

A new vision for developing Wakefield District

ldf

Local Development Framework

Central Wakefield Area Action Plan



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Information

The Central Wakefield Area Action Plan Development Plan Document and its accompanying sustainability appraisal are available to view and download on the Council's web-site at: www.wakefield.gov.uk/ldf. Copies are also available to view at main libraries. 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) 306763.

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.

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Introduction & Explanation



1 Introduction & Explanation

The Local Development Framework

- 1.1 The government have asked us to prepare a new type of plan - known as the **Local Development Framework** (LDF) - to guide the use of land and new development throughout the district over the next 10 to 20 years. ⁽¹⁾ The LDF will, once adopted, replace the Wakefield Unitary Development Plan (UDP) First Alteration – the current development plan for Wakefield. A glossary of terms can be found in Appendix B.
- 1.2 The LDF is closely linked to Wakefield District Partnership's Community Strategy ('Developing Knowledge Communities'). This sets out the overall vision for the district and aims to make the district a more attractive and prosperous place to live, work, and enjoy leisure.
- 1.3 The Local Development Framework consists of a number of documents covering a different topic or area. The most important of these are called Development Plan Documents (DPDs)(which provide the statutory policies and proposals that will guide all future planning decisions in the district).
- 1.4 The Central Wakefield Area Action Plan is one of these documents. The other relevant DPDs are shown on Figure 1 overleaf.
- 1.5 The LDF also includes Supplementary Planning Documents. These provide guidance on how specific policies or sites in the Development Plan Documents will be implemented.

What is the Central Wakefield Area Action Plan?

- 1.6 The **Central Wakefield Area Action Plan** provides the policy framework for delivering the renaissance of central Wakefield. It also:
 - sets out the spatial vision and objectives for central Wakefield to 2021;
 - sets out the proposals and policies to achieve the vision and the spatial development strategy set out in the Core Strategy;
 - explains how these proposals and policies will be monitored and implemented;
 - identifies areas where there is likely to be significant pressure for change and indicates the type of uses that would be appropriate, such as shopping, leisure and housing; and
 - includes a proposals map showing land allocations and designations within central Wakefield.
- 1.7 This document also contains a delivery and implementation plan which brings together a range of partners and effective arrangements to assemble sites and deliver projects within central Wakefield. It will also take forward the work already undertaken in central Wakefield through the urban renaissance programme as set out in Chapter 2.
- 1.8 The area action plan has been prepared to help guide and shape the future growth of central Wakefield. This is because:
 - central Wakefield has been identified as a priority area for regeneration;
 - the area action plan will have statutory status to ensure the effective delivery of proposals set out in Yorkshire Forward's renaissance programme;
 - central Wakefield has been identified as a key location for new growth within the district and as such there is significant pressure for change and development;
 - the process of development needs to be carefully managed and coordinated to ensure there is sufficient infrastructure and open space provision to meet future growth needs within central Wakefield;
 - central Wakefield includes several areas of potentially significant change which do not have a clear focus and require policy intervention; and
 - government policy requires us to promote city and town centres as the primary focus for new development.

¹ Local development frameworks were introduced through the Planning and Compulsory Purchase Act of 2004.

How does the Central Wakefield Area Action Plan relate to other Plans and Strategies?

- 1.9 Development and other relevant proposals within central Wakefield will be considered in the context of the following DPDs.
- 1.10 The Core Strategy is the over-arching strategic policy document of the LDF and all other documents within the LDF must be in conformity with it. It sets out the spatial vision, objectives, development strategy and strategic policies to guide and control the overall scale of development within Wakefield District until 2026.
- 1.11 The Development Policies document sets out the detailed policy approach on how individual planning applications will be assessed, including those within central Wakefield.
- 1.12 The Retailing and Town Centres DPD will identify a hierarchy of centres and include policies for assessing new retail and leisure developments within the district, including those within central Wakefield.
- 1.13 A proposals map showing land allocations and designations across the whole district is being prepared as part of the LDF. The Central Wakefield Area Action Plan includes a series of plans covering different land allocations and a range of other issues. These form part of the proposals map for the LDF.
- 1.14 The area action plan replaces the saved policies in the Wakefield UDP First Alteration that specifically relate to central Wakefield (namely WCC1-37).
- 1.15 Figure 1 below explains how the Central Wakefield Area Action Plan relates to other strategies and programmes and its relationship to other parts of the LDF.

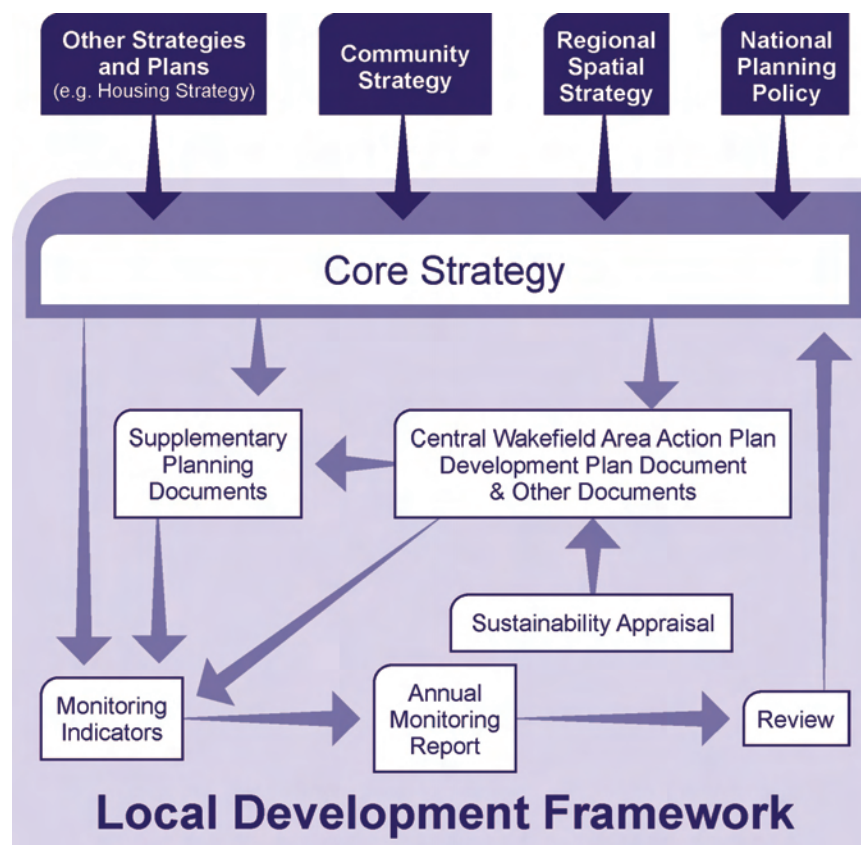


Figure 1 Relationship of the Central Wakefield Area Action Plan to other documents

- 1.16 The area action plan has been prepared in line with the spatial development strategy and strategic policies set out in the Core Strategy, and it is in general conformity with the Regional Spatial Strategy (RSS) for Yorkshire and the Humber (The Yorkshire and Humber Plan). We will use the policies in the area action plan to make decisions about planning applications within central Wakefield.

1.17 The Central Wakefield Area Action Plan should also be read alongside other relevant parts of the LDF. References are made to specific policies and proposals in other relevant parts of the LDF and plans and programmes throughout the document where relevant.

1.18 Table 1 below provides a summary of the document for easy reference.

Central Wakefield Area Action Plan			
Subject	Where found in the document	References	Purpose
Introduction and Explanation	Chapter 1		Gives a summary of the LDF process and background to the Central Wakefield Area Action Plan
Conformity to National, Regional and Local Policy	Chapter 2		Sets out the policy context of the Central Wakefield Area Action Plan
The Spatial Vision and Objectives for Central Wakefield	Chapter 3	Objectives 1-10	Sets out the vision and objectives for central Wakefield
Strategy	Chapter 4		Sets out the spatial strategy for the regeneration of central Wakefield to achieve the vision and objectives of the area action plan and the LDF. It includes principles and priorities for action relating to transport, housing and other key city centre uses.
Policies	Chapter 5	Policies CW1 to CW24	Sets out detailed policies which translate the vision, objectives and strategy into courses of action for different types of activity and areas of central Wakefield.
Delivery and Implementation	Chapter 6		Sets out how the policies and proposals will be delivered and monitored.

Table 1 Contents of the Central Wakefield Area Action Plan

What is the Plan Area?

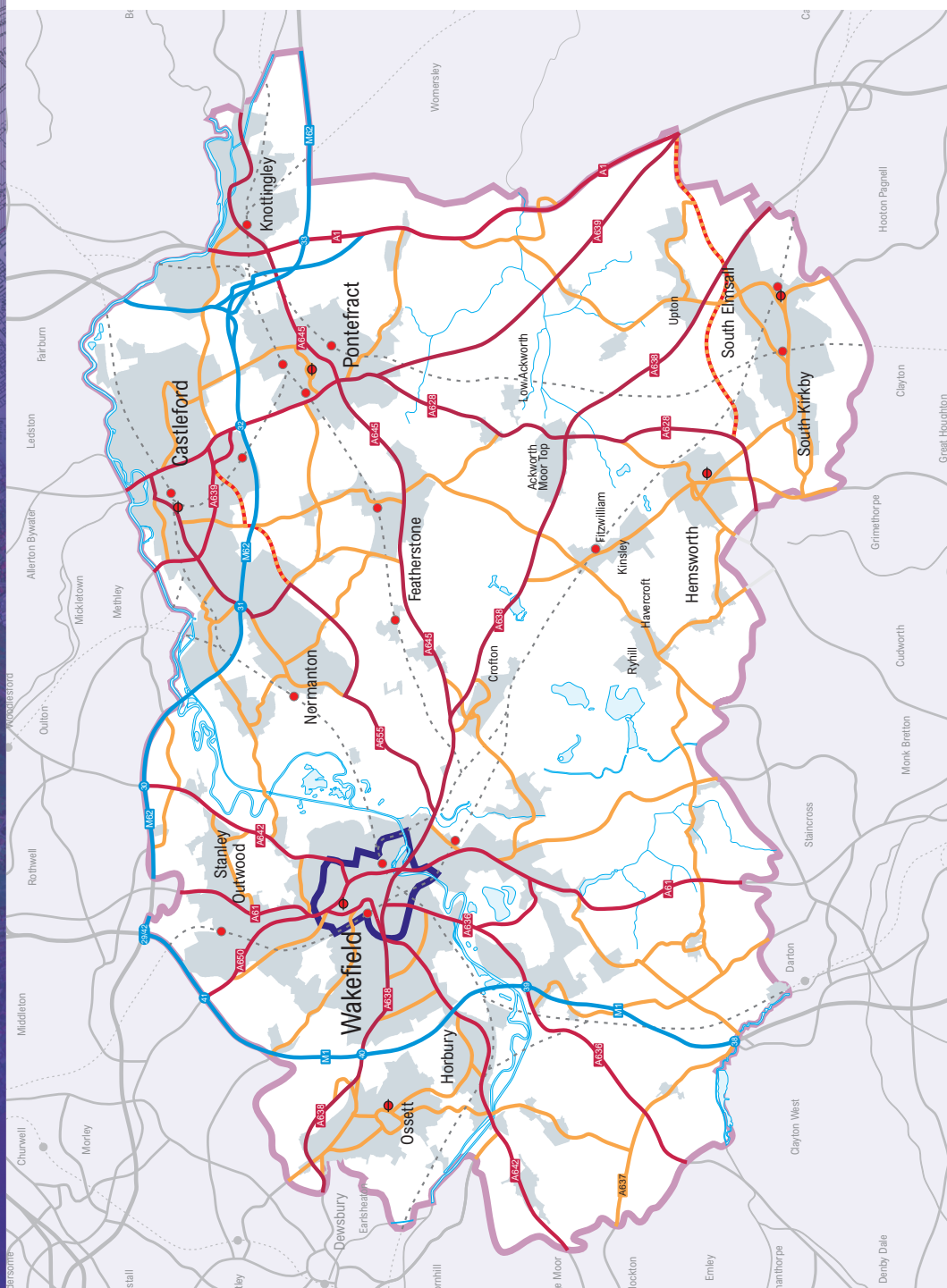
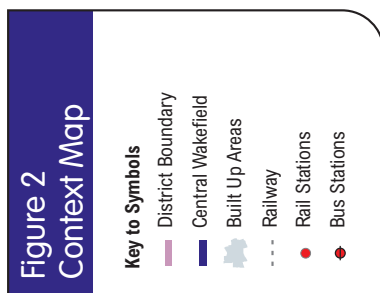
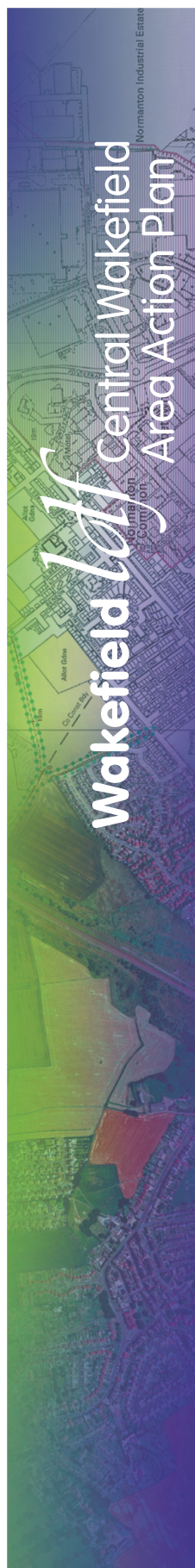
1.19 The area covered by the Central Wakefield Area Action Plan as defined on the proposals map ([Plan No. 1 - Proposals](#)) covers the whole of the city centre and also inner city residential areas and employment/ industrial areas beyond the inner ring road.

