions required as part of new developments. It will include the intended methods for securing such contributions and how financial payments will be agreed. Where the need for new infrastructure can be evidenced and are reasonably related to new development the Council will also seek developer contributions through individual planning applications secured through legal agreements. Together with the infrastructure requirements set out in the Core Strategy, settlement infrastructure requirements, and site specific information, this will provide the context and basis for helping meeting identified gaps in infrastructure provision. This will include the intended methods of achieving the necessary funding, and where appropriate the financial procedures that will be employed to calculate the scale and timing of contributions. It will, for example, indicate the mechanism of determining appropriate scales of contribution from different developments where some or all of the funding will be derived from developer contributions. It will also allow for the consideration of an up to date viability assessment in the calculation of contributions to be derived from the developer towards infrastructure at the time of a proposal coming forward.
- 16.5** In some cases, infrastructure is not necessarily critical to the delivery of an individual development site but can be critical when considering the cumulative impacts of planned development and windfall development which, when taken together, have a significant impact on the district and its infrastructure. This is particularly the case for transport and education infrastructure and the Council will seek developer contributions towards 'strategic' infrastructure on an area or settlement basis.
- 16.6** It is important to note that the Sites document allocates land for a 10 year period up to 2022, and that some sites allocated in this document may not be fully developed within this time frame, such as very large strategic housing sites. In such cases some infrastructure may need to be provided when development commences and supplemented as further development proceeds or is granted planning permission.
- 16.7** Recession has challenged, and continues to challenge, the economics of development. The long term nature of infrastructure planning means the recession is only likely to have a short to medium term impact. However, it has highlighted that some of the current mechanisms for enabling infrastructure delivery may not be the most effective. Alternative funding models need to be considered and may emerge as more appropriate methods for individual local authority areas.

- 16.8** Providing joined-up solutions with infrastructure planning and delivery partners will put the Council in an excellent position to bring forward development in a coordinated and optimum way for when there is an upturn in the economy.
- 16.9** Throughout the preparation of the infrastructure study the Council has worked closely together across its services and with external partners. The Council will build on this, and other cross-departmental working, to continue to integrate planning and delivery of infrastructure investment across different policy areas and funding programmes. This will help maximise the use of resources and investment opportunities, will deliver better outcomes, and will also help ensure that the Council has a consistent approach when liaising with infrastructure providers, external organisations, developers and potential investors. The Council can also take the lead on assessing different infrastructure funding options, including considering more strategic approaches to capturing and pooling developer contributions, tax-increment financing, Accelerated Development Zones, and invest-to-save initiatives.

Summary of Infrastructure Issues by Type

Transport

- 16.10** The main infrastructure requirement for the delivery of the Council's development strategy is transport. Improved transport accessibility and infrastructure, including highways, public transport, and walking and cycling routes, is needed to support delivery of the main housing growth and regeneration sites. Given future transport funding constraints, work is needed to identify low cost solutions and / or innovative funding mechanisms that can be delivered in the short to medium term to address the main transport problems. These include transport constraints in Wakefield city, Pontefract and Castleford.
- 16.11** Wakefield district has an excellent position on the strategic transport network. It is well located in terms of accessibility to the strategic national road, rail and freight networks. The quality of transport connectivity via the local and regional networks is a major issue for the district. There are problems of congestion at peak times on parts of the highways network, particularly routes into Wakefield city and specific bottlenecks in the Five Towns. There is crowding at peak times on some rail routes to and from Leeds. There are also shortcomings in the quality of the bus services and the attractiveness of bus travel compared to other modes. Addressing these transport network issues is integral to the delivery of the proposed level of housing and economic growth.
- 16.12** The rail network of local services radiating from Leeds is already running at or close to capacity. In order to provide increased capacity, there is a need for investment in infrastructure to increase capacity at Leeds Station and for the deployment of additional rolling stock to boost frequency – notably on the Knottingley – Castleford – Leeds service. Network Rail's Northern Route Utilisation Strategy sets the context for investment and signal upgrades and turnback facilities are proposed at Knottingley which might help to achieve a more frequent service.
- 16.13** The quality of the rail network and services across the district is mixed. There is crowding on some routes – particularly commuter services to Leeds. Some stations have a limited range of connections and / or an infrequent service. Some stations are suffering from a legacy of under investment, including strategic nodes such as Wakefield Kirkgate and Pontefract Monkhill. The quality of rolling stock on many lines is also an issue, with some of the oldest rolling stock in the city region operating on the lines that serve the Five Towns. Northern Rail are pursuing this issue with the Department of Transport and Metro are pushing for the most additional capacity on appropriate routes.
- 16.14** The programme of investment for Metro in the next 2 to 3 years will continue to focus on the provision of park and ride facilities, station improvements, real time improvements and exploring the possibilities of increasing rail capacity.
- 16.15** Whilst there are currently some issues of congestion on the Motorway network and the A1 (i.e. the strategic road network managed by the Highways Agency), many of these problems will be addressed through the network performance and capacity improvements planned for the M1 Junctions 39 to 42 and M62 Junctions 25 to 30 as part of the Highway's "Managed Motorways" programme.
- 16.16** Planned investment for the local road network is set out in the Transport Proposals chapter. A number of sites primarily in Wakefield, Castleford and Pontefract area will need to contribute to the provision of essential local road network infrastructure in addition to site specific highway and access improvements. Where cumulative local road network issues have been identified in relation to new development this has been set out in relevant site policies.

- 16.17** For the locations where significant housing growth is planned, there will be a need to phase transport improvements to support housing delivery and accommodate the impact of development. The Transport Proposals chapter of this document sets out the key strands of transport infrastructure which will be delivered to help deliver housing growth and help to create job opportunities.

Education

- 16.18** Wakefield has carried a high number of surplus places across primary schools for several years and this is starting to appear in some of our secondary schools. However, the number of primary aged pupils is now increasing due to the rising birth rate. The planned housing growth across the district will require school places to be monitored alongside new development. Given growth forecasts through to 2026, it will be important that the short term objectives to reduce the surplus number of primary school places does not jeopardise the long term aspirations for growth and change in the district.
- 16.19** In some areas the scale of growth proposed may require amended school catchment areas and classroom extensions. Developer contributions will be required in all parts of the district where there is insufficient capacity within local schools to accommodate additional pupils. In Wakefield, Castleford and Pontefract new schools will be required and in these settlements an enhanced level of developer contributions will be expected to help deliver these. The Council will annually monitor school places through its School Place Planning Process Plan the results of which will be included in the LDF Annual Monitoring Report so that shortfalls and surpluses in local schools can be assessed when determining planning applications. In delivering improvements to the quality of both primary and secondary schools, the Council and partners are seeking opportunities for new approaches to service provision, such as Academies. There is a clear case for joint delivery of sport, leisure and recreation facilities, and healthcare services alongside schools, providing benefits to the wider community and creating efficiencies.