1.20 Figure 2 (Context Map) overleaf illustrates the wider context and the relationship between central Wakefield and the rest of the urban area of Wakefield as well as the wider district.

1.21 Situated close to other major cities, such as Leeds and Sheffield, Wakefield enjoys a strategic position at the intersection of the M1 and M62 motorways in the heart of Yorkshire and England. Wakefield is served by the main east coast line from Westgate railway station, which is located on the western edge of the city centre and provides regular trains to London and Edinburgh. Wakefield also has a bus and coach station at Marsh Way and a second railway station (Kirkgate) on the eastern side of the city centre providing local services between Leeds, Huddersfield and Sheffield. Wakefield is

also one of the largest settlements in the sub region and is home to the district's main cultural, shopping, leisure and tourist attractions. The issues facing central Wakefield up to 2021 are summarised in chapter 3 of the Core Strategy and in chapter 3 of the area action plan technical paper.

- 1.22** In recent years, central Wakefield has entered a new phase of its development and there are a number of vacant and underused sites that are likely to come forward for redevelopment during the plan period. A number of policy initiatives are aimed at stimulating investment and creating new jobs.



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Figure 2 Context Map

Sustainability Appraisal

- 1.23** The Central Wakefield Area Action Plan has been subject to a sustainability appraisal during the course of its preparation. ⁽²⁾ This involves assessing the likely significant environmental, social and economic effects of the policies and proposals to ensure they contribute towards the aims of sustainable development.
- 1.24** The Sustainability Appraisal Report sets out the outcome of the sustainability appraisal and demonstrates how it has informed each stage of the preparation process, as set out below.

Appropriate Assessment

- 1.25** By law, we must carry out an appropriate assessment to evaluate the potential effects of DPDs and Supplementary Planning Documents on certain protected sites and species of international importance. ⁽³⁾ The Appropriate Assessment Screening Report concludes that the Central Wakefield Area Action Plan will have no significant detrimental impact on protected sites within the district. ⁽⁴⁾

Community Engagement

- 1.26** The Central Wakefield Area Action Plan has been subject to widespread consultation with statutory bodies, local organisations and groups, and individual citizens. Details of how the community and stakeholders have been involved in the preparation of the document are contained in the Statement of Community Involvement.
- 1.27** Briefly, the main stages of consultation and engagement have been as follows:

Early Engagement (March 2005)

The purpose of the informal consultation was to raise awareness about the Central Wakefield Area Action Plan and invite initial views about the issues it should address.

Issues and Options (June/July 2005)

We published an issues and options paper setting out the key issues and challenges facing central Wakefield following the evidence gathering stage and inviting your views on a range of options to address them.

Alongside this, we published a scoping report and an initial sustainability appraisal report for the issues and options consultation. The scoping report identified the key sustainability issues that the Central Wakefield Area Action Plan needed to address and sustainability objectives for assessing their effects. The initial sustainability report assessed the effects of policy options against the agreed sustainability objectives.

Preferred Options (January/February 2007)

We published a preferred options paper describing the draft vision, objectives and policies for the Central Wakefield Area Action Plan. The purpose of the public consultation was to invite your views on our preferred options for addressing the issues raised at the earlier stage. The paper also outlines the reasons for selecting the preferred options and rejecting alternatives.

Submission (May/July 2008)

This was the last round of public consultation and engagement we undertook on the Central Wakefield Area Action Plan. It set out our proposals for central Wakefield, taking account of the results of the consultation and engagement carried out at the previous stages.

2 Development Plan Documents are required under the 2004 Planning and Compulsory Purchase Act to undergo a sustainability appraisal and comply with the requirements of the European Union Directive on Strategic Environmental Assessment (SEA).

3 Articles 6 (3 and 6) of the European Habitats Directive 92/43/EEC on the conservation of natural habitats and wild fauna.

4 Special Areas of Conservation / Special Protection Areas (Ramsar Sites).

- 1.28** A short summary of the views put forward at previous consultation stages can be found in the statement of pre-submission consultation accompanying this document.

Conformity to National, Regional & Local Policy



2 Conformity to National, Regional & Local Policy

National Planning Policy

- 2.1 The Central Wakefield Area Action Plan has been prepared within the context provided by:
- Government planning policy statements and guidance;
 - the Regional Spatial Strategy for Yorkshire and the Humber ('The Yorkshire and Humber Plan');;
 - the Community Strategy ('Developing Knowledge Communities'); and
 - the Core Strategy and Development Policies documents (which form part of Wakefield's LDF).
- 2.2 One of the Government's key planning objectives is to promote city and town centres as major locations for new development, including retail, office, leisure and residential uses, and plan for their growth and development. ⁽⁵⁾ They also place strong emphasis on enhancing accessibility to jobs and services by non car modes (i.e. public transport, walking and cycling) especially to city and town centres. ⁽⁶⁾
- 2.3 Government guidance states that LDFs should set out detailed policies and proposals for areas subject to major change or conservation, such as city centres. ⁽⁷⁾ The purpose of the area action plan is to provide a planning framework to guide investment and development, and also:
- deliver planned growth areas;
 - stimulate regeneration;
 - protect areas particularly sensitive to change;
 - resolve conflicting objectives in areas subject to development pressures; and
 - focus the delivery of area based regeneration initiatives.
- 2.4 A key requirement of the planning system is that LDFs contribute towards achieving sustainable development. This is essentially about securing a better quality of life for current and future generations. The Central Wakefield Area Action Plan will be a key means of ensuring that new development and sites are located within accessible and sustainable locations and help create sustainable communities. ⁽⁸⁾

Regional Spatial Strategy

- 2.5 The RSS for Yorkshire and the Humber ('The Yorkshire and Humber Plan') sets out the overall spatial planning framework for the region to guide development over the next 15 to 20 years. The broad thrust of the strategy is to focus the majority of new development within the main urban areas of the region (these are defined as Regional Cities and Sub Regional Cities and Towns in the document).
- 2.6 RSS identifies Wakefield as a 'Sub Regional City' and aims to capitalise on its assets and potential and strengthen its role as a key focus for growth within the Leeds City Region. ⁽⁹⁾ In the context of Wakefield, there are two key messages. Firstly, future growth will be directed across the south of the sub Region, particularly within former coalfield areas, such as Wakefield. ⁽¹⁰⁾ RSS aims to transform Wakefield and other sub regional cities into attractive, cohesive and safe places where people want to live, work and invest. Secondly, city and town centres will continue to be the main focus for housing, business, shopping, leisure, cultural and education facilities within the region and their roles as key engines of growth will be promoted and strengthened.
- 2.7 In the context of the Central Wakefield Area Action Plan, this entails:
- regenerating and remodelling Wakefield city centre to provide better jobs and services and a wider range of housing and employment uses;

5 Planning Policy Statement 6 (Planning for Town Centres).

6 Planning Policy Guidance 13 (Transport).

7 Planning Policy Statement 12 (Local Development Frameworks).

8 Please see the glossary for definitions of these terms.

9 The Leeds City Region is defined in the glossary at Appendix B.

10 Wakefield is identified as part of a 'Regeneration Priority Area' covering former coalfield areas of the region.

- improving the existing network of open spaces to enhance biodiversity and recreational opportunities;
- strengthening the identity and role of Wakefield city centre as an accessible and viable focal point for high trip generating uses;
- developing a strong sense of place with a high quality public realm and well designed buildings within a clear framework of uses and spaces; and
- developing and enhancing links between Wakefield and other Sub Regional Cities and Towns within the region (e.g. Barnsley, Doncaster, Leeds, Huddersfield and Sheffield) especially by public transport and support their complementary roles.

2.8 Together with the LDF, the RSS forms part of the statutory development plan for Wakefield. The development plan is a legal document that allocates land across the district for specific uses and influences the location of new development.

2.9 The proposals set out in this area action plan will help promote the renaissance and status of Wakefield as a sub regional city in line with the RSS.

Local Guidance

Community Strategy

2.10 The Community Strategy ('Developing Knowledge Communities') represents a shared commitment by key organisations to work together to achieve a 25-year vision for Wakefield District and secure the future well being of residents and workers. This brings forward the vision and challenges of the previous Community Strategy ('Fast Forward') and aims to build up the skill levels and confidence in individuals and communities.

2.11 The Central Wakefield Area Action Plan will help deliver the vision and achieve the challenges of the Community Strategy as set out in table 2 below.

Challenges	How the Central Wakefield Area Action Plan will meet the challenge
<i>Safer and stronger communities</i>	<ul style="list-style-type: none"> • Promotes well-designed buildings and spaces in accessible locations • Prioritises the needs of people over motor vehicles especially those who are impaired (e.g. Emerald Ring) • Protects and enhances public spaces • Improves the safety of shoppers and city centre users • Addresses anti social behaviour and fear of crime • Improves the connectivity between city centre and surrounding areas • Enhances the quality of the townscape and protects historic and valued environments • Concentrates a diverse range of uses and activities within central Wakefield to promote choice and broaden its appeal to a wider range of age groups. • Contributes to the attractiveness of central Wakefield, enhancing image for inward investment • Directs major investment towards central locations close to transport nodes
<i>Healthier communities</i>	<ul style="list-style-type: none"> • A network of cycling and walking routes will encourage healthy and sustainable travel. • New public spaces will provide focal points for interaction, especially along the waterfront • Improves access to green and play space • Reducing traffic and congestion
<i>Skills and enterprise</i>	<ul style="list-style-type: none"> • Develops the skills capacity of the local workforce and strengthens the local economy by exploiting the growth potential of new business opportunities especially those developing new technologies such as creative and digital industries • Enhances education and cultural facilities

Table 2 How the Central Wakefield Area Action Plan will implement the challenges of the Wakefield District Community Strategy

Local Development Framework

- 2.12** The Core Strategy is the overarching document within Wakefield's LDF. It sets out the overall spatial vision and development strategy for the district and a series of overarching strategic objectives and policies that will guide the scale, location and type of development across the district until 2026.
- 2.13** The Core Strategy identifies a settlement hierarchy to determine the level and scale of growth within each settlement. Settlements are classified according to their role within the hierarchy and capacity to accommodate new development, and their accessibility in terms of transport, shops and services. The overall aim is to create more sustainable and vibrant settlements.
- 2.14** Wakefield, the district's largest settlement, sits at the top of the settlement hierarchy and offers the greatest level of accessibility to jobs and services by public transport, walking and cycling. The spatial development strategy seeks to ensure that most new development takes place within Wakefield rather than other settlements in the district.
- 2.15** Wakefield city centre is identified as the main centre in the district and will continue to be the main focus for new leisure, retail, cultural and residential activity within the district, reflecting its role as a major sub regional centre.
- 2.16** The Central Wakefield Area Action Plan will help deliver the spatial vision and development strategy for the district. We will do this by:
- establishing a stronger office focus within the city centre to support the urban renaissance of Wakefield;
 - encouraging mixed use development and a broader mix of uses and activities within the different parts of the city centre, especially for health and fitness and cultural uses;
 - promoting a range and mix of housing on a number of key sites and areas within central Wakefield to meet local needs, especially affordable housing;
 - focussing major retail development within established shopping areas of the city centre;
 - making sure that new development protects and enhances the quality of the natural and built environment, including landmark sites, key views, open spaces, new buildings and nature conservation designations; and
 - improving accessibility by different modes of transport to jobs and services within central Wakefield.

Urban Renaissance Programme

- 2.17** Wakefield was one of the first areas in the Yorkshire and Humber region to be invited to participate in the renaissance cities and towns programme by Yorkshire Forward in 2001.⁽¹¹⁾
- 2.18** Koetter Kim and Associates – an international urban design and architects practice from Boston, Massachusetts in the United States - were selected from the renaissance towns panel to work with the local community and develop a 20-year vision for the renaissance of the city of Wakefield. This culminated in the publication of the 'Getting Connected: Wakefield Renaissance Charter' in 2002.
- 2.19** This renaissance vision is for the city to become the hub of the knowledge economy and the natural focus of cultural life. This is further articulated through the following policy goals. We aim to:
- encourage greener growth that sustains and enhances the environment and quality of life;
 - stimulate urban renaissance of the city to the benefit of employers, investors and visitors;
 - create a transport system that places the needs of pedestrians, cyclists and public transport users above those of the private car, especially within the city centre;
 - redefine town and country (i.e. prevent out of town development and create a network of green corridors and spaces that link the city centre with the surrounding countryside);
 - improve connectivity to allow rapid, safe and cost effective movement between settlements;
 - recognise the distinctiveness of the city and diversity of its population;

¹¹ Yorkshire Forward's renaissance towns and cities programme aims to breathe new life into the region's medium sized settlements (such as Wakefield) and deliver the emerging national agenda for more liveable and economically successful communities.

- remove barriers to opportunities and acute deprivation; and
- develop a culture of enterprise and knowledge economy to create a world class workforce through innovation and exploiting existing strengths and assets.