Utilities

- 16.20** Utilities provision across the district is of a good standard. Recent investment by Yorkshire Water in the strategic water network has developed the 'Yorkshire Grid'. This provides a robust and reliable water supply to all settlements in the region, including those in Wakefield district. Caldervale, Wheldale, Carleton and Sutton Waste Water Treatment Works are all close to capacity. Development will be co-ordinated with necessary upgrades. Yorkshire Water, in light of the capacity constraints and the proposed growth, are due to invest significantly at Caldervale, Wheldale and Carleton Waste Water Treatment Works as set out in their current investment programme which runs from April 2010 to March 2015.
- 16.21** In terms of electricity and gas infrastructure, a legacy of industrial uses means that capacity exists within the current networks to meet future demand from housing and economic growth. Strategic reinforcement of the network, which would bring large associated costs, is not required in the district. To enable large scale development proposals some local reinforcement will be required for both electricity and gas. This will be of greater importance for housing and economic developments in the medium to long term, when some of the existing capacity in utilities network will have been taken up.

Communications

- 16.22** There are no restrictive measures preventing the residents of Wakefield district gaining access to the Internet. In total there are 12 exchanges in the Wakefield district that directly serve the main settlement areas. Market competition – with the exception of Bretton and Crofton exchanges – is good, with broadband availability and speed across the district offering residents and non-residents both choice and range. Community access to the Internet is not limited as a consequence of physical constraint, but that of perceived cost/benefit. Opportunities exist for the Council to undertake further feasibility work to establish how it could proactively bring about service provision to residents, as opposed to allowing it to be purely market driven.
- 16.23** Delivering on the Council's agenda to improve skills across the district and make the transition to the knowledge economy will require investment in communications infrastructure. The Council is carrying out feasibility work to outline how best to deliver Next Generation services and provision, alongside infrastructure improvements in housing, healthcare, education, and emergency services. Delivery will need to be flexible and able to respond and keep pace with the dynamic marketplace, ensuring high quality provision is maintained in the medium to long term.

- 16.24** Super-fast, fibre-based broadband has recently been provided to homes and businesses in Pontefract to help support local jobs and the local economy. BT has announced plans to invest up to £2.5bn in the technology, which it says could become available to around two-thirds of UK premises by 2015 if investment conditions are favourable.

Flood Risk and Drainage

- 16.25** Analysis of flood risk issues in the district has been extensive. Flood Management Plans, Catchment Management Flood Plans and Strategic Flood Risk Assessments provide a comprehensive assessment of the scale and nature of this issue.
- 16.26** This evidence base highlights that there are varying degrees of flood risk and surface water flood management issues across the main settlements in the district.
- 16.27** There are several proposals to improve the level of flood defences in the district, with a particular focus on Wakefield city, reflecting its role as Sub-Regional City and also as the focus for the majority of housing and economic growth. Given the policy emphasis in the Core Strategy and Central Wakefield Area Action Plan, it is felt that these improvements, alongside the fact that future development proposals in designated flood risk areas will need to apply the Exception Test, will ensure development does not compromise future flood management measures. A sequential approach toward allocating and planning individual sites within the special policy areas will be followed, reducing the impact of flooding on development, property and people.
- 16.28** Long term development proposals and schemes will need to be carefully thought through, and dialogue with stakeholders will be required to ensure future developments recognise the threats of climate change and look to mitigate and adapt accordingly.
- 16.29** Solutions to surface water flooding can be resolved through the production of a surface water management plan and the implementation of any recommendations that emerge from this. Evidence at regional and sub-regional levels, such as the emerging Yorkshire & Humber Sub-Regional Water Cycle Scoping Study, will also be used to inform future decision making. LDF policies contained in the Core Strategy and Development Policies documents aim to ensure new developments do not add to existing surface water flooding issues.

Waste and Recycling

- 16.30** Waste management is a district wide issue, with the movement and management of arisings across municipal, commercial and industrial, and hazardous waste streams affecting all settlements and locations. The Council's adopted Waste document is part of the LDF and has factored in housing and economic growth forecasts for the district. The waste management policy emphasis of reduction and recycling, alongside new waste facilities, will be capable of managing the predicted levels of municipal waste and a component of commercial and industrial waste up to 2026.

Green Infrastructure, Open Space and Public Open Space

- 16.31** There is scope for greater clarity and coherence in the Council's strategy and investment programme for open space; it is not clear whether there is a future funding gap. There are also issues in relation to the quality of sport and recreation facilities, and whilst this poses funding challenges, there are opportunities to improve the quality of provision through co-location of facilities. Further work is underway by the Council on green infrastructure, a greenspace strategy review and a playing pitch plan review. This should include consideration of open space and public space quality and its contribution to supporting regeneration and growth, and the future funding strategy for open space. The evidence suggests that, at the strategic level, the quantity of green infrastructure and open space provision is sufficient across the district to meet the needs of the current population. Furthermore the quantity of existing provision, alongside that planned in new developments, is also sufficient to meet the needs and requirements linked to future housing and economic growth.

Sport, Leisure and Recreation

16.32 There are a number of sport, leisure and recreation facilities in the district, which play a vital role at the local, city-regional and regional scale. These include Xscape, Yorkshire Sculpture Park and the rugby league stadiums across the district. These facilities give the district prominence at the national level and help develop the brand of Wakefield. Assessments show that the quantity of sport, leisure and recreation facilities across the district is deemed sufficient to meet demands up to 2018. There are, however, specific infrastructure deficits, for example a shortage of outdoor recreational facilities in Wakefield city. Across the district there are concerns over the current quality of existing sport and leisure facilities. The lack of quality questions the long term ability of this infrastructure to deliver the level of service required. Perhaps more importantly, there are issues surrounding the unequal level of access to sport and leisure facilities across the district. This stems from the legacy of poor distribution of facilities, difficulties surrounding opening times, and the lack of opportunities to share facilities.

Community and Cultural

16.33 Wakefield district has a broad community and cultural offer, including facilities of national, regional and local significance. For example the Yorkshire Sculpture Park provides a local and regional destination, raising the profile of Wakefield and improving the cultural offer and visitor economy. The district's cultural facilities are concentrated in Wakefield city, reflecting the aim to make the city a cultural cluster. Provision in the Five Towns and the South-East of the district is more limited, reflecting the current critical mass and population levels. The evidence is that some community and cultural infrastructure is under-utilised and not currently offering optimal value to local communities. The future strategy, therefore, is focused on coordinating existing facilities and clustering cultural resources to deliver an increased offer, rather than building new facilities. Increasing accessibility to facilities is also vitally important in providing a complete offer for the district. To support Wakefield city's role as the focus for the visitor economy a number of flagship developments are taking place, including the Hepworth Gallery and refurbishments to Wakefield Theatre Royal.

Health

16.34 The Joint Strategic Needs Assessment has forecast growth levels across patient numbers up to and including 2017. The new hospital at Pinderfields and Pontefract, alongside general improvements in efficiency and the delivery of a leaner service, is expected to accommodate the anticipated growth in patient numbers up to 2017. Service provision beyond this date will require further review. In terms of primary care, it has been identified that the general move towards proactive ill-health prevention will place increasing pressure on GPs services. This is also true for dentists and pharmacies across the district. Where more services are expected to be delivered from local GP services rather than at hospitals, the current premises and infrastructure at existing GP premises may become less fit for purpose over the medium to long term. The provision of new surgeries and GP practices is increasingly dependent upon individual GPs, or a collection of practices taking an independent decision to build new premises. Decisions on where to offer services are linked to 'practice-lists'. This issue is complicated when existing GPs retire and larger practices with several GPs take over the list. Where service provision then takes place in a new location this can cause accessibility issues for patients.

Emergency Services

16.35 Police services across the district are delivered via seven Neighbourhood Policing Teams covering seven sub-areas of the district. At a district level the overall approach is to rationalise and create efficiencies across the police force and deliver services at a more neighbourhood level. The move towards Neighbourhood Policing Teams is seen as the appropriate mechanism to meet the demands of future growth.

16.36 For the fire and rescue services the overall approach to service provision is one of fire prevention as well as fire protection and responding to incidents. Forecast levels of future housing and economic growth have been factored into risk assessments to determine allocations of resources. Plans and strategies show that current resources and capacity are sufficient to cover the anticipated growth.

16.37 The Yorkshire Ambulance Service carries out risk assessments to understand future demand. The research makes demand projections for emergency incidents over the next five years. Results show that the future operational model for Wakefield district will increasingly come under the "Hub and Spoke Model". This model moves the Yorkshire Ambulance Service away from the traditional station based model of delivery, towards services being provided by rapid response

facilities. In the medium to longer term, future decisions on the delivery of services will be demand led and will need string engagement with the Council over the location of new housing and economic development to ensure effective service provision.

Saved Unitary Development Plan Proposals



17 Saved Unitary Development Plan Proposals

Introduction

- 17.1** The Sites document does not include policies and proposals relating to the topics of retail/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 relating to these topics will, therefore, remain in force until they can be replaced by new development plan documents. Site specific proposals on these topics, affecting Wakefield city centre, are, however, covered in the LDF Central Wakefield Area Action Plan (2009). In addition cycle routes are safeguarded from development as they are saved policies from the UDP.

Retail / Town Centres

- 17.2** Retail policies in the UDP are still considered to be in line with the approach in the National Planning Policy Framework. However, there is a need for up to date information on retail and town centre uses, possibly including a revision of the West Yorkshire Retail Study, before other aspects of policy 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 development plan document on retail/town centres. Details of the proposed development plan document will be included in a review of the Local Development Scheme.

Leisure / Open Space

- 17.3** 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 development plan document on Leisure / Open Space in future. National policy on leisure will also be taken into account during the preparation of the development plan document. It is intended that most policies and the associated 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 development plan document will be included in a review of the Local Development Scheme.
- 17.4** Details of the specific policies and proposals initially saved beyond September 2007 are shown in the Secretary of State's direction for the extended saving of policies.

The policies and proposals that continue to be saved following the adoption of the Sites document are listed in the table below. Please refer to the UDP for details of the policies and proposals. The saved site specific proposals are also shown on the Policies Map.

UDP Volume	Policy / Proposal
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, CAS51, PNT45 Town Centre & Retailing Proposals and associated reasoned justification CAS57-60, CAS77, NOR32-33, FTH28 PNT48-53, PNT56-60

UDP Volume	Policy / Proposal
	<p>Cycle Route Network</p> <p>CAS73-76, NOR37-41, FTH33, PNT73-76, KNT32</p>
Volume 4 – South East Area Proposals	<p>Leisure Proposals and associated reasoned justification</p> <p>HEM44-45, EMS45-47</p> <p>Town Centre & Retailing Proposals and associated reasoned justification</p> <p>HEM51, EMS56-57</p> <p>Cycle Route Network</p> <p>HEM59-60, EMS75</p>
Volume 5 – Western Area Proposals	<p>Leisure Proposals and associated reasoned justification</p> <p>NWS56, SEW47-49</p> <p>Town Centre & Retailing Proposals and associated reasoned justification</p> <p>OH26-28</p> <p>Cycle Route Network</p> <p>NWS79-84, OH35, SEW65-70, WCS47-48, SWR44-46</p>

Table 8 Saved Unitary Development Plan Policies

Policies Map



18 Policies Map

- 18.1** The Policies Map for this document should be read in conjunction with the adopted parts of the LDF, and saved parts of the UDP. The Council has adopted the Central Wakefield Area Action Plan (2009), which is accompanied by associated policies maps. The Council has also adopted the Waste document (2009) and the policies are included on the Policies Map. Saved proposals of the UDP relate to Retail / Town Centres and Leisure / Open Space (see table 10 of chapter 16) and these are also shown on the Policies Map.
- 18.2** The Policies Map can and will be updated by other LDF documents in the future. As such the latest version of the Policies Map should always be used when checking land allocations and determining planning applications.
- 18.3** Paper copies of the Policies Map can be found in the accompanying Policies Map folder. To download the Policies Map please visit the Council's website:
- <http://www.wakefield.gov.uk/ldf>
- 18.4** The Policies Map will be made available to enable you to view interactive detailed mapping for specific sites. For details please refer to the Council's LDF portal where you will be able to locate and view sites by address, or by clicking on a location map. You will be able to see the summary details of any proposals and link to the relevant parts of the Sites document for full details:
- <http://www.wakefield.gov.uk/ldfportal>
- 18.5** An interactive, on-line version of this document will also be made available where you will be able to refer to the relevant chapters of the Sites document, details of the policies and proposals and then link to the interactive details mapping for specific sites. This document will be accessed from:
- <http://consult.wakefield.gov.uk/>

Housing Delivery - Phasing



1 Housing Delivery - Phasing

It should be noted that this phasing information is indicative only and is included in this document to demonstrate that an adequate supply of housing can be met over the plan period. It should not be used for Development Management purposes with regard to individual sites. Similarly the housing capacity information included is based on an agreed set of assumptions and the actual density of development on sites will vary taking into account individual site characteristics at the time of a planning application.