- 2.20** The vision also aims to make the city centre more compact, accessible and people friendly through high quality design.
- 2.21** Further details on how this vision will be achieved are set out in Koetter Kim's second report called 'Wakefield: Developing the Vision' prepared in 2005. This builds on their earlier study and sets out a series of proposals for the regeneration of Wakefield and the city centre. These proposals are addressed in the Central Wakefield Area Action Plan. It is also accompanied by a strategic framework addressing district-wide issues, such as transportation, recreational resources and landscape.⁽¹²⁾
- 2.22** These documents (collectively referred to as the 'masterplan') have been used to inform and guide the preparation of the area action plan and other LDF documents / district-wide programmes of action.
- 2.23** The masterplan included a series of interventions based on four key development areas: Merchant Gate, Trinity Walk, Ings Road and the Waterfront.⁽¹³⁾ We have renamed these as 'Special Policy Areas' in the Central Wakefield Area Action Plan.⁽¹⁴⁾ However, they are currently underutilised and disconnected from the rest of the city centre and the plan area. The urban renaissance programme also identified other potential areas for further examination and redevelopment.
- 2.24** A series of urban design principles have emerged from the work of Koetter Kim and Associates and Gehl Architects that will guide and shape development within central Wakefield over the course of the plan period (see Policy CW 8 'Landmark Sites / Development', Policy CW 10 'Public Realm - Principles and Objectives' and Policy CW 11 'Public Realm - Hierarchy of Quality' in Chapter 5 'Policies'). These are also material considerations that will be taken into account in the determination of planning applications.

Economic Regeneration Strategy for Wakefield District

- 2.25** Working with our partners through the local strategic partnership, we have prepared an economic regeneration strategy to coordinate the actions of the community strategy in the period up to 2015. The strategy sets out our regeneration priorities and proposed investment proposals across the district (including central Wakefield) and provides a programme of action to deliver these projects based on a series of targets and indicators.
- 2.26** The vision of the strategy is to: *"create a dynamic local economy which will sustain above average growth, providing benefits and opportunities for all"*.

¹² Wakefield: Strategic Development Framework (Koetter Kim and Associates, 2005).

¹³ Please note that the titles of two of the Key Development Areas have changed: Marsh Way to Trinity Walk and Westgate to Merchant Gate.

¹⁴ Special Policy Areas (as shown on Plan No. 1 – Proposals) are defined as key regeneration areas where comprehensive redevelopment is anticipated over the course of the plan period.

The Spatial Vision & Objectives for Central Wakefield



3 The Spatial Vision & Objectives for Central Wakefield

The Core Strategy sets out a spatial vision for the city of Wakefield and the wider district for the next 15 to 20 years. The spatial vision for central Wakefield set out below draws from the vision and challenges of the Community Strategy and the urban renaissance programme, and it covers the period up until 2021.

'In 10 to 15 years time, central Wakefield will be a distinctive and vibrant centre at the heart of the district's economy, making a significant contribution to the prosperity and diversity of the Leeds City Region and the Yorkshire and Humber region.'

Central Wakefield will have also fully exploited the benefits of its proximity and accessibility to Leeds city centre and the national transport network, making it attractive to investors seeking excellent development opportunities in highly sustainable locations.

The city within the 'Emerald Ring' will be a place for people with a strong emphasis on pedestrian priority and high quality public space. The public transport system will allow quick and convenient access to and around central Wakefield. People passing through and around central Wakefield will do so within an attractive street environment, which provides strong links between the city centre and surrounding communities.

Central Wakefield will be transformed into a cultural centre of national and international distinction offering a broad range of leisure, cultural and educational facilities and activities throughout the day and night. A series of distinct mixed use quarters will be created along key gateways and transport nodes connected via high quality public spaces and pedestrian and cycle routes. It will also provide modern office accommodation such as creative and digital media industries and a range of high quality residential opportunities to encourage city centre living.

Central Wakefield's role as a sub regional shopping centre will be strengthened, particularly in terms of its ability to compete with other centres and attract a more diverse range of shops.

Central Wakefield will also set a benchmark for high quality design and environmental sustainability within the Leeds City Region.

- 3.1 At the heart of the vision is a strong desire to raise the profile of Wakefield at the city region, national and international level as a forward thinking, well connected, pedestrian friendly city centre fit for the twenty first century.
- 3.2 The Central Wakefield Area Action Plan sets out how we will work with our partners to achieve the overall spatial vision set out in the Core Strategy, focussing on those aspects which specifically relate to central Wakefield.

Central Wakefield Area Action Plan Objectives

- 3.3 The objectives set out below will help us measure our progress towards achieving the vision for central Wakefield by 2021. They stem from the strategic objectives of the LDF set out in the Core Strategy and the results of the public consultation and sustainability appraisal.

1. To reduce traffic levels within Wakefield city centre and enable all users to gain equal access to shops and services by making it more pedestrian friendly, safer and more accessible by foot, bicycle and public transport.

This will help achieve LDF objectives 3, 4 and 9.

2. To encourage city living for different types of household and tenure to meet the housing needs/requirements for central Wakefield.

This will help achieve LDF objectives 3, 5 and 7.

3. To regenerate the local economy by focussing major new office, retail and leisure development within central Wakefield.

This will help achieve LDF objectives 1, 2, 3 and 7.

4. To protect and enhance the historic and distinctive character of central Wakefield, including the skyline and strategic views of the spires and towers.

This will help achieve LDF objectives 7 and 9.

5. To promote the highest standards of design and construction in new developments within central Wakefield by making best use of existing resources and renewable energy technologies and minimising carbon emissions.

This will help achieve LDF objectives 9, 11 and 12.

6. To enhance the public realm and improve links between the city centre and surrounding areas, including the waterfront.

This will help achieve LDF objectives 6, 8, 9 and 11.

7. To protect and enhance the natural environment by promoting biodiversity and recreational opportunities within the waterfront and providing greenspaces within new developments.

This will help achieve LDF objectives 8, 11, 12.

8. To influence the location, layout and design of new development so that it reduces or minimises the risk of flooding and does not have an adverse impact on air quality, noise and light pollution.

This will help achieve LDF objectives 11 and 12.

9. To increase the attractiveness of central Wakefield for residents, workers, shoppers, tourists and visitors, including those previously lost to other centres.

This will help achieve LDF objectives 2, 8, 9 and 11.

10. To promote a vibrant evening economy for a wide range of ages and social groups whilst improving pedestrian safety and reducing opportunities for crime.

This will help achieve LDF objectives 3, 6 and 8.

Strategy



4 Strategy

Introduction

- 4.1 This chapter sets out the strategy for the future of central Wakefield and describes how the area action plan will achieve the spatial vision and the objectives for central Wakefield. It is structured around a series of themes covering, among other things, transport, housing, employment, shopping and the built and natural environment.
- 4.2 This chapter also outlines the needs and priorities for central Wakefield and highlights areas of opportunity and change. [Appendix C](#) shows the relationship between the strategy and objectives of the area action plan and the specific policies (including projects) and also associated projects being brought forward through programmes such as the Highways Master Plan and the Public Realm Implementation Plan.

Transport

- 4.3 The Core Strategy states that development which generates a large number of passenger movements should be located within Wakefield city centre and/or at locations which provide convenient access on foot, by cycle and public transport, especially for those without access to a car or disadvantaged groups, so as to reduce the need to travel and promote transport choice.
- 4.4 Over the next ten to fifteen years, the focus of development activity within central Wakefield will be directed towards existing and proposed transportation corridors, such as the two railway stations (Westgate and Kirkgate), bus station and waterways.

Traffic & Congestion

- 4.5 In recent years, there has been a significant growth in the number of traffic movements within central Wakefield, especially along the main routes leading into the city centre. The number of cars entering the city centre has increased by 15% since 2000.
- 4.6 All traffic travelling east/west and north/south through the city must pass through central Wakefield via the A61 (Leeds Road/Barnsley Road), A638 (Doncaster Road/Ings Road), A636 (Denby Dale Road), A642 (Jacobs Well Lane) and A650 (Bradford Road). This creates bottlenecks at key junctions and impedes the movement of pedestrians and cyclists. In particular, queues build up around the Girls High School and Queen Elizabeth Grammar School on the northern edge of the plan area, particularly at peak times. Queues also build up around the following junctions:
- Westgate/Drury Lane/Smyth Street (traffic signals)
 - Bull Ring/Northgate (traffic signals)
 - Wood Street/Marygate (traffic signals)
 - Bond Street/Bell Street (traffic signals)
 - Ings Road/Denby Dale Road (roundabout)
 - Ings Road/Kirkgate (traffic signals)
 - Kirkgate/Marsh Way/Peterson Road (roundabout)
 - Marsh Way/Jacob's Well Lane/Union Street (roundabout)
- 4.7 The queues are caused by a lack of capacity at these major junctions and roundabouts and unauthorised parking at key locations. The proposals outlined in Chapter 5 will increase the demand for access to the city centre: hence measures will be necessary to reduce congestion and more effectively manage the flow of traffic.

Air, Noise and Light Pollution

- 4.8 An 'Air Quality Management Area' has been designated for the area that roughly equates to the urban area of Wakefield (including central Wakefield and surrounding suburbs) due to concentrations of nitrogen dioxide exceeding national air quality objectives. Road congestion is the main source of air pollution within the Air Quality Management Area. Most of the hot spots of poor air quality are located along the main junctions and road corridors within central Wakefield. These locations are also likely to experience the highest noise levels.

- 4.9** In these and other sensitive locations, development proposals will need to include appropriate mitigation measures to offset the effects of noise, air and light pollution on surrounding amenities and direct sensitive uses away from worst affected areas. Air quality, noise and light impact assessments will be required for significant development within central Wakefield.

Safety and Security

- 4.10** Central Wakefield has a dense concentration of pubs, bars and clubs within a relatively small area, particularly in the Westgate area. In this area, there is a need to raise the standard of design, operation and management of pubs, bars and clubs and the general street scene as it is a known hot spot for anti social behaviour and crime.
- 4.11** Concerns about public safety have arisen at Ings Road/Denby Dale Road roundabout due to motor vehicle accidents.

Accessibility

- 4.12** The city centre is relatively compact in nature and most places of interest are within reasonable walking distance. However, pedestrian and cycle access to the city centre from outside the current inner ring-road is restricted due to the configuration of the existing road layout. Subways are perceived to be unsafe to use, particularly after dark. At-grade pedestrian crossing facilities are often poorly located and delay pedestrians.
- 4.13** Pedestrian access between both rail stations and the bus station is poor for a number of reasons.
- the lack of clear and obvious routes between the stations;
 - inadequate signage;
 - safety issues due to pedestrian and vehicular conflict; and
 - poor lighting and surface treatments at some points along the routes.
- 4.14** Special regard should be paid to the requirements of people with impairments, such as disabled people, in all future development proposals.
- 4.15** There is also a need to improve pedestrian and cycle access to the waterfront and outlying residential areas.

Car Parking

- 4.16** A strategy has been prepared to manage car parking supply and demand within central Wakefield.⁽¹⁵⁾ Its main objectives are to reduce the amount of long stay parking within the city centre (i.e. Emerald Ring) and encourage alternative means of transport to the private car in line with the objectives of the West Yorkshire Local Transport Plan. The current car parking arrangements encourage commuting at the expense of short term shoppers and increase congestion on the road system.
- 4.17** The completion of Merchant Gate, Trinity Walk and the Waterfront and other development proposals (see Chapter 5) will create additional demand for car parking spaces in the city centre. Consequently, there will be a need to change the way in which existing parking stock is managed, used and distributed.

Public Transport

- 4.18** Delays associated with traffic congestion are leading to poor bus reliability and longer journey times. There is a need to improve public transport access to the city centre and other neighbouring centres in the district (such as Castleford and Pontefract) and beyond. However, dedicated in-bound bus lanes are only provided on some of the routes leading into the city centre.
- 4.19** So, therefore, the main thrust of the vision for transportation in central Wakefield is to remove through and non-essential car traffic from the city centre and maximise accessibility for all users, especially by public transport.

¹⁵ Wakefield District Parking Strategy (Keith Steer Davies, 2006).

Movement Hierarchy

4.20 We have developed the following 'movement hierarchy' to inform the planning and design processes for new developments and proposed traffic management schemes within central Wakefield:

- Pedestrians
- Cyclists
- Public transport users
- Private car-users

4.21 The purpose of the hierarchy is to make sure that the needs of pedestrians, public transport users and cyclists, especially those with mobility and visual impairments and other vulnerable road users, are fully addressed in future development proposals within central Wakefield, thereby encouraging a shift away from private car dependence.

Measures to Achieve Objectives for Central Wakefield

4.22 The following measures will help achieve the vision and objectives for central Wakefield.

Creation of the Emerald Ring

4.23 Wakefield currently has a partial inner ring-road: Marsh Way – Kirkgate – Ings Road. However, this allows traffic to gain inappropriate access to streets and areas of the city centre and effectively cuts the waterfront and inner city residential areas off from the city centre.

4.24 Plans are underway to complete the inner ring road by linking Bell Street to Marsh Way with a one-way gyratory system and change its nature from an urban motorway into a continuous tree-lined street / green boulevard: known as the 'Emerald Ring'.⁽¹⁶⁾ The scheme will include:

- footways/cycleways;
- pedestrian/cyclist crossing points at grade;
- cross roads and/or T-junctions to replace roundabouts, wherever possible;
- development up to the back of the footways (avoiding large areas of car parking between the road and buildings); and
- active frontages at ground level, fronting the road wherever possible.

4.25 The Emerald Ring will generally have an absence of barriers or a central reservation and will be relatively clutter free. In addition, traffic will be restricted within the Emerald Ring, giving priority to buses (thereby enhancing the movement of users of public transport) and vehicles requiring access. The overall aims of the project are to:

- remove 'through-traffic' from the city centre and create a more pedestrian friendly environment; and
- knit fragmented areas together (e.g. The waterfront and the city centre) and improve the public realm and physical environment around the inner ring road through high quality design.