Site Information				Annual Phasing																			Total Gross			
Reference Number/ CWAAP Number	Site Name	LDF Settlement Name	Housing Capacity	Area (Hectares)	Greenfield/ Brownfield	Phasing	2004	2005	2006	2007	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Additional Dwellings 2004/05 - 2021/22	Remainder to be built after 2021/22
							/05	/06	/07	/08	/09	/10	/11	/12	/13	/14	/15	/16	/17	/18	/19	/20	/21	/22		
Sub Regional City - Wakefield Central Wakefield Area Action Plan area																										
CW18 (a)	Jacobs Well Lane	Wakefield	217	3.1	Brownfield	N/A	0	0	0	0	0	0	0	0	0	37	36	36	36	36	0	0	0	0	217	0
CW18 (b)	Clayton Hospital	Wakefield	122	1.62	Brownfield	N/A	0	0	0	0	0	0	0	0	0	25	25	24	24	24	0	0	0	0	122	0
CW18 (c)	Borough Road Car Park	Wakefield	68	1.03	Brownfield	N/A	0	0	0	0	0	0	0	0	0	23	23	22	0	0	0	0	0	0	68	0
CW18 (e)	Registry of Deeds	Wakefield	20	0.31	Brownfield	N/A	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	20	0
CW21 (i)	Waterfront (South of Wakefield Lock)	Wakefield	475	5.71	Brownfield	N/A	0	0	0	0	0	0	0	0	0	0	0	80	79	79	79	79	0	0	475	0
CW22 (i)	Kirkgate (Kirkgate / Sun Lane)	Wakefield	40	1.63	Brownfield	N/A	0	0	0	0	0	0	0	0	0	0	0	14	13	0	0	0	0	0	40	0
CW22 (ii)	Kirkgate (South & East of Kirkgate Roundabout)	Wakefield	235	7.11	Brownfield	N/A	0	0	0	0	0	0	0	0	0	40	39	39	39	39	0	0	0	0	235	0
CW23 (i)	Ings Road (South of Ings Road)	Wakefield	271	5.56	Brownfield	N/A	0	0	0	0	0	0	0	0	0	46	45	45	45	45	0	0	0	0	271	0
CW23 (iii)	Ings Road (North of Ings Road)	Wakefield	122	6.12	Brownfield	N/A	0	0	0	0	0	0	0	0	0	25	25	24	24	24	0	0	0	0	122	0
CWAAP Totals			1570				0	0	0	0	0	0	0	0	10	206	193	284	260	260	199	79	79	0	1570	0

Site Information										Annual Phasing													Total Gross		Remainder to be built after 2021/22		
Reference Number/ CWAAP Number	Site Name	LDF Settlement Name	Housing Capacity	Area (Hectares)	Greenfield/ Brownfield	Phasing	2004 /05	2005 /06	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			
Rest of SRC Wakefield Area																											
SPA1	Land At Snowhill, Wakefield	Wakefield	1364	65.47	Brownfield	0-5 Years	0	0	0	0	0	0	100	100	100	100	100	100	100	100	100	100	100	100	1200	164	
SPA2	Wakefield East, Wakefield	Wakefield	2220	154.41	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	12	173	175	162	162	134	100	100	100	100	1280	940	
	Wakefield East	Wakefield	1840	149.17	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	100	100	100	100	100	100	100	100	900	940		
	Former Wakefield Power Station	Wakefield	0	17	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Stanley Hall	Wakefield	204	5.1	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	34	34	34	34	34	0	0	0	204	0		
	Land At Ferry Lane, Stanley	Wakefield	37	0.94	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	12	12	13	0	0	0	0	0	0	37	0		
	Land South East of Aberford Road	Wakefield	139	12.13	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	27	28	28	28	0	0	0	0	139	0		
HS1	Land East of Newton Hill Junior and Infants School, Newton Hill	Wakefield	104	2.61	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	20	21	21	21	0	0	0	104	0		
HS2	Pinderfields Hospital (West), Wakefield	Wakefield	193	4.16	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	39	39	39	38	0	0	0	0	193	0		
HS3	Ivy Lane, Eastmoor	Wakefield	32	0.8	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	10	11	11	0	0	0	0	0	32	0		
HS4	Walton Lane, Sandal	Wakefield	214	7.2	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	35	35	36	36	36	36	0	214	0	
HS5	Rear of Daw Green Avenue, Crigglestone	Wakefield	49	1.23	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	16	16	17	0	0	0	0	0	49	0		
HS6	Durkar Lane, Crigglestone	Wakefield	200	9.81	Greenfield	6-10 Years	0	0	00	0	0	0	0	0	0	0	40	40	40	40	0	0	0	200	0		
HS7	Land Off Lawfield Lane, Wakefield	Wakefield	53	1.33	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	17	18	18	0	0	0	0	53	0		
HS8	Warburton's, Westgate End	Wakefield	30	0.75	Brownfield	Out P	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	30	0		
HS9	Land At Silcoates Street, Wakefield	Wakefield	38	0.97	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	12	13	13	0	0	0	0	0	0	38	0		
HS10	Former Redcats site, Horbury Road, Wakefield	Wakefield	134	3.35	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	27	27	27	27	26	0	0	0	134	0		
HS11	Rear of Milton Crescent, Snapethorpe	Wakefield	260	6.51	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	43	43	43	44	44	0	0	0	260	0		
HS12	Land At Dewsbury Road, Wakefield	Wakefield	424	10.6	Brownfield	0-5 Years	0	0	0	0	0	70	71	71	71	71	71	71	0	0	0	0	0	424	0		
HS13	Former Flanshaw Children's Centre, Flanshaw	Wakefield	77	1.92	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	25	26	26	0	0	0	0	0	77	0		
HS14	Eagle Grove, Flanshaw	Wakefield	49	1.23	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	16	16	17	0	0	0	0	49	0		
HS15	Sirdar Mills, Flanshaw Lane, Wakefield	Wakefield	262	6.54	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	44	44	44	43	43	0	262	0		
HS16	Land Off Batley Road, Wakefield	Wakefield	176	4.42	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	35	35	35	36	0	0	0	0	176	0		
HS17	Land off Wrenthorpe Lane, Wakefield	Wakefield	70	1.76	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	23	23	24	0	0	0	0	0	70	0		
HS18	Land off Lindale Lane & Wrenthorpe Lane, Wrenthorpe	Wakefield	76	1.91	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	25	25	26	0	0	0	0	0	76	0		
HS19	Land to the North of Bradford Road, Wrenthorpe	Wakefield	98	2.44	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	32	33	33	0	0	0	0	98	0		
HS20	North of Ruskin Avenue and adjoining land, Wrenthorpe	Wakefield	150	7.5	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	30	30	30	30	0	0	0	0	150	0		
SRC - Wakefield Totals							0	0	0	0	0	185	185	195	620	686	817	654	610	419	319	279	200	5169	1104		
CWAAP and Rest of Wakefield Totals							0	0	0	0	0	185	185	205	826	879	1101	914	870	618	398	358	200	6739	1104		

Site Information			Annual Phasing													Total Gross	Remainder									
Reference Number/ CWAAP Number	Site Name	LDF Settlement Name	Housing Capacity	Area (Hectares)	Greenfield/ Brownfield	Phasing	2004	2005	2006	2007	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Additional Dwellings 2004/05 - 2021/22	to be built after 2021/22
							2004 /05	2005 /06	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		
Principal Town - Castleford																										
SPA4	Castleford Riverside, Castleford	Castleford	2525	249.25	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	29	247	322	426	373	374	297	207	100	100	2475	50
	Land North of St Andrews Road, Fryston	Castleford	70	2.38	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	23	23	24	0	0	0	0	0	70	0	
	Castleford Tigers Ground, Wheldon Road	Castleford	105	3.85	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	21	21	21	21	21	0	0	0	105	0	
	Land at Pemberton Drive	Castleford	87	2.19	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	29	29	29	0	0	0	0	0	87	0	
	Land at Saxon Way	Castleford	242	6.07	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	40	40	40	40	41	41	0	0	0	242	0	
	Former C6 Solutions Centre	Castleford	300	4.13	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	50	50	50	50	50	50	0	0	0	300	0	
	Former Fryston Colliery (Part)	Castleford	150	5.82	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	30	30	30	30	30	0	0	0	0	150	0	
	Land at Park Dale, Castleford	Castleford	128	3.17	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	25	25	26	26	26	0	0	0	0	128	0	
	Wheldale Farm, Wheldon Road, Castleford	Castleford	750	31.24	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	100	100	100	100	100	100	100	700	50	
	Stansfield Road, Castleford	Castleford	451	11.28	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	75	75	75	75	75	76	0	0	451	0	
	Land at Headfield Road, Castleford	Castleford	32	1.13	Greenfield	0-5 Years	0	0	0	0	0	0	0	11	11	10	0	0	0	0	0	0	0	32	0	
	Nestle Site, Wheldon Road, Castleford	Castleford	155	3.47	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	31	31	31	31	31	0	0	155	0	
SPA5	Bus Depot	Castleford	55	1.39	Brownfield	0-5 Years	0	0	0	0	0	0	0	18	18	19	0	0	0	0	0	0	0	55	0	
	Former Glasshoughton Colliery And Land Adjacent, Glasshoughton	Castleford	0	136.75	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
HS21	St Edmunds Church, Presbytery and Hall, Queens Park Drive, Alredale	Castleford	20	0.41	Brownfield	0-5 Years	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	20	0	
HS22	Land at Flass Lane, Cutsyke,	Castleford	140	2.01	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	28	28	28	28	28	0	0	0	0	140	0	
HS23	Flass Lane, Cutsyke	Castleford	760	35.6	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	100	100	100	100	100	100	100	60	0	760	0	
HS24	Ackton Pastures, Castleford	Castleford	175	11.13	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	35	35	35	35	35	0	0	0	0	175	0	
HS25	Land To Rear Of Lumley Street, Castleford	Castleford	60	4.25	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	20	20	20	0	0	0	0	0	0	60	0	
Principal Town - Castleford Totals							0	0	0	0	0	0	0	39	440	505	609	536	537	397	307	160	100	3630	50	

Site Information				Annual Phasing																	Total Gross						
Reference Number/ CWAAP Number	Site Name	LDF Settlement Name	Housing Capacity	Area (Hectares)	Greenfield/ Brownfield	Phasing	2004 /05	2005 /06	2006 /07	2007 /08	Year 0 2008 /09	Year 1 2009 /10	Year 2 2010 /11	Year 3 2011 /12	Year 4 2012 /13	Year 5 2013 /14	Year 6 2014 /15	Year 7 2015 /16	Year 8 2016 /17	Year 9 2017 /18	Year 10 2018 /19	Year 11 2020 /20	Year 12 2021 /21	Year 13 2022 /22	Additional Dwellings 2004/05 - 2021/22	Remainder to be built after 2021/22	
Principal Town - Pontefract																											
SPA6	Former Prince of Wales Colliery Pontefract	Pontefract	917	47.38	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	100	101	101	102	102	102	103	103	103	917	0	
	Land at TA Centre	Pontefract	0	0.71	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Land at Football Ground	Pontefract	0	1.47	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SPA7	Tanshelf Industrial Estate, Pontefract	Pontefract	60	4.57	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	20	20	20	0	0	0	0	0	0	60	0	
HS26	Land North of The Chestnuts, Pontefract	Pontefract	20	0.56	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	20	0	
HS27	Land Between Knottingley Road/ Ferrybridge Road (North of Railway), Pontefract	Pontefract	450	11.25	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	75	75	75	75	75	75	0	450	0	
HS28	Land Between Knottingley Road/ Ferrybridge Road (South of Railway), Pontefract	Pontefract	161	3.97	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	32	32	32	32	33	0	0	161	0	
HS29	Land East of Cobblers Lane, Pontefract	Pontefract	815	19.61	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	50	65	100	100	100	100	100	100	100	815	0	
HS30	Holme Farm, Carleton Road, Carleton	Pontefract	40	0.92	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	13	13	14	0	0	0	0	0	0	0	40	0	
HS31	Ackworth Road/Hardwick Road, Pontefract	Pontefract	316	7.93	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	52	52	53	53	53	0	0	0	0	316	0	
HS32	Land at Pontefract General Infirmary, Pontefract	Pontefract	126	3.18	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	25	25	25	26	0	0	0	0	0	126	0	
HS33	Stringer's Garage, Slutwell Lane/ Friarwood Lane, Pontefract	Pontefract	18	0.46	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	18	0	
HS34	Land Between Horsefair and Northgate, Pontefract	Pontefract	0	3.17	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
HS35	Former Prince of Wales Colliery - Monkhill Triangle, Pontefract	Pontefract	544	13.97	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	44	100	100	100	100	0	0	0	0	544	0	
HS36	Land at Willowdene Lane, Pontefract	Pontefract	53	1.34	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	17	18	18	0	0	0	0	53	0	
HS37	Western of Edge of Lady Balk, Pontefract	Pontefract	51	1.49	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	17	17	17	0	0	0	0	51	0	
HS38	Land off Monkhill Lane, Pontefract	Pontefract	70	1.65	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	24	23	23	0	0	0	0	70	0	
Principal Town - Pontefract Totals							0	0	0	0	0	0	0	32	323	377	564	545	546	462	311	278	203	3641	0		