4.26 The Merchant Gate scheme will connect Westgate to Bell Street (alongside County Hall) and the inner ring-road will be completed by linking Bell Street to Marsh Way with a one-way gyratory system utilising Bond Street, Wentworth Terrace and Rishworth Street. This will give the opportunity to review the provision and scale of public space in front of County Hall. The Emerald Ring would also re-establish Kirkgate as a pedestrian-friendly area with a safe, direct route from the cathedral to the waterfront.

North Wakefield Gyratory System

4.27 Access to/from central Wakefield to/from the north is currently made via Leeds Road and Wentworth Street, both of which carry traffic in two directions. The local transport plan makes a financial commitment to create a new gyratory system. The main objectives of the scheme are to:

¹⁶ Koetter Kim and Associates' concept of a tree lined boulevard as set out in Getting Connected: Wakefield Renaissance Charter was inspired by the Emerald Necklace - a famous series of public parks in Boston, Massachusetts - linked by parkways and waterways.

- reduce traffic delays particularly in the peak hours;
- permit bus priority facilities/lanes that enable better access for buses to/from the city centre; and
- improve conditions for pedestrians and cyclists.

4.28 The North Wakefield gyratory system proposes to implement a one-way system: Leeds Road – south (in) and Wentworth Street – north (out). This will allow us to introduce a bus priority lane and cycle lane on each road.

4.29 Traffic heading north via Marsh Way will use Northgate/Rishworth Street/Bond Street/Wentworth Street to continue northwards. Traffic heading east via the Merchant Gate scheme will use Bell Street/Bond Street/Wentworth Terrace/Northgate to join Marsh Way.

Pedestrians and Cyclists

4.30 Within the Emerald Ring, priority will be given to pedestrian movements as part of the strategy to remove traffic from the city centre. Pedestrian priority areas will be extended in areas as listed in Policy CW 1 'Emerald Ring - Restriction of Traffic'.

4.31 [Plan No. 3 - Pedestrian & Cycle Routes](#) shows existing and proposed pedestrian and cycle routes within central Wakefield. The Emerald Ring also includes provision for a cycle route. Cyclists will be able to cross the Emerald Ring at traffic light controlled crossings at ground level. The existing underpasses/subways will be taken out of use. North-south and east-west cycle routes will be developed along streets that are earmarked for traffic calming and reduction measures (other than buses) to maximise access. We may use planning obligations or conditions to make sure that cycle lanes and pedestrian routes are built.

4.32 In order to encourage water-based leisure and transport, development along the waterfront should incorporate pedestrian access/mooring points and provide links to the wider footpath and cycle network. These links are essential for the viability of new waterfront development and will help re-connect the city centre to the waterfront.

4.33 We will also explore opportunities to extend the cycle network and pedestrian priority areas within central Wakefield.

Improving Bus Accessibility and Services

4.34 Bus priority measures such as new bus lanes (e.g. North Wakefield Gyratory System) and improvements to existing bus facilities will be introduced on a number of key routes and corridors leading into the city centre to improve the frequency, reliability and speed of bus travel within central Wakefield. The proposed A61 bus corridor will strengthen links between Wakefield and Leeds city centre. The A642 bus corridor (Huddersfield Road and Doncaster Road) will improve links between Wakefield and Huddersfield.

4.35 A free shuttle bus service operates in a loop around the city centre. We will monitor this service to assess the feasibility of extending the route to improve links between the main transport gateways and key attractions.

Railway Stations

4.36 We are working with our partners such as Network Rail and other rail operators to secure major improvements to our railway stations to enhance connections and access to central Wakefield and other major cities such as Leeds, Sheffield and London.

4.37 Westgate railway station will be re-located and enhanced to increase the capacity of rail services as part of the Merchant Gate development scheme.

4.38 Kirkgate railway station is well located to serve the waterfront, especially the Hepworth Wakefield art gallery. The station environment is generally poor and there are concerns about public safety due to the lack of surveillance and passenger facilities. This helps to create a negative impression of the city to passengers, investors and visitors.

4.39 Kirkgate station will be enhanced and its surroundings will be redeveloped as part of a comprehensive master plan approach to enhance the sense of arrival into the city centre.

Car Parking

- 4.40** A balance needs to be struck between providing adequate levels of car parking within central Wakefield to meet the needs of shoppers and businesses and encouraging alternative forms of transport (such as public transport and cycling) to reduce congestion and traffic movements.
- 4.41** To achieve this, we will:
- introduce more short stay parking for customers and shoppers and reduce the amount of long stay car parking within the city centre;
 - replace small surface car parks within the Emerald Ring (e.g. at Woolpacks Yard and Cheapside) with long stay multi storey car parks at key locations on the edge of the city centre, thereby releasing land for redevelopment;
 - undertake a full review of the parking provision for Wakefield Metropolitan District Council employees and develop a travel plan – the objective will be to reduce the number of parking spaces for Council staff within the Emerald Ring and encourage travel to work by a range of modes of transport other than private car;
 - introduce parking measures to directly enforce resident parking restrictions, reduce illegal parking and enhance traffic and pedestrian access;
 - introduce variable message signs at key road junctions as a means of providing directional signage to guide vehicles into off street car parks;
 - reduce the amount of car parking within new development, especially where alternative modes of transport to the private car are available;
 - make provision for people with impairments, such as the disabled; and
 - include park and ride schemes on major transportation corridors in association with public transport improvements and pedestrian priority measures.
- 4.42** While major construction work is being carried out within the Development Sites and Special Policy Areas we will seek to secure temporary car parking for shoppers and visitors where appropriate.
- 4.43** Any new car parks outside the city centre must be easily accessible from the main highway network and the Emerald Ring. Short stay parking will generally be located within the Emerald Ring to enable shoppers and visitors to visit the city centre. Long stay car parking will generally be located on the outskirts of the city centre along the key transportation corridors.

Housing

- 4.44** Market trends indicate increasing demand for city centre accommodation, especially among affluent, professional groups requiring one and two bedroomed properties for rent or purchase and young families.⁽¹⁷⁾ The major regeneration projects (Merchant Gate, Trinity Walk, and the Waterfront) will include a substantial element of residential provision. There is also potential to accommodate significant new residential development arising from the clearance of sites and rationalisation of inappropriate city centre uses, particularly within close proximity to the Emerald Ring and main public transport corridors.
- 4.45** Both national and regional policy guidance highlight the importance of concentrating new housing within city and town centres and creating more inclusive and mixed communities which offer a choice of housing to cater for different lifestyles and needs.⁽¹⁸⁾ The main benefits of city centre living are proximity (i.e. access to employment, retail and leisure opportunities and public transport connections), convenience and low travel costs (i.e. reduces the demand for long distance travel, particularly by car). This is reflected in the fact that over 23% of people cycle or walk to work in the city centre compared to 12.2% across the district.

Meeting Housing Needs

- 4.46** We need to allocate sufficient land within the LDF to deliver Wakefield's overall housing requirement up until 2021.

¹⁷ Strategic Housing Market Assessment (David Cumberland Housing Regeneration Ltd, 2007).

¹⁸ Planning Policy Statement 3 (Housing) and the Regional Spatial Strategy for Yorkshire and the Humber.

- 4.47** In accordance with the Core Strategy, Wakefield urban area will be expected to accommodate at least 30% of the district's housing requirement in the period up to 2021, reflecting its role and status as a Sub Regional City and its capacity for growth. Around 35% of this new housing will be located within central Wakefield.
- 4.48** The Area Action Plan makes provision for at least 2162 new dwellings within central Wakefield as a contribution to the overall target set for the urban area of Wakefield in the Core Strategy (by 2021) and 30% of new dwellings must be affordable. Some of these sites already have planning permission⁽¹⁹⁾ and will come forward as part of mixed use proposals. The sites listed in Table 3 below have been set aside for new housing development to meet the housing requirement for Wakefield set out in the Core Strategy. The sites are shown on the proposal maps ([Plan No. 1 - Proposals](#)). The table also explains how the site allocations will be delivered, including the likely timescales involved.

Name of Site	Ref	Density (dwellings per hectare)	Site Area (hectares)	Capacity (average)	Estimated Construction Start		
					Pre 2012 (Phase one)	2012-16 (Phase two)	2016-21 (Phase three)
Jacobs Well Lane	CW18 (a)	65 - 75	3.1	217		100	117
Clayton Hospital	CW18 (b)	70 - 80	1.62	122		122	
Borough Road Car Park	CW18 (c)	100 - 120	1.03 Allocated for a mix of uses but at least 60% of the site should be for housing.	68		68	
Wakefield College (Sandy Walk)	CW18 (d)	60 -70	0.46	30		30	
Registry of Deeds	CW18 (e)	60 - 70	0.31	20		20	
Trinity Walk	CW19	N/A	N/A	70	70		
Merchant Gate	CW20	N/A	N/A	300	300		
Waterfront (Core Waterfront Area)	CW21 (i)	N/A	N/A	100	100		
Waterfront (South of Wakefield Lock)	CW21 (ii)	70 - 80	5.71	475		275	200
Kirkgate (Kirkgate / Sun Lane)	CW22 (i)	100 - 120	1.63 Allocated for a mix of uses but at least 60% of the site should be for housing.	108			108

¹⁹ The base date for sites identified in the Local Development Framework is 31st March 2007.

Kirkgate (South & East of Kirkgate Roundabout)	CW22 (ii)	100 - 120	7.11 Allocated for primarily commercial uses but at least 30% of the site should be for housing.	235		135	100
Ings Road (South of Ings Road)	CW23 (i)	70 - 80	5.56 Allocated for a mix of uses but at least 65% should be for housing.	271		100	171
Ings Road (North of Ings Road)	CW23 (iii)	70 - 80	6.12 Allocated for a mix of uses and housing should be around 35% of total site area	146		80	66
				Total (2162)	470	930	762

Table 3 Housing Sites

4.49 Figure 3 opposite sets out the housing trajectory showing central Wakefield's contribution towards the requirement for Wakefield urban area. The trajectory is based on the results of the Strategic Housing Land Availability Assessment (SHLAA).

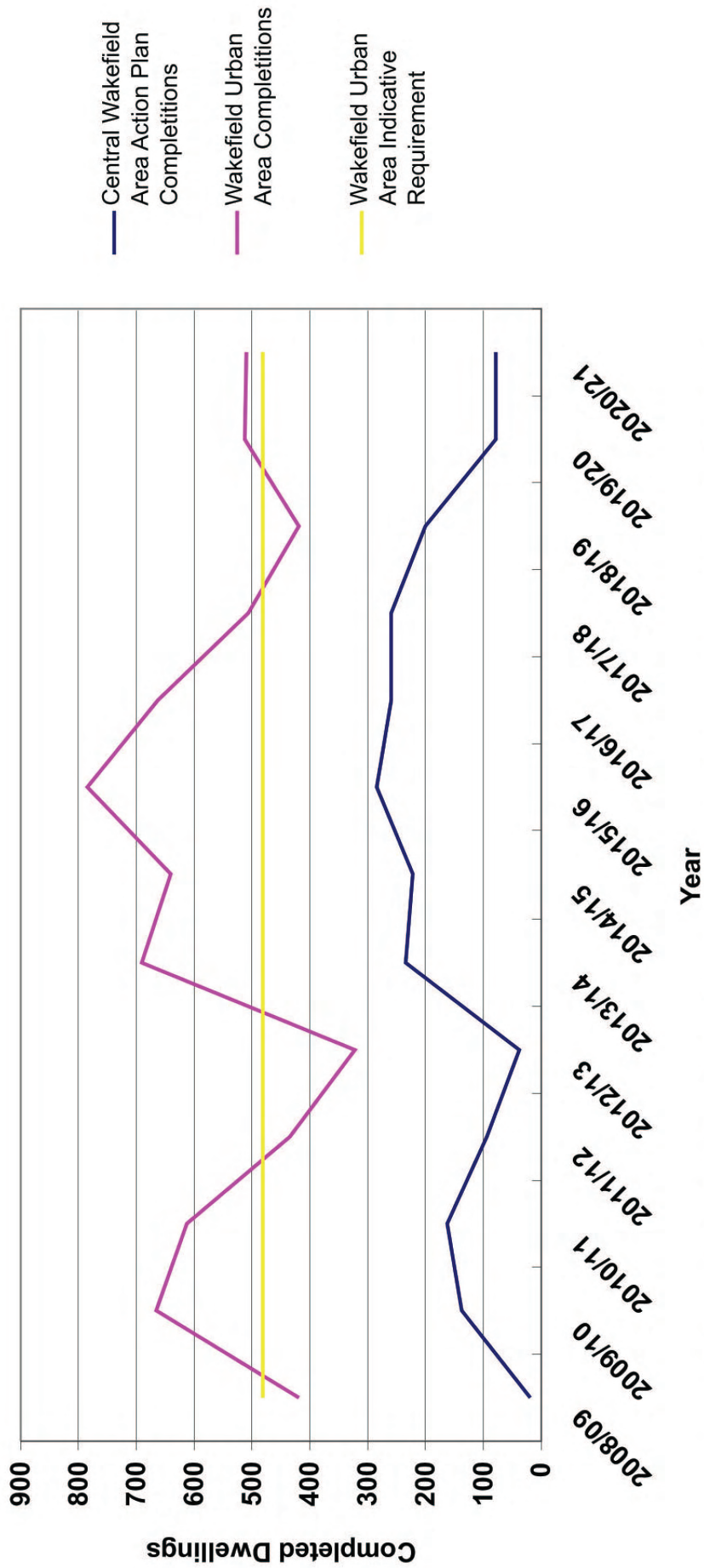


Figure 3: Central Wakefield Area Action Plan Contribution to Wakefield Urban Area Indicative Housing Requirement

- 4.50** Progress on delivering these sites will be reported in our Annual Monitoring Report. In addition to the above, sites may come forward during the plan period that are not set aside for housing in the Central Wakefield Area Action Plan. These are known as windfall sites. Such sites will be assessed against the policies in the Central Wakefield Area Action Plan and other LDF documents.
- 4.51** Proposals for housing within central Wakefield should make provision for family housing and include private amenity space as part of the development. In view of the compact nature of the city centre, it is important that local residents have access to both private amenity space (which may need to be communal within apartments) and public open space. Developers will need to find innovative ways of integrating private amenity space into the design of new development in line with policy D15 of the Development Policies DPD. In the case of high density residential development, private amenity space could include balconies, decks, communal roof gardens or green roofs.
- 4.52** Private amenity spaces should only be made available to the residents or occupiers of the development to ensure privacy, personal safety and reduce opportunities for crime. There should also be a clear distinction between private and public areas.