Site Information				Annual Phasing																	Total Gross					
Reference Number/ CWAAP Number	Site Name	LDF Settlement Name	Housing Capacity	Area (Hectares)	Greenfield/ Brownfield	Phasing	2004	2005	2006		Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Additional Dwellings 2004/05 - 2021/22	Remainder to be built after 2021/22
							/05	/06	/07	/08	/09	/10	/11	/12	/13	/14	/15	/16	/17	/18	/19	/20	/21	/22		
Urban Area - Featherstone																										
SPA10	Land at Lister Close Featherstone	Featherstone	0	9.64	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HS49	North of Pontefract Road, Featherstone	Featherstone	449	14.97	Greenfield	0-5 Years	0	0	0	0	0	0	0	74	75	75	75	75	75	75	0	0	0	0	449	0
HS50	Land Off Girthill Lane, Featherstone	Featherstone	254	5.53	Brownfield	0-5 Years	0	0	0	0	0	0	0	42	42	42	42	42	43	43	0	0	0	0	254	0
Urban Area - Featherstone Totals							0	0	0	0	0	0	0	0	116	117	117	117	118	118	0	0	0	0	703	0
Urban Area - Hemsworth																										
HS51	Brookes Grove, Hemsworth	Hemsworth	36	0.74	Brownfield	Full P	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	36	0
HS52	Sports Ground, Kirkby Road Hemsworth	Hemsworth	179	5.97	Greenfield	0-5 Years	0	0	0	0	0	0	0	36	36	36	36	36	35	0	0	0	0	0	179	0
HS53	Kirkbygate, Hemsworth	Hemsworth	25	0.84	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	8	8	9	0	0	0	0	0	0	25	0
HS54	Asfield Road, Hemsworth	Hemsworth	74	2.48	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	24	25	25	0	0	0	0	0	74	0
HS55	West End, Hemsworth	Hemsworth	160	2.31	Brownfield	0-5 Years	0	0	0	0	0	0	0	32	32	32	32	32	32	0	0	0	0	0	160	0
Urban Area - Hemsworth Totals							0	0	0	0	18	18	0	0	0	68	76	100	102	92	0	0	0	0	474	0
Urban Area - Horbury																										
HS67	Benton Hill, Horbury	Horbury	65	2.15	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	21	22	22	0	0	0	0	0	65	0
HS68	Land to North of Wakefield Road, Horbury	Horbury	40	0.9	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	13	13	14	0	0	0	0	0	40	0
HS69	Land at Horbury Quarry, Horbury	Horbury	36	0.75	Brownfield	Full P	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	36	0
Urban Area - Horbury Totals							0	0	0	0	18	18	0	0	0	0	34	35	36	0	0	0	0	0	141	0
Urban Area - Knottingley (inc Ferrybridge)																										
SPA8	Oxiris Chemical Works and adjoining Common Lane, Knottingley	Knottingley (including Ferrybridge)	312	39.13	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	52	52	52	52	52	52	52	0	312	0
HS39	Land to West of Jackson's Bridge, Knottingley	Knottingley (including Ferrybridge)	50	1.19	Greenfield	0-5 Years	0	0	0	0	0	0	16	17	17	17	0	0	0	0	0	0	0	0	50	0
HS40	Womersley Road, Knottingley	Knottingley (including Ferrybridge)	236	7.88	Brownfield	0-5 Years	0	0	0	0	0	0	0	39	39	39	39	39	40	40	0	0	0	0	236	0
HS41	Land East Of Cattlethath Lane, Knottingley	Knottingley (including Ferrybridge)	641	21.38	Greenfield	0-5 Years	0	0	0	0	0	0	0	41	100	100	100	100	100	100	0	0	0	641	0	
HS42	Land Adjacent A1 Business Park, Knottingley	Knottingley (including Ferrybridge)	32	1.02	Greenfield	0-5 Years	0	0	0	0	0	10	11	11	11	0	0	0	0	0	0	0	0	0	32	0
Urban Area - Knottingley (inc Ferrybridge) Totals							0	0	0	0	0	0	26	108	167	191	191	192	192	152	152	52	0	1271	0	

Site Information					Annual Phasing																	Total Gross					
Reference Number/ CWAAP Number	Site Name	LDF Settlement Name	Housing Capacity	Area (Hectares)	Greenfield/ Brownfield	Phasing	2004 /05	2005 /06	2006 /07	2007 /08	Year 0 2008 /09	Year 1 2009 /10	Year 2 2010 /11	Year 3 2011 /12	Year 4 2012 /13	Year 5 2013 /14	Year 6 2014 /15	Year 7 2015 /16	Year 8 2016 /17	Year 9 2017 /18	Year 10 2018 /19	Year 11 2019 /20	Year 12 2020 /21	Year 13 2021 /22	Additional Dwellings 2004/05 - 2021/22	Remainder to be built after 2021/22	
Urban Area - Normanton (including Altofts)																											
SPA9	Normanton Station Areas, Normanton	Normanton (including Altofts)	0	10.73	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
HS43	Ashfields, Normanton	Normanton (including Altofts)	550	15.23	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	50	100	100	100	100	100	0	0	0	0	550	0	
HS44	Ashfields, Normanton	Normanton (including Altofts)	141	4.69	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	28	28	28	28	29	0	0	0	141	0	
HS45	Ashfields, Normanton	Normanton (including Altofts)	27	1.81	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	9	9	9	0	0	0	0	0	0	27	0	
HS46	Former Brickworks, Wakefield Road, Normanton	Normanton (including Altofts)	105	3.5	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	21	21	21	21	21	0	0	0	0	0	105	0	
HS47	Station Road, Normanton	Normanton (including Altofts)	203	4.75	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	33	34	34	34	34	34	0	0	0	0	203	0	
HS48	Land at Greenfield Road, Altofts	Normanton (including Altofts)	31	0.98	Greenfield	0-5 Years	0	0	0	0	0	0	0	10	10	11	0	0	0	0	0	0	0	0	31	0	
Urban Area - Normanton (inc Altofts) Totals							0	0	0	0	0	0	0	10	114	175	192	192	183	162	29	0	0	0	1057	0	
Urban Area - Ossett																											
HS70	Land at Fairfield Drive, Ossett	Ossett	16	0.52	Brownfield	0-5 Years	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	16	0	
HS71	Former HETS Site, Ossett	Ossett	14	0.52	Brownfield	Out P	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	14	0	
HS72	Storrs Hill, Ossett	Ossett	80	2.68	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	26	27	27	0	0	0	0	0	80	0	
HS73	Victoria Mills, Horbury Road / Storrs Hill Road, Ossett	Ossett	117	3.91	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	23	23	23	24	24	0	0	0	0	0	117	0	
Urban Area - Ossett Totals							0	0	0	0	0	7	7	8	31	23	49	51	51	0	0	0	0	0	227	0	

Site Information			Annual Phasing													Total Gross	Remainder to be built after 2021/22										
Reference Number/ CWAAP Number	Site Name	LDF Settlement Name	Housing Capacity	Area (Hectares)	Greenfield/ Brownfield	Phasing	2004	2005	2006	2007	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5		Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Additional Dwellings 2004/05 - 2021/22	
							/05	/06	/07	/08	/09	/10	/11	/12	/13	/14		/15	/16	/17	/18	/19	/20	/21	/22		
Urban Area - South Elmsall/South Kirkby																											
SPA11	Westfield Lane Improvement Area, South Elmsall	South Elmsall /South Kirkby	835	50.75	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	61	71	97	97	87	60	60	60	60	60	653	182
	Westfield Lane Improvement Area, South Elmsall	South Elmsall /South Kirkby	727	50.75	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	61	61	61	61	61	60	60	60	60	60	545	182
	Land off High Street, South Elmsall	South Elmsall /South Kirkby	30	0.98	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	10	10	10	10	0	0	0	0	0	0	30	0
	Adjoining Station, South Elmsall	South Elmsall /South Kirkby	78	2.6	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	26	26	26	0	0	0	0	0	78	0
HS56	Land off Field Lane, South Elmsall	South Elmsall /South Kirkby	75	2.78	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	25	25	25	0	0	0	0	0	0	0	75	0
HS57	Former Scrap Yard, South Elmsall	South Elmsall /South Kirkby	25	1	Brownfield	Out P	0	0	0	0	0	0	0	12	13	0	0	0	0	0	0	0	0	0	25	0	
HS58	Rowley Lane, South Elmsall	South Elmsall /South Kirkby	21	0.7	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	7	7	7	0	0	0	0	0	0	0	21	0	
HS59	Former Common Farm, South Elmsall	South Elmsall /South Kirkby	75	2.51	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	25	25	25	0	0	0	0	75	0	
HS60	Land at Moorhorpe Station, South Kirkby	South Elmsall /South Kirkby	10	0.74	Brownfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	10	0	
HS61	Common Road, South Kirkby	South Elmsall /South Kirkby	30	0.99	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	10	10	10	0	0	0	0	0	0	30	0	
HS62	Land at West Street, South Kirkby	South Elmsall /South Kirkby	19	0.44	Greenfield	Full P	0	0	0	0	9	10	0	0	0	0	0	0	0	0	0	0	0	0	19	0	
HS63	Land at Aaron Wilkinson Court, South Kirkby	South Elmsall /South Kirkby	31	0.63	Greenfield	Full P	0	0	0	0	0	15	16	0	0	0	0	0	0	0	0	0	0	0	31	0	
HS64	Land at Grove Drive, South Kirkby	South Elmsall /South Kirkby	15	0.5	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	15	0	
HS65	Northfield Lane, South Kirkby	South Elmsall /South Kirkby	29	0.97	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	9	10	10	0	0	0	0	0	0	0	29	0	
HS66	Land at Northfield Avenue, South Kirkby	South Elmsall /South Kirkby	40	1.32	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	13	13	14	0	0	0	0	0	40	0	
Urban Area - South Elmsall/South Kirkby Totals							0	0	0	0	9	25	16	12	29	120	149	175	136	112	60	60	60	60	1023	182	
Urban Area - Stanley/Outwood																											
HS74	Victoria Way, Outwood	Stanley/ Outwood	99	3.3	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	33	33	33	0	0	0	0	0	0	99	0	
HS75	Land at Leeds Road, Newton Hill	Stanley/ Outwood	83	2.78	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	27	28	28	0	0	0	0	83	0	
Urban Area - Stanley/Outwood Totals							0	0	0	0	0	0	0	0	0	33	33	60	28	28	0	0	0	0	182	0	