Economy and Employment

- 4.53** By virtue of its proximity to Leeds city centre and the national transport network (the M1 and M62 motorways, A1 and East Coast Mainline), Wakefield is well placed to capitalise on the growth of Leeds as a business destination and attract new businesses and jobs from outside the district, especially those that need a central location close to existing services.
- 4.54** In addition, there is an ongoing need to diversify the economic base of the city by developing new business clusters and knowledge based industries (such as communications, creative and digital media, and financial services) as well as enhancing access to higher education facilities. Wakefield College campus on the Margaret Street site will be redeveloped to provide new college buildings, including a new sixth form/higher education college and a new performing arts centre. The long term aim of the college is to create a dedicated university centre for Wakefield as part of the drive to improve skills and enterprise.
- 4.55** It is estimated that the three flagship regeneration projects (Merchant Gate, Trinity Walk and the Waterfront) will create around 2000 additional jobs for the city and around 49,000 square metres of new office space.

Offices

- 4.56** Wakefield city centre will be the district's main office location. The Core Strategy seeks to direct new office and businesses towards the city centre away from less sustainable, out-of-centre locations, such as business/office and retail parks.
- 4.57** Wakefield city centre's office market has traditionally been dominated by large public sector organisations and local professional businesses with relatively low rental levels and employment costs compared with neighbouring cities, such as Leeds and Sheffield. However, much of the existing office stock is dated and there is a shortage of good quality, purpose built office accommodation within the city centre.⁽²⁰⁾
- 4.58** The Merchant Gate Special Policy Area provides an opportunity to establish a market for high quality office development in the city centre. We are working with the English Cities Fund to re-develop 7 hectares of land around Westgate railway station into a vibrant commercial quarter with high quality public spaces, apartments, leisure uses, and a new railway station.⁽²¹⁾ The Merchant Gate regeneration scheme will meet office needs in the short to medium term and will provide strong functional and physical links with existing office uses in the civic quarter to the north and east and Westgate Yards. There is also potential to re-develop existing office buildings and redundant sites on the periphery of the city centre at gateway locations, especially along the Emerald Ring.
- 4.59** The thrust of our strategy is to direct new office development towards the Special Policy Areas and Development Sites within or around the Emerald Ring, particularly along existing public transport corridors. Such uses will be focussed in clusters, creating a critical mass of development.

20 West Yorkshire Office Market Assessment (West Yorkshire Economic Partnership, 2006).

21 English Cities Fund is a partnership between English Partnerships, Legal & General and AMEC Developments Limited.

- 4.60** Owing to land assembly and other site constraints, office development within the Kirkgate Special Policy Area is likely to come forward towards the end of the plan period (see Table 6 'Delivery and Implementation Framework' in Chapter Six).

Existing Employment Areas

- 4.61** Within central Wakefield there is a continuing need to protect some of the employment sites which may come under pressure from other forms of development, such as housing.
- 4.62** Calder Vale (shown as CW25 on [Plan No. 1 - Proposals](#)) has a long history of supporting heavy industrial activity such as engineering works and fuel and chemical installations and forms part of a larger employment zone. The Development Policies document aims to protect and avoid the loss of employment sites within the Employment Zone to other uses. Businesses within this area provide a range of jobs suitable for local people and are accessible by different modes of transport within close proximity of the city centre. Flood risk is a significant issue in this area and more vulnerable uses such as housing will not be permitted. Flood risk assessments should address:
- the retention of existing flow paths for all sources of flooding;
 - the retention of space for water to be safely stored and managed;
 - floor levels;
 - the provision of a place of safety accessible to all users of the site; and
 - the implications for emergency planning procedures.
- 4.63** Due to the nature of its operations, the chemical works and the wider area fall within the 'Major Hazard Installation Consultation Zone' where development is likely to be affected by hazardous substances or contamination.⁽²²⁾ New developments within such areas will not be permitted unless it can be demonstrated that measures can be implemented to protect human health and safety in line with Health and Safety Executive advice and in accordance with the policy relating to hazardous operations in the Development Policies DPD.
- 4.64** We also recognise that some of the employment areas within central Wakefield may be subject to change over the course of the plan period due to development pressure and firm relocation. We will work in partnership with Wakefield *first* and other agencies to find suitable alternative locations for local businesses who wish to relocate or expand their operations.

Protecting and Enhancing the Built and Natural Environment

Introduction

- 4.65** The cathedral city of Wakefield has a rich architectural and cultural heritage dating back to pre Roman times. Situated on the lowest bridging point along the river Calder, Wakefield developed into an important inland port and trading centre for wool and textile industries in the Middle Ages, providing a suitable crossing point along the main route to London. The historic street pattern that emerged around the crossroads of Westgate, Northgate, Kirkgate and Warrengate is a distinctive feature of the city and remains largely intact.⁽²³⁾
- 4.66** Central Wakefield is made up of a number of individual areas, each with their own identity and attributes. These include:
- the historic waterfront overlooking the river Calder and Aire and Calder Navigation and its associated former industrial warehouses and mills;
 - a series of narrow and long alleys and yards to the north of Westgate, including eighteenth and nineteenth century red brick, Georgian style former merchant houses, small public squares and traditional ale houses. This area is known as 'Westgate Yards' (see policy CW16);
 - the civic quarter between Westgate railway station and Wakefield bus station featuring several fine neo-gothic municipal buildings such as the town hall and former county hall of West Riding;
 - the St Johns area to the north of the city centre comprising St John the Baptist Church and a fine square surrounded by elegant three-storey Georgian terraces;

22 Hazardous installations and developments are governed by the Planning (Hazardous Substances) Act 1990 and the Planning (Hazardous Substances) Regulations 1992 and the amended Planning (Control of Major Accident Hazards) Regulations 1999 (COMAH).

23 Remnants of the medieval street pattern are still apparent in the burgage plots and narrow yards around Westgate Yards and the Bull Ring.

- pedestrianised shopping streets encircling All Saints cathedral, Northgate and Kirkgate; and
- a mixture of terraced and semi detached housing to the north and east of the current inner ring road.

- 4.67** The industrial and maritime character of the city can be seen in the grandeur of its buildings, spaces and streets. It is a city of spires, towers, turrets, medieval chapels, narrow alleys and lanes, warehouse mills, merchant town houses, and an extensive network of waterways.
- 4.68** The area action plan offers the opportunity to significantly enhance built and natural assets and the distinctiveness and character of central Wakefield, especially run down areas along the inner ring road and the historic waterfront.

Conservation Areas

- 4.69** Conservation areas as shown on the proposals map ([Plan No. 1 - Proposals](#)) cover a significant proportion of central Wakefield. ⁽²⁴⁾ These are:
- St. John's (CA:1)
 - South Parade (CA:2)
 - Cathedral (CA:17)
 - Wood Street (CA:18)
 - Lower Westgate (CA:19)
 - Upper Westgate (CA:20)
 - Wentworth Terrace (CA:21)
 - Wakefield Waterfront (CA:27)
- 4.70** In respect of the above, conservation area appraisals and management plans have been carried out to provide accurate and comprehensive information to inform decision-making and manage change within them. The Development Policies document aims to preserve and enhance the special character or appearance of conservation areas and their settings.

Historic Buildings

- 4.71** Central Wakefield has many historic buildings, monuments and structures ranging from Georgian town houses and medieval churches (e.g. Chantry Chapel and All Saints Cathedral) through to late Victorian civic and institutional buildings (e.g. Wakefield County Hall and Wakefield Town Hall) and old industrial warehouses (e.g. grade II* listed Calder and Hebble Navigation Warehouse) along the waterfront. ⁽²⁵⁾ All of these are buildings of exceptional or special architectural and historic interest. The Development Policies document seeks to preserve listed buildings and their settings.
- 4.72** There are also a number of unlisted buildings that contribute significantly to the character of central Wakefield and the wider district. We hold a register of buildings of local architectural and historic interest, and aim to protect such buildings under policy D19 of the Development Policies DPD. Notable examples include the locks along the canal and the elevated railway viaduct on the east coast mainline

Archaeology

- 4.73** The Historic Environment Record includes six sites of archaeological significance that are located within central Wakefield. ⁽²⁶⁾ These are shown on the proposals map ([Plan No. 1 - Proposals](#)).
- Class I – Chantry Bridge and Chapel (AS:113)
 - Class II – St Johns Church, Wakefield (AS:114)
 - Class II – Wakefield Cathedral (AS:115)
 - Class II – Packhorse Bridge, Doncaster Road (AS:116)
 - Class II – Old Grammar School, Brooke Street (AS:117)
 - Class II – Fall Ings Lock, Aire and Calder Navigation Canal (AS:118)

24 References relate to our designated list of conservation areas. A similar reference system applies to archaeological sites.

25 Chantry Chapel of St Mary the Virgin is one of few surviving medieval chapels in the UK. It is also a class one scheduled ancient monument alongside the bridge on which it stands.

26 The Historic Environment Record provides a database of information on archaeological sites, historic monuments and buildings within the district of Wakefield.

- 4.74** The Development Policies document aims to protect these and future archaeological sites and sets out criteria that will apply where development proposals significantly affect an archaeological site.

Skylines, Landmarks & Important Views

- 4.75** Architectural historian and critic, Sir Nicholas Pevsner, once described Wakefield as ‘the only city with a skyline’. ⁽²⁷⁾ The distinctive skyline silhouette of spires and towers evokes a strong sense of place and forms an essential element of the character of the city centre (see Figure 4 below). They also reinforce the distinctive nature of the city and its built form.



Figure 4 View of the Spires and Towers from Thornes Park

- 4.76** The spires and towers sit on top of a hill and can be seen from various locations across central Wakefield (see [Plan No. 5 - Landmarks, Vistas and Views](#)). However, some buildings and areas have an adverse impact upon the city's skyline and obscure the views of key buildings and landmarks. These include:
- Rishworth Street car park;
 - Carr House and Greenwood House off George Street; and
 - Primrose House, Crown House and Chantry House, Lower Kirkgate.
- 4.77** In this context, there is a strong presumption against development that would harm the character of the skyline and important views and vistas of the towers and spires. This means that tall building proposals will need to demonstrate how they will contribute to the character of the skyline. Priority will be given to re-using and re-developing empty or underutilised buildings and previously developed sites to enhance the appearance and character of key gateways and the skyline.
- 4.78** We will also use our conservation and listed building policies to protect the skyline and key strategic views of the spires and towers.

Delivering High Quality Design

- 4.79** High quality design is fundamental to creating a distinctive and vibrant city of national and international significance.
- 4.80** Our aim is to create exemplary buildings and spaces that reinforce the character and distinctiveness of central Wakefield as well as set a benchmark for other developments within the district. To achieve this, we will seek to:
- protect important views and spaces, including the spires and towers of the city centre;
 - retain and enhance existing urban spaces and squares, together with soft landscaping where possible;
 - reconnect fragmented areas of the centre and create a more coherent and integrated street environment through high quality design;
 - enhance the quality of key gateways and main routes leading into the city centre with prestige and high quality landmark development to create a stronger sense of arrival and aid navigation/orientation;

27 The Buildings of England, Yorkshire: The West Riding (Nicholas Pevsner, 1967).

- encourage the use of high quality street furniture and materials that are sympathetic to the character of surrounding buildings as well as active ground floor uses;
- reinforce the individual character of the civic quarter (Wood Street, Rishworth Street, Cliff Parade, King Street and Burton Street) and the waterfront, along with other historic townscapes;
- provide specialist design advice to guide development within central Wakefield, including site specific development briefs and supplementary planning documents; and
- encourage the use of master plans and design codes to comprehensively plan areas of change such as Special Policy Areas.

4.81 All new buildings and spaces within central Wakefield should aim to achieve the highest possible standards of design and sustainable construction. We will refuse development proposals that fail to adequately address the design principles set out in the Central Wakefield Area Action Plan (see Policy CW 10 'Public Realm - Principles and Objectives' and Policy CW 11 'Public Realm - Hierarchy of Quality'). Most planning applications will need to be accompanied by a design and access statement setting out how the proposal will contribute to the character and distinctiveness of central Wakefield. Development proposals should also take into account the design and built environment policies in the Development Policies document.

4.82 We have set up an independent design review panel comprising experts from the fields of architecture, urban design and planning to assess the design quality of new developments within central Wakefield.

4.83 All development within central Wakefield should aim to exceed national minimum standards set out in Government guidance (such as the Code for Sustainable Homes) using materials from local sources wherever possible, and should also take opportunities to be innovative and use cutting-edge design and/or building techniques to achieve higher standards.

Public Realm

4.84 The urban renaissance programme (chiefly articulated through the 'Getting Connected' and 'Developing the Vision' strategies prepared by Koetter Kim and Associates) recognises the need to develop and enhance the public realm within the city centre, including new open spaces, better lighting, signage and surface treatment.

4.85 There are various different types of open space within central Wakefield: pedestrianised streets, squares, narrow yards, sport fields (e.g. College Grove Sports Ground) and small grass verges. However, there is a shortage of greenspace and outdoor recreation facilities where people can congregate and enjoy leisure, such as parks and play areas. The public realm is generally dominated by traffic and poorly integrated with surrounding uses. ⁽²⁸⁾

4.86 In parallel with the urban renaissance programme Gehl Architects carried out a detailed assessment of the quality of public spaces in central Wakefield (The Wakefield Strategy, 2004). The strategy aims to develop a network of public open spaces across the city centre to increase human and recreational activity and encourage wildlife.

4.87 New public spaces are proposed at the following locations within central Wakefield and details of design, implementation, funding and partners are set out in our Public Realm Implementation Plan:

- Bull Ring, Westmorland Street and the Springs – the scheme will feature a central water feature, improved seating and lighting, wider pavements, and pedestrian priority crossing points to improve safety and reduce traffic flow.
- Merchant Gate – a new public square will form the centrepiece of the Merchant Gate scheme surrounded by ground floor cafes and bars.
- Trinity Walk – the mixed use retail scheme will include two public spaces, one at each end of the shopping area.
- Waterfront – the area will include several open spaces including a square adjacent the gallery and green areas within the island site.
- Westgate Yards – a new public space will be created on the site of an existing car park.

28 Definitions of the terms 'public realm' and 'public spaces' are included in the glossary at Appendix B.

- Wakefield County Hall – a prestigious new open space will be created at the northern end of Wood Street to improve the setting of the Wakefield County Hall. This will involve refurbishing existing open spaces at Rishworth Street and Coronation Gardens.
- New public spaces will also be created along the waterfront such as parks and walkways.

4.88 The Emerald Ring provides an opportunity to utilise green areas and spaces for relaxation and enjoyment. The potential to extend the tree-lined urban boulevard along routes radiating out of central Wakefield will be explored as public realm improvements and development opportunities arise.

4.89 Public realm improvements (i.e. public art, street furniture and materials etc) will be sought throughout central Wakefield subject to the thresholds set out in the Developer Contributions Supplementary Planning Document. The layout and design of new public realm should complement other aspects of the streetscape, particularly adjoining uses/development and infrastructure. Developers will be expected to contribute towards the long term maintenance of new public spaces and works of art. Public works of art will be sought at focal spaces, gateways and transport nodes to enhance the sense of arrival into central Wakefield.

Wakefield City Centre Streetstyle Guide

4.90 The Wakefield City Centre Streetstyle Design Guide (prepared by Gillespies in 2005) outlines how some of the suggestions put forward by Koetter Kim and Associates and Gehl Architects in their strategies should be implemented and provides guidance for the delivery of a high quality public realm within Wakefield city centre. It has three overarching principles:

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

4.91 The guide contains a study of the current environmental conditions of the city centre and its strengths and weaknesses. The positive and potential aspects of the city centre include:

- the high quality civic buildings;
- original medieval street pattern and urban grain;
- cathedral and precinct area;
- unique skyline;
- strong links to art and culture; and
- the development of three major regeneration projects (namely: Merchant Gate, Trinity Walk and the Waterfront).

4.92 Similarly, the issues and weaknesses facing the city centre include:

- lack of character and coherence to the public realm treatment along the most important streets;
- poor gateways and sense of arrival;
- lack of connection/pedestrian linkages to the south of the city centre, especially to the waterfront
- an inaccessible public realm;
- incoherent surface treatment along many of the streets and spaces in the city centre; and
- lack of accessible green spaces and natural areas.

4.93 Most new development within central Wakefield, including residential and business uses, will also be expected to contribute towards the provision of new open space to meet identified need.

4.94 The amount and type of open space will be considered through the Greenspace Strategy and Developer Contributions Supplementary Planning Document and will depend on the nature of the development proposal and the characteristics of the site and surroundings.

Flood Risk

- 4.95** The national, regional and local policy context, as set out in Chapter 2, focuses the majority of new development within the main urban areas. Consequently, central Wakefield is expected to accommodate a significant amount of new development even though there are issues relating to flood risk that require mitigation.
- 4.96** The Environment Agency publishes Flood Zone maps, which are updated regularly, showing areas at different degrees of risk from fluvial and tidal flooding. The maps are available on the Environment Agency website at: www.environment-agency.gov.uk. The latest flood risk information should be taken into account when considering proposals for development.
- 4.97** The Council's Strategic Flood Risk Assessment identifies areas of flood risk within central Wakefield ranging from flood zone 1 (low risk) to flood zone 3 (high risk).⁽²⁹⁾ The River Calder flows through the waterfront area and employment sites to the south of the inner ring road. Most of this area falls within flood zones 2 and 3 and includes some of the Development Sites and Special Policy Areas where development is expected to take place during the plan period. These flood zones extend to the north of the inner ring road as far as Kirkgate roundabout and the southern boundary of the Retail Policy Area. The Strategic Flood Risk zones are shown on the proposals map ([Plan No. 1 - Proposals](#)).
- 4.98** All sites within flood zones 2 and 3 have been subject to the sequential test. This demonstrates that there are no reasonably available sites in areas with a lower probability of flooding that would be appropriate to the type of development proposed. Planning Policy Statement 25 (Development and Flood Risk) classifies different land uses according to their flood risk vulnerability. The classes are:
- essential infrastructure;
 - highly vulnerable;
 - more vulnerable;
 - less vulnerable; and
 - water-compatible development.
- 4.99** Residential is included in the more vulnerable class and shops, offices, general industry, restaurants/cafes are included in the less vulnerable class. In those cases where it has not been possible for the development to be located in zones of lower probability of flooding the exception test has been applied in line with PPS25.⁽³⁰⁾ This has found that some uses would be acceptable within the flood zone subject to measures to reduce or manage flood risk, such as the provision of open space. The results of the sequential and exception tests are included in the technical paper that accompanies this document.
- 4.100** A detailed flood risk assessment has also been prepared to inform the sequential and exception tests relating to sites within central Wakefield. This is available to download from our website at www.wakefield.gov.uk/ldf. The Strategic Flood Risk Assessment has been fed into the emergency planning process in Wakefield and will inform short and long term decision making.

The Waterfront

- 4.101** Central Wakefield's waterfront, once the forefront of Yorkshire's textile and woollen industry, is one of the city's most important assets. The river Calder and Calder and Hebble Navigation provide important strategic links to the wider UK waterways network and are used for both commercial and leisure purposes.
- 4.102** The river corridor (as identified on [Plan No. 1 - Proposals](#)) does not just serve as a natural backdrop to the city centre but also forms an important ecological corridor providing strategic links to other parts of the city and the countryside. There are opportunities to enhance biodiversity and the leisure, recreational and tourism potential of the river corridor and the waterspaces themselves through the introduction of new open spaces, riverside footpaths and ancillary visitor facilities and enhancement of existing waterways. These issues are addressed under Policy CW 21 'The Waterfront' and Policy CW 23 'Ings Road'.

29 Calderdale, Kirklees and Wakefield Strategic Flood Risk Assessment (JBA Consulting, 2008). Please note that this assessment is being reviewed and updated in the light of new information and Planning Policy Statement 25 (Development and Flood Risk).

30 See the technical paper for explanations about the sequential and exception tests and how they have informed the selection of sites in central Wakefield.

- 4.103** The river corridor also forms part of the Wildlife Habitat Network (as shown on the LDF proposals map) that connects sites of ecological and geological conservation importance within the district.
- 4.104** In addition to the area action plan policies, proposals affecting the river Calder and the Calder and Hebble Navigation will also need to take into account of policies D6, D11 and D12 of the Development Policies DPD.
- 4.105** The River Calder corridor forms part of the 'Wildlife Habitat Network' that connects sites of ecological and geological conservation importance within the district and provides opportunities to protect and enhance nature conservation and biodiversity interests and encourage landscape management. Any development that would adversely affect the integrity and value of the Wildlife Habitat Network or the movement of species will only be permitted in exceptional circumstances.
- 4.106** Proposals affecting the River Calder and Calder and Hebble Navigation Canal must be orientated to face the water course and be designed to enhance biodiversity and the natural edge of the waterfront in line with the Development Policies document.

Shopping

- 4.107** Wakefield is a major sub regional shopping centre serving a hinterland of around 320,000 people. However, it has been declining in recent years as a result of competition from neighbouring centres, such as Leeds, Huddersfield, Doncaster and Sheffield, and the growth of out-of-centre retail developments, such as Meadowhall (Sheffield) and the White Rose Shopping Centre (Leeds).
- 4.108** Research confirms that Wakefield is performing poorly in comparison with other major centres of similar size within the region in terms of patronage levels, yields, retail floorspace and prime rents, especially in the food and grocery and fashion sectors.⁽³¹⁾ The city centre has relatively few national multiples or large shops (e.g. Department stores) and there is an urgent need to improve the quality and range of shops and services so that it can claw back lost trade from nearby centres.⁽³²⁾
- 4.109** Central Wakefield currently has three out-of-centre retail warehouse parks at Ings Road on the southern side of the inner ring road. As such, there are relatively limited opportunities for linked trips to existing shopping areas within the city centre. The retail parks also include some leisure uses such as a multiplex cinema and clothes stores. However, retail policy now seeks to locate such uses in the Retail Policy Area (see [Plan No. 1 - Proposals](#)).⁽³³⁾
- 4.110** Wakefield city centre is currently undergoing a major programme of retail development through Yorkshire Forward's urban renaissance programme to help re-establish its position as a major sub regional shopping centre. This involves:
- creating a new shopping quarter for the city (known as 'Trinity Walk') within the Marsh Way and markets area of the city centre incorporating major retail and leisure uses and new open spaces (see Policy CW 19 'Trinity Walk'); and
 - refurbishing and extending the Ridings Shopping Centre to incorporate new shops and food and drink uses.
- 4.111** Our challenge is to create a more distinctive and attractive retail environment that offers a different experience for shoppers and visitors than nearby centres such as specialist and independent shopping. We have set a target that Wakefield will move within the top 60 ranked centres in the UK by 2021. However, there is unlikely to be a need for significant additional retail floorspace outside the Retail Policy Area (as defined on [Plan No. 1 - Proposals](#)) before the end of the plan period. We will continue to support small-scale proposals in other parts of central Wakefield where they meet the day-to-day needs of local residents or support mixed use developments, such as small convenience stores.
- 4.112** A separate DPD addressing future shopping and leisure needs within Wakefield District will be prepared as part of the LDF. The Core Strategy sets out the overall policy context for retail development in the district.

31 Anecdotal evidence suggests that retail developments within Leeds city centre and out of centre locations are drawing trade away from existing stores in Wakefield city centre (see West Yorkshire Retail Capacity Study (Colliers Erdman Lewis, 1999) and the retail impact assessment for the Marsh Way (now Trinity Walk) scheme (DTZ Pleda Consulting, 2003). Wakefield city centre health checks assessing vitality and viability corroborate these findings.


32 Wakefield City Centre Health Check and Public Perception Study (GVA Grimley, 2007).



33 Planning Policy Statement 6 (Planning for Town Centres).

- 4.113** We will also carry out health checks on an annual basis using a range of indicators such as vacancy levels, rents, yields and pedestrian flow (footfall) alongside public perception studies to assess and monitor the vitality and viability of the city centre.

Culture, Leisure, Tourism and the Evening Economy

- 4.114** Wakefield city centre acts as an important cultural hub for the arts, tourism and education. It also has a thriving evening economy which contributes to the liveliness of the city centre and attracts large numbers of people, particularly at weekends. The challenge is to build on these strengths and broaden the appeal of the city centre to a wider range of ages and social groups such as families and older people, especially in the evenings.
- 4.115** The city centre is under-represented in terms of restaurants, bistros and cafes, especially at street level. There is also a relatively limited supply of hotels and conference facilities.
- 4.116** There are significant leisure, tourist and cultural developments planned or underway within central Wakefield. These are set out in detail in Table 4 below. Opportunities also exist within the Special Policy Areas to provide new cultural and leisure facilities, especially within mixed use developments.
- 4.117** New hotel development will be directed towards sites close to public transport nodes and routes within or on the edge of the Emerald Ring. Two locations have been identified for new hotels at Westgate and Kirkgate railway stations under Policy CW 20 'Merchant Gate' and Policy CW 22 'Kirkgate' of the area action plan.'