Site Information				Annual Phasing																		Total Gross	Remainder			
Reference Number/ CWAAP Number	Site Name	LDF Settlement Name	Housing Capacity	Area (Hectares)	Greenfield/ Brownfield	Phasing	2004	2005	2006	2007	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Additional Dwellings 2004/05 - 2021/22	to be built after 2021/22
							/05	/06	/07	/08	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
Local Service Centre - Ackworth Moortop																										
SPA12	Brackenhill, Ackworth	Ackworth Moortop	350	11.97	Brownfield	0-5 Years	0	0	0	0	0	58	58	58	58	58	59	59	0	0	0	0	0	0	350	0
Local Service Centre - Ackworth Moortop Totals							0	0	0	0	0	58	58	58	58	59	59	59	0	0	0	0	0	0	350	0
Local Service Centre - Crofton																										
HS76	Land East of Priory Ridge, Crofton	Crofton	69	2.29	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	23	23	23	23	0	0	0	0	0	0	69	0
HS77	Bedford Farm, Crofton	Crofton	198	6.59	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	39	39	40	40	40	40	0	0	198	0
Local Service Centre - Crofton Totals							0	0	0	0	0	0	0	0	23	23	23	62	39	40	40	40	0	0	267	0
Local Service Centre - Fitzwilliam/Kinsley																										
HS81	Sports Ground adjacent to City Estate, Fitzwilliam	Fitzwilliam/ Kinsley	39	1.29	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	13	13	13	0	0	0	0	0	0	39	0
HS82	City Estate, Fitzwilliam	Fitzwilliam/ Kinsley	170	4.45	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	34	34	34	34	34	0	0	0	0	0	170	0
HS83	Wakefield Road, Kinsley	Fitzwilliam/ Kinsley	89	2.98	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	29	30	30	0	0	0	0	0	0	89	0
HS84	Farm Lane, Kinsley	Fitzwilliam/ Kinsley	90	3.01	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	30	30	30	30	0	0	0	0	0	0	90	0
Local Service Centre - Fitzwilliam/Kinsley Totals							0	0	0	0	0	0	0	0	64	106	107	77	34	0	0	0	0	0	388	0

Site Information				Annual Phasing																			Total Gross																														
Reference Number/ CWAAP Number	Site Name	LDF Settlement Name	Housing Capacity	Area (Hectares)	Greenfield/ Brownfield	Phasing	2004	2005	2006	2007	Year 0			Year 1			Year 2			Year 3			Year 4			Year 5			Year 6			Year 7			Year 8			Year 9			Year 10			Year 11			Year 12			Year 13			Remainder to be built after 2021/22
							/05	/06	/07	/08	/09	/10	/11	/12	/13	/14	/15	/16	/17	/18	/19	/20	/21	/22																													
Local Service Centre - Ryhill/Havercroft																																																					
HS78	Land at Highfields, Havercroft	Ryhill/ Havercroft	88	2.94	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	0											
HS79	North of Madeley Road, Havercroft	Ryhill/ Havercroft	70	2.32	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	0										
HS80	Land to Rear of Liberal Club, Mill Lane, Ryhill	Ryhill/ Havercroft	26	0.86	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0										
Local Service Centre - Ryhill/Havercroft Totals							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	0									
Local Service Centre - Upton																																																					
HS85	Shinwell Estate, Upton	Upton	98	3.26	Brownfield	0-5 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	0									
HS86	Harewood Lane, Upton	Upton	26	0.85	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0										
HS87	Recreation Ground, Waggon Lane, Upton	Upton	74	2.48	Greenfield	0-5 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	0										
HS88	Common Lane, Upton	Upton	77	2.57	Greenfield	6-10 Years	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	0										
Local Service Centre - Upton Totals							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275	0									
District Proposed Allocations Totals				21888			0	0	0	0	9	43	302	280	407	2389	2764	3572	3050	2919	2049	1297	908	563	20552	1336																											