Policy / Area	Existing	Proposed
Special Policy Area: Merchant Gate (Policy CW20)	<p>Theatre Royal and Opera House (see photograph below)</p>  <p>Drury Lane library</p>	<p>Refurbishment and extension of grade II listed Wakefield Theatre Royal and Opera House to include bar and café areas, new box office facilities, an education suite and 120-seater studio space.</p> <p>Extension and refurbishment of grade II* listed building and gardens at the Orangery – incorporating a new aerial pavilion designed by Will Alsop architects and a new public square. The aerial extension will house a new creative centre for the built environment, providing space for conferences, events and exhibitions.</p>

Policy / Area	Existing	Proposed
	<p>The Orangery (Back Lane) (see photograph below)</p> 	
Special Policy Area: Trinity Walk (Policy CW19)	Elizabethan Gallery (Brook Street)	A new central library will be incorporated into the Trinity Walk mixed use scheme.
Special Policy Area: Waterfront (Policy CW21)	Chapel of St Mary the Virgin – grade I listed building (on the east side of Chantry Bridge)	<p>The Hepworth Wakefield Gallery – a major new art gallery on the historic waterfront - which will feature work by Barbara Hepworth and Henry Moore, and other internationally significant artists and sculptors from the twentieth century. It will replace Wakefield's existing art gallery on Wentworth Terrace.</p> 
Special Policy Area: Thornes Wharf (Policy CW24)	Sea Cadets (youth facility)	
Emerald Ring	<p>Lightwaves Leisure Centre</p> <p>Wakefield Art Gallery (Wentworth Terrace)</p> <p>Bingo hall (Denby Dale Road)</p>	



Policy / Area	Existing	Proposed
Retail Policy Area (Policy CW13)	<p>All Saints Cathedral (see photograph below)</p> 	
Westgate Yards (Policy CW16)	Wakefield Media and Creativity Centre (King Street)	
Westgate retail and leisure park	Multiplex cinema and bingo hall	
Civic quarter	<p>Wakefield Town Hall and Museum (Wood Street) (see photograph below)</p> 	

Table 4 Cultural & Leisure Facilities (Existing & Proposed)

4.118 Physical and management measures will be put in place to provide a safe and secure environment in and around such facilities. We will continue to work with the police and other agencies to improve safety and reduce the fear of crime.

Policies



5 Policies

General Policies

- 5.1 This chapter sets out detailed policies and proposals which will be used to guide and direct the location of new development and assess planning applications within central Wakefield, supplementing the policies in other LDF documents. These policies stem from the strategic policies set out in the Core Strategy.
- 5.2 General policies relate to the whole of central Wakefield (as defined on [Plan No. 1 - Proposals](#)) and aim to deliver the vision, strategy and objectives of the area action plan. They are non site specific and cover the themes set out in the strategy in Chapter 4.
- 5.3 We explain under each policy how it will be delivered and implemented. Further details of key delivery agents, phasing and funding arrangements relating to each policy are set out in Table 6 'Delivery and Implementation Framework'.

Emerald Ring

Policy CW 1

Emerald Ring - Restriction of Traffic

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

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

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

- 5.4 The Emerald Ring is a key project of Yorkshire Forward's urban renaissance programme. It will extend Wakefield's partial existing ring road (Marsh Way, Kirkgate and Ings Road) to form a complete ring around rather than through the city centre. It is proposed that this motorway-like road will be redeveloped into a continuous tree-lined urban boulevard providing links between the city centre and the countryside, including surrounding areas.
- 5.5 A key objective of the Central Wakefield Area Action Plan is to create a largely car free, pedestrian friendly city centre. To achieve this, we will:
 - create and complete the Emerald Ring;
 - restrict the penetration of traffic into and along streets within the Emerald Ring; and
 - prioritise pedestrian and cycle access by providing cycle lanes and crossing points along the route.

- 5.6** These measures will help make the streets safer and improve access to the city centre by means other than the private car, such as cycling and walking. This should lead to a reduction in the number of journeys made by car into the city centre and associated congestion.
- 5.7** The above policy is designed to be flexible to enable traffic restrictions to be applied on a street to street basis to meet the overall objective of reducing through traffic within the Emerald Ring. Construction of the Emerald Ring will enable these traffic restrictions to be brought forward.
- 5.8** The Emerald Ring and its relationship to the wider road hierarchy/pedestrian and cycle network is illustrated on the proposals map ([Plan No.2 - Road Hierarchy](#) and [Plan No. 3 - Pedestrian & Cycle Routes](#)). Further details on the Emerald Ring concept are provided in the strategy at Chapter 4.

Policy CW 2

Emerald Ring - Design Principles

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

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

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

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

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

Policy Justification

- 5.9** The policy aims to make sure that new development within the vicinity of the Emerald Ring relates well to the streetscene and is fully integrated with the wider public realm, so that the Emerald Ring feels safe and is well used by people of all ages. Development should be orientated so it faces the street and avoids dead frontages by providing active uses or entrances (e.g. cafes, shops and restaurants) at the ground floor level to add variety to the streetscene and facilitate pedestrian movement.
- 5.10** Development around the Emerald Ring will be expected to demonstrate high standards of energy efficiency and sustainable design to minimise carbon emissions in line with the Government's aspiration for all new buildings to be zero carbon by 2019.

Delivery and Implementation

- 5.11** Funded mainly through developer contributions, the Emerald Ring is due to be completed during phase two of the plan period at an estimated cost of around £15 million. Highway works associated with the implementation of the North Wakefield Gyratory System will be funded through the local transport plan and public sector grants. Funding towards

other sections of the Emerald Ring will be subject to neighbouring sites coming forward and further public sector support from the local transport plan and other sources. The obligation must comply with the policy tests of government circular 05/2005.

5.12 Contributions will also be sought from developers to fund tree planting and other public realm works along the Emerald Ring. Public realm works associated with the Emerald Ring will be co-ordinated and managed by the Urban Centres Management and Economic Development Service (UCMED).

5.13 We will also use our planning powers to make sure that the Emerald Ring is built in accordance with the design principles set out in Policy CW 2 'Emerald Ring - Design Principles'.

Other Relevant Documents

- Government Circular 05/2005 (Planning Obligations)
- Planning Policy Guidance Note 13 (Transport)
- Core Strategy DPD
- West Yorkshire Local Transport Plan
- Getting Connected: Wakefield Renaissance Charter (Koetter Kim and Associates)
- Wakefield Strategy Plan (Gehl Architects)

Number and Location of Car Parks

Policy CW 3

Number and Location of Car Parks

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

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

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

Policy Justification

5.14 The purpose of the policy is to direct car parking facilities and motor vehicles towards more strategic locations along the road network to facilitate access, encourage multi-purpose trips and improve car parking management. As a result, there will be opportunities to rationalise existing car parking spaces especially surface car parks to free up land for development.

5.15 The policy aims to reduce long stay commuter car parking and increase short stay parking for shoppers and visitors using the city centre in line with the city centre parking strategy and local transport plan.

5.16 The city centre car parking strategy estimates there will be a shortfall of 1500 car parking spaces over and above the capacity in the proposed Merchant Gate, Trinity Walk and Waterfront schemes. Most of this shortfall relates to long stay car parking beyond the Emerald Ring as existing long stay car parking will have been removed and new car parking will include predominantly short stay spaces.

5.17 New multi storey car parks are planned within Ings Road, Merchant Gate and Trinity Walk Special Policy Areas. In most cases, car parks should be located either within basements or on the upper floors to improve safety and preserve active frontages at ground floor level.

Delivery and Implementation

- 5.18** The location of new car parks will be determined through the planning process in consultation with the Highway Agency and other relevant partners. Sites will be assessed according to their proximity to the city centre and main public transport corridors.
- 5.19** Private sector operators will fund and operate the majority of the new car parks. We will also take proactive measures to ensure that car parks are built in the most sustainable locations and achieve closer integration with public transport nodes. Developing and implementing car parking facilities will also require a combination of demand management measures, such as improved signage, variable message signs and on street parking controls etc.

Other Relevant Documents

- Planning Policy Guidance Note 13 (Transport)
- Core Strategy and Development Policies DPDs
- Parking Standards Supplementary Planning Document
- Community Strategy
- Wakefield Parking Strategy
- West Yorkshire Local Transport Plan

Development of Pedestrian and Cycle Routes

Policy CW 4

Development of Pedestrian and Cycle Routes

Pedestrian and cycle routes shown on the proposals map ([Plan No. 3 - Pedestrian & Cycle Routes](#)) will be protected, developed and enhanced.

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

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

Policy Justification

- 5.20** The re-development of the city centre provides an opportunity to improve pedestrian access and overcome the negative environment created by the inner ring road which severs the city centre from neighbouring commercial and residential areas.
- 5.21** The whole of the city centre (i.e. within the Emerald Ring) has been declared a pedestrian priority zone where pedestrians and cyclists have priority over motor vehicles. We will also develop a network of cycle and pedestrian routes to more effectively link the city centre with surrounding residential suburbs and countryside. The proposed pedestrian and cycle routes including existing ones in central Wakefield are shown on the proposals map (see Plan No. 3 - Pedestrian & Cycle Routes). ⁽³⁴⁾
- 5.22** Where the proposed development forms part of an existing or proposed cycle/pedestrian route, developers will be required to make a financial contribution towards its provision and ensure it forms an integral part of its design. It should also take into account the principles of the Emerald Ring where appropriate.

34 These routes originate from the findings of the 'Wakefield Strategy Plan' prepared by Gehl Architects in 2004 and the Wakefield Cycle Strategy prepared in 2002.

- 5.23** Cycle and pedestrian routes should be well lit and adjacent developments should provide good surveillance to achieve safe and secure access through central Wakefield. This policy will help achieve our strategic objectives of reducing traffic and improving community safety and health.

Delivery and Implementation

- 5.24** Pedestrian and cycle routes will be funded through a combination of developer contributions and public sector monies from the local transport plan and other sources. The amount of contribution from developers will be determined through the Developer Contributions SPD and secured through a section 106 agreement. Additional sources of funding towards the provision and maintenance of new pedestrian and cycle routes will also be sought from Yorkshire Forward, national lottery, grant funding and the local transport plan.

Other Relevant Documents

- Planning Policy Guidance Note 13 (Transport)
- Development Policies DPD
- Wakefield Community Strategy
- Wakefield Cycle Strategy
- Public Rights of Way Improvement Plan
- West Yorkshire Local Transport Plan

Meeting Housing Needs within Central Wakefield

Policy CW 5

Meeting Housing Needs within Central Wakefield

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

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

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

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

Policy Justification

- 5.25** A key objective of the area action plan is to encourage and support high quality city centre living within the plan area. Community consultation revealed general support for more good quality housing in the city centre, especially within mixed use developments and affordable, family-based housing.
- 5.26** In order to support the city's role as a Sub Regional City, central Wakefield has a key role in delivering the overall housing requirement for the urban area of Wakefield. The Core Strategy seeks to concentrate new housing in the city centre to support the urban renaissance vision.
- 5.27** The above policy will ensure the delivery of new homes within central Wakefield as a contribution to the overall target for the urban area of Wakefield. The housing target for central Wakefield is based on the following:

- An assessment of housing needs and market delivery requirements⁽³⁵⁾;
- An assessment of the capacity of sites to accommodate new housing taking into account (amongst other things) land ownership, site availability, the townscape character of surrounding areas, public transport accessibility, capacity of highway network to accommodate additional traffic and recent planning application information⁽³⁶⁾.

- 5.28** The housing market assessment identifies a demand for more one and two bedroom units and small family housing in the urban area of Wakefield, particularly within the city centre. There is also shortage of affordable housing within the urban area, including central Wakefield.
- 5.29** Table 3 outlines how these housing sites will be developed and the likely timing of their release, including estimated capacity and density requirements (see chapter 4, Table 3 'Housing Sites'). Some of these sites are already under construction or have planning permission and/or will come forward as part of mixed use proposals. Others have already been the subject of detailed discussion between the council and interested parties. However, sites within Kirkgate and Ings Road Special Policy Areas and parts of the waterfront are less advanced than others due to land ownership and/or flood risk issues. Consequently, there is no presumption that planning permission will be granted for the number of units shown (i.e. figures are indicative only).
- 5.30** Development proposals on these sites must also provide a mix of housing (including affordable housing) to meet local needs subject to the criteria specified under policy CS6 of the Core Strategy to meet identified needs. The amount of affordable housing will be reviewed taking into account market conditions and circumstances.
- 5.31** Evidence confirms there is sufficient land available in the plan area to meet at least five years of 'deliverable' housing sites and ensure that there is a remaining supply of sites which can be developed up to 2021.
- 5.32** This policy will help implement the spatial development strategy and policies CS1, CS3 and CS6 of the Core Strategy, consistent with the government's wider principles of encouraging high density, mixed-use development within city and town centres.

Delivery and Implementation

- 5.33** We will implement this policy by working closely with our partners in the house building industry as well as landowners and public sector organisations such as the Homes and Communities Agency and Wakefield First to bring forward housing sites through the area action plan.
- 5.34** We will also implement this policy through the determination of planning applications and other processes such as the preparation of masterplans.
- 5.35** Planning applications for new housing development will be assessed against the needs and requirements from the most recent strategic housing market assessment, which will be updated on a regular basis.
- 5.36** Housing supply will be monitored on an annual basis against the target for central Wakefield to ensure there is an adequate five year supply of housing during the plan period. The results from the SHLAA will be reported in the Annual Monitoring Report.