Summary										Site Information													Annual Phasing					Total Gross Additional Dwellings		Remainder to be built after
Reference Number / CWAAP Number	Site Name	LDF Settlement Name	Housing Capacity	Area (Hectares)	Greenfield/ Brownfield	Phasing	2004 /05	2005 /06	2006 /07	2007 /08	Year 0 /09	Year 1 /10	Year 2 /11	Year 3 /12	Year 4 /13	Year 5 /14	Year 6 /15	Year 7 /16	Year 8 /17	Year 9 /18	Year 10 /19	Year 11 /20	Year 12 /21	Year 13 /22	2004/05 - 2021/22	2021/22				
							2004 /05	2005 /06	2006 /07	2007 /08	Year 0 /09	Year 1 /10	Year 2 /11	Year 3 /12	Year 4 /13	Year 5 /14	Year 6 /15	Year 7 /16	Year 8 /17	Year 9 /18	Year 10 /19	Year 11 /20	Year 12 /21	Year 13 /22						
District Gross Completions							1042	1159	1298	1721	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5220					
District Gross Commitments							0	0	0	0	1459	2130	1458	759	530	383	384	251	180	180	180	0	0	0	7894					
District Proposed Allocations							0	0	0	0	9	43	302	280	407	2389	2764	3572	3050	2919	2049	1297	908	563	20552					
District Gross Supply							0	0	0	0	1468	2173	1760	1039	937	2772	3148	3823	3230	3099	2229	1297	908	563	33666					
Losses & Demolitions							53	123	274	201	147	147	147	147	147	146	146	146	146	146	146	146	146	146	2700					
Net District Completions/ Supply							989	1036	1024	1520	1321	2026	1613	892	790	2626	3002	3677	3084	2953	2083	1151	762	417	30966					
RSS Requirement																														
RSS Annual Net District Requirement							1170	1170	1170	1170	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	27080				
District Annual Net Surplus / Deficit							-181	-134	-146	350	-279	426	13	-708	-810	1026	1402	2077	1484	1353	483	-449	-838	-1183	3886					
District Annual Net Surplus / Deficit %							-15%	-11%	-12%	30%	-17%	27%	1%	-44%	-51%	64%	88%	130%	93%	85%	30%	-28%	-52%	-74%	14%					
District Cumulative Net Surplus / Deficit							-181	-315	-461	-111	-390	36	49	-659	-1469	-443	959	3036	4520	5873	6356	5907	5069	3886						
District Cumulative Net Surplus / Deficit %							-15%	-27%	-39%	-9%	-24%	2%	3%	-41%	-92%	-28%	60%	190%	283%	367%	397%	369%	317%	243%						
RSS Requirement and Growth Point																														
RSS Annual Net District Requirement and Growth Point							1170	1170	1170	1170	1806	1806	1806	1806	1806	1806	1806	1806	1806	1806	1806	1806	1806	1806	1806	29964				
District Annual Net Surplus / Deficit							-181	-134	-146	350	-485	220	-193	-914	-1016	820	1196	1871	1278	1147	277	-655	-1044	-1389	1002					
District Annual Net Surplus / Deficit %							-15%	-11%	-12%	30%	-27%	12%	-11%	-51%	-56%	45%	66%	104%	71%	64%	15%	-36%	-58%	-77%	3%					
District Cumulative Net Surplus / Deficit							-181	-315	-461	-111	-596	-376	-569	-1483	-2499	-1679	-483	1388	2666	3813	4090	3435	2391	1002						
District Cumulative Net Surplus / Deficit %							-15%	-27%	-39%	-9%	-33%	-21%	-32%	-82%	-138%	-93%	-27%	77%	148%	211%	226%	190%	132%	55%						
Previously Developed Land																														
PDL completions							660	907	988	1383	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3938					
PDL commitments							0	0	0	0	1216	1854	1250	692	500	383	384	251	180	180	180	0	0	0	7070					
PDL proposed allocations							0	0	0	0	0	18	286	280	343	1318	1319	1604	1264	1239	896	568	537	363	9672					
Total PDL Completions/ Supply							660	907	988	1383	1216	1872	1536	972	843	1701	1703	1855	1444	1419	1076	568	537	363	20680					
RSS PDL Target							65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%						
PDL percent of total supply							63%	78%	76%	80%	83%	86%	87%	94%	90%	61%	54%	49%	45%	46%	48%	44%	59%	64%	61%					

Environment Agency Flood Zones Map

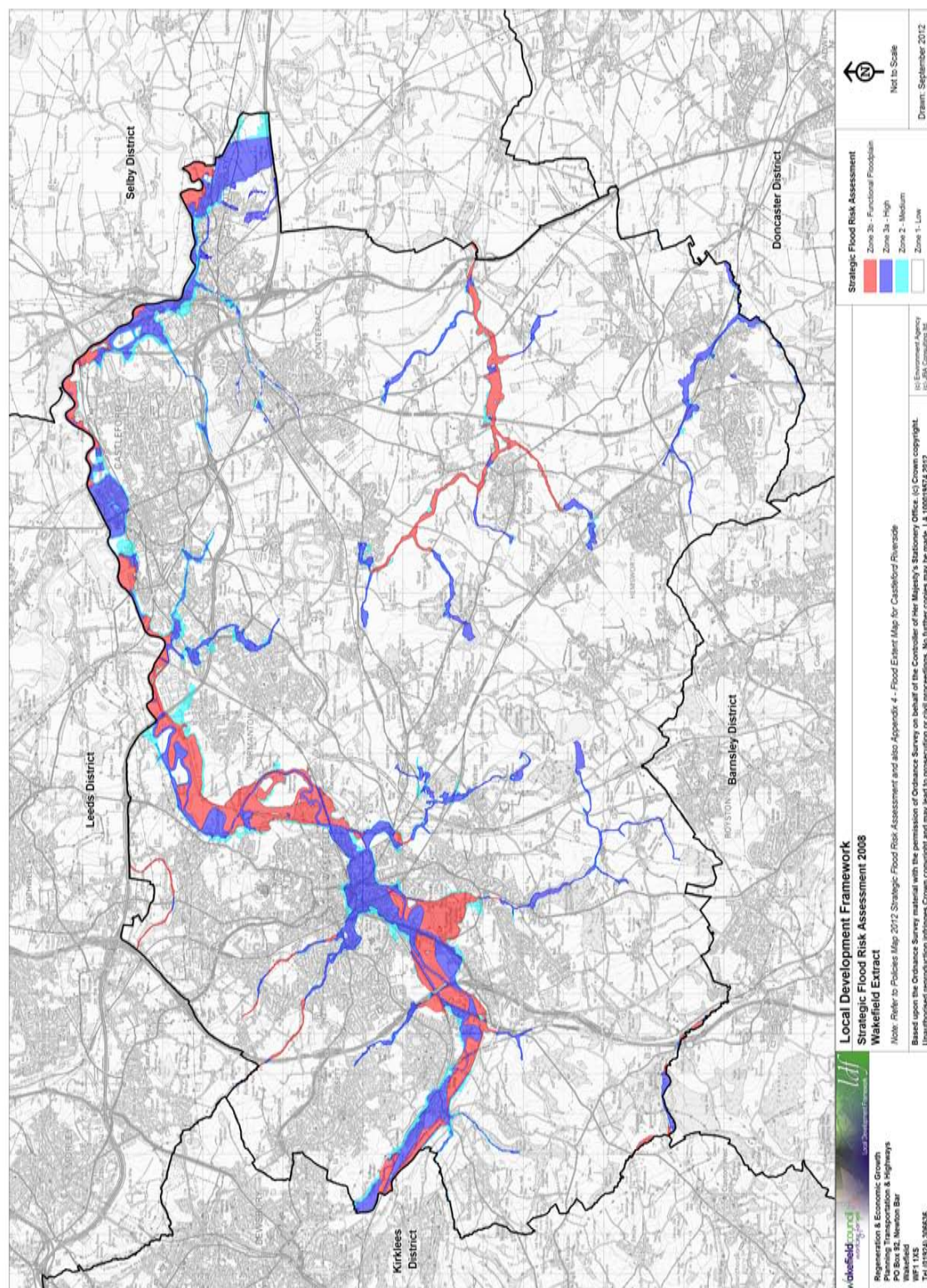




Strategic Flood Risk Assessment Map



3 Strategic Flood Risk Assessment Map



Map 2 Strategic Flood Risk Assessment Map

Flood Extent Map for Castleford Riverside



4 Flood Extent Map for Castleford Riverside