Other Relevant Documents

- Planning Policy Statement 3
- Core Strategy DPD
- Development Policies DPD
- Annual Monitoring Report
- Strategic Housing Market Assessment
- Strategic Housing Land Availability Assessment
- Developer Contributions Supplementary Planning Document

35 Strategic Housing Market Assessment (David Culmerland Regeneration Ltd. 2007)

36 The results of the assessment and the methodology used to assess housing capacity are set out in the Strategic Housing Market Land Availability Assessment (SHLAA)

Skylines, Strategic Views and Vistas

Policy CW 6

Skylines and Strategic Views

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

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

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

Policy CW 7

Vistas

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

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

Policy Justification

- 5.37** The skyline of the city is dominated by the clock tower of Wakefield Town Hall and the spires of St Johns Church, All Saints Cathedral and Wakefield County Hall. At 75 metres (247 feet) tall, the 500-year-old crocheted spire of All Saints Cathedral is the highest in Yorkshire. The historic towers and spires are not only local landmarks but also buildings of exceptional architectural and historic interest. They also reflect the status and prosperity of the city during the eighteenth and nineteenth centuries.
- 5.38** Due to their size and elevated position the historic spires and towers are visible from various viewpoints across central Wakefield and beyond. Key views of the spires and towers within central Wakefield are shown on [Plan No. 5 - Landmarks, Vistas & Views](#).

- 5.39** Vistas create clear visual links between different places. Central Wakefield has several significant vistas (as shown on Plan No. 5 - Landmarks, Vistas and Views) around the spires and towers. It is important that new development (including signage and advertisements) does not detract from these vistas.
- 5.40** New development must also respect the character of the historic skyline and important views of the spires and towers, particularly where it significantly exceeds the height of its surroundings or is located on a prominent skyline ridge. This should reinforce the identity of the city centre and help create distinctive relationships between the spires, towers and new buildings.

Delivery and Implementation

- 5.41** Applicants will need to provide the detailed visual appraisal as part of a design and access statement that accompanies the planning application. We will consult relevant bodies such as the design review panel, Wakefield Civic Trust and Commission of Architecture and the Built Environment (CABE) to ensure the city's skyline is protected.

Other Relevant Documents

- Planning Policy Statement 1 (Delivering Sustainable Development)
- Core Strategy and Development Policies DPDs
- Wakefield Community Strategy
- Wakefield Strategy Plan (Gehl Associates)
- National design guides

Landmarks

Policy CW 8

Landmark Sites / Development

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

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

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

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

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

Policy Justification

- 5.42** The above policy identifies the sites that will be suitable for landmark development and sets out the detailed requirements that will need to accompany planning applications for landmark or tall buildings.
- 5.43** Our aim is to create eye catching and distinctive landmark buildings at key gateway locations and sites (as shown on the proposals map) that substantially enhance the character and legibility of the surrounding area and the skyline of the city centre. Landmark development will be expected to achieve the highest environmental standards in terms of energy efficiency, design and sustainable construction, and should be located within areas of good public transport accessibility, such as bus corridors and railway stations.
- 5.44** Landmark buildings are defined as those that stand out from their immediate and surrounding context by virtue of their design, size, or other characteristics (i.e. mark a key gateway or vista into the city centre and include distinctive/illuminating features of special interest). It is important that landmark buildings work well at ground floor level and do not create blank or uninteresting fronts.

- 5.45** Tall buildings are defined as “buildings which are substantially taller than their neighbours and/or which significantly change the skyline”. In the right locations, tall buildings can enhance the quality of the skyline and act as a catalyst for regeneration by giving an area a stronger focus and identity. Landmark/tall buildings can also provide points of orientation or focal points that are visible far away and mark areas of civic importance to help people navigate around the city centre. On the other hand, tall buildings could potentially have a negative impact on the character and appearance of the city and its skyline due to their height, profile and scale.
- 5.46** It is essential that full account is taken of the impact which the development of these areas will have upon the character and setting of Wakefield’s historic assets and key views across the city centre.
- 5.47** At the specified locations, development proposals will need to have regard to the following specific landscape/townscape features:
- junction of Marsh Way and Northgate – Wentworth Terrace Conservation Area and views of the cathedral;
 - junction of Marsh Way, Peterson Road and Kirkgate - views of the cathedral from Kirkgate station;
 - Chantry Bridge/junction of A61 (Barnsley Road) and A638 (Doncaster Road) – views of cathedral, Waterfront Conservation Area, Chantry Bridge and Chapel and Packhorse Bridge (sites of archaeological significance) and river Calder/Calder and Hebble Navigation;
 - junction of Denby Dale Road and Ings Road – views of cathedral and Ings Beck; and
 - junction of Westgate and Quebec Street – views of County Hall, Lower Westgate Conservation Area and seventeenth century grade II listed buildings.

It should be noted that a landmark development does not necessarily mean high rise. In addition, tall buildings should not be located where they would harm significant views and vistas (as identified on Plan No. 5 - Landmarks, Vistas and Views) or the character and appearance of historic assets, such as conservation areas and listed buildings.

Delivery and Implementation

- 5.48** The above policies set out the criteria for assessing the suitability of landmark development or tall buildings and will be implemented through the determination of planning applications. Developers are advised to contact us at an early stage to discuss the design, location and layout of new landmark development.

Other Relevant Documents

- Planning Policy Statement 1 (Delivering Sustainable Development)
- Core Strategy and Development Policies DPDs
- Wakefield Community Strategy
- Guidance on Tall Buildings (Commission for Architecture and the Built Environment)
- Wakefield Streetstyle Design Guide

Public Realm

Policy CW 9

Public Realm

New development within central Wakefield will be required to make:

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

Policy CW 10

Public Realm - Principles and Objectives

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

Principles:

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

Objectives:

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

Policy Justification

- 5.49** The urban renaissance programme sets out a vision for a high quality public realm to enhance the appeal of the city centre to potential investors/existing users as part of a hierarchy of public spaces.
- 5.50** The design principles set out above are integral to the design process and implementation of all elements within the public realm, including the spaces between buildings, squares, parks and the waterfront. The public realm is a key component of our aspiration to become a successful and vibrant city of international distinction. New development within central Wakefield will not only be expected to enhance the public realm but also make a financial contribution towards its provision, especially within the vicinity of the Emerald Ring.

Policy CW 11

Public Realm - Hierarchy of Quality

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

Exemplar quality

The city's principal streets and focal spaces (Westgate, Kirkgate, Wood Street, Northgate, the cathedral precinct, Bull Ring and Westgate Yards) will be characterised by very high quality public spaces and natural stone materials. Public realm projects should reflect the form and scale of the street pattern and enhance the importance of these streets. Public art and innovative design features such as off the shelf street furniture and water features should be used to enhance the pedestrian environment.

High quality

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

Good quality

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

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

Policy Justification

- 5.51** The principles and objectives set out in the Wakefield City Centre Streetstyle Design Guide have informed the establishment of an ordering/ranking rationale for streets and spaces that will guide the quality of the public realm including new spaces and refurbishments within central Wakefield over the next 10 to 15 years. Public realm improvements should include a strong green element (including trees and landscaping) to soften the townscape and create an attractive setting for development.
- 5.52** A material matrix that sets out the types of materials that should be used in particular locations is also included in the guide and is set out in Table 5 overleaf.
- 5.53** Wakefield's principal streets and focal spaces, such as Westgate, Kirkgate, Wood Street, Northgate, the cathedral precinct, Bull Ring and the historic yards (which encompass the old part of the city and medieval urban form) will be characterised by very high quality public spaces and natural stone materials. Public realm projects should reflect the form and scale of the street pattern and enhance the importance of these streets. Emphasis will be placed on the inclusion of public art and innovative design features such as street furniture and water features to enhance the pedestrian environment.

Public Realm Element	Exemplar Quality		High Quality		Good Quality	
	Principal Streets & Spaces	Historic Yards	Major Streets & Spaces	Key Linkages	Emerald Ring	Standard Streets & Spaces
Surface Materials	<p>Yorkstone paving</p> <p>Wide granite kerbs</p> <p>Granite/sandstone roadway setts</p> <p>Feature materials as highlights</p>	<p>Yorkstone paving</p> <p>Wide granite / sandstone kerbs</p> <p>Granite/sandstone roadway setts</p> <p>Feature materials as highlights</p>	<p>Yorkstone paving</p> <p>Wide granite kerbs</p> <p>Granite/sandstone setts in pedestrian areas.</p> <p>Tarmac in vehicular areas with granite / sandstone sett highlights</p>	<p>Yorkstone paving/concrete paving slabs</p> <p>Wide granite kerbs</p> <p>Coloured tarmac with granite / sandstone setts at focal points</p>	<p>Concrete paving slabs</p> <p>Wide concrete kerbs</p> <p>Coloured tarmac with granite / sandstone setts at focal points</p>	<p>Concrete paving slabs</p> <p>Wide granite kerbs</p> <p>Coloured tarmac with granite / sandstone setts at focal points</p>
Street Furniture	<p>Exemplar quality 'off the shelf' street furniture</p> <p>Possible introduction of alternative materials and finishes, and variations on standard range</p>	<p>Exemplar / high quality 'off the shelf' street furniture</p> <p>Variety of contemporary and traditional styles designed sensitively to reflect the character of the area.</p>	<p>High quality 'off the shelf' street furniture</p> <p>Emphasis on higher quality and variety at focal spaces</p>	<p>High quality 'off the shelf' street furniture</p>	<p>High quality 'off the shelf' street furniture used only at the focal points</p>	<p>High quality 'off the shelf' street furniture used only at the focal points</p>
Trees and Planting	<p>Strong avenues of medium/large street trees</p> <p>Swathes of floral displays</p> <p>Hanging baskets</p>	<p>Small/medium sized street trees</p> <p>Potential for floral displays</p> <p>Hanging baskets</p> <p>Green spaces</p>	<p>Medium/large street trees at focal spaces</p> <p>Swathes of planting at focal points</p> <p>Hanging baskets</p>	<p>Small/medium sized street trees at focal spaces</p> <p>Avenues of trees where possible</p> <p>Hanging baskets</p>	<p>Bold avenues of large street trees</p> <p>Linear green spaces</p> <p>hanging baskets at focal spaces</p>	<p>Trees and hanging baskets at focal spaces</p>

Public Realm Element	Exemplar Quality		High Quality		Good Quality	
	Principal Streets & Spaces	Historic Yards	Major Streets & Spaces	Key Linkages	Emerald Ring	Standard Streets & Spaces
Lighting	Bold avenues of high quality lighting 6-10m high columns, potential for dual columns to provide pedestrian scale lighting Creative lighting throughout	High quality pedestrian scale lighting 4-6m high columns Encourage building mounted lighting Creative lighting at focal points	High quality lighting 6-10m high columns, potential for dual columns to provide pedestrian scale lighting Creative lighting at focal points	High quality lighting 4-6m high columns Emphasise on avenues and well lit spaces	Emphasis on strong avenue of lighting 10-12m high columns Pedestrian scale lighting to footpaths	Good quality lighting 6-10m high columns
Water	Introduction of water features in principal spaces	Possible introduction of water features in focal spaces	Possible introduction of water features in focal spaces	None	None	None
Structures	Potential for canopies along frontages High quality 'off the shelf' bus shelters High quality kiosks	Potential for enclosed spaces through roof canopy	potential for canopy to frontages High quality 'off the shelf' bus shelters High quality kiosks	Potential for canopies at focal points	High quality 'off the shelf' bus shelters	High quality 'off the shelf' bus shelters
Public Art	Public art integral to space High quality standalone pieces	Public art integral to space High quality standalone pieces	Public art at focal spaces High quality standalone pieces	Public art at focal spaces, potential for cultural trails	Iconic art at gateways into the city	Public art at focal points

Table 5 Streetstyle Material Matrix

Delivery and Implementation

5.54 This policy will be implemented through the determination of planning applications and developer contributions will be used as part of the funding package towards public realm improvements within central Wakefield. New development will be expected to contribute towards the public realm subject to the tests of Government Circular 05/2005 and the thresholds set out in the Developer Contributions Supplementary Planning Document.

Other Relevant Documents

- Planning Policy Statement 1 (Delivering Sustainable Development)
- Core Strategy and Development Policies DPDs
- Wakefield Community Strategy

- Wakefield City Centre Streetstyle Design Guide
- Wakefield Strategy Plan (Gehl Associates)
- Developer Contributions Supplementary Planning Document

New Office Floorspace

Policy CW 12

New Office Floorspace

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

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

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

Policy Justification

- 5.55** The priority is to locate significant new office space within the Special Policy Areas, particularly Merchant Gate, Kirkgate and the Waterfront, and along the Emerald Ring. These areas are well served by public transport along major bus and rail corridors making them suitable for high density office development. This offers the opportunity to strengthen the role of the city centre as a major office designation and make more effective use of land and resources.
- 5.56** However, we also recognise that other parts of central Wakefield will generate a demand for new office space, especially where there are existing office uses or clusters i.e. through expansion, relocation or redevelopment.

Delivery and Implementation

- 5.57** This policy will be implemented through partnership working with relevant agencies (e.g. English Cities Fund, English Partnerships and Wakefield *first*), masterplanning exercises and the determination of planning applications. Major office proposals will require a green travel plan.

Other Relevant Documents

- Planning Policy Statement 4 (Industry, Business and Distribution)
- Planning Policy Statement 6 (Planning for Town Centres)
- Core Strategy and Development Policies DPDs
- Wakefield Community Strategy
- West Yorkshire Property Study

Retail Policy Area

Policy CW 13

Retail Policy Area

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

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

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

Policy Justification

- 5.58** The policy aims to concentrate new retail uses within the Retail Policy Area so as to maintain the vitality and viability of the city centre as well as the compact nature of the existing retail environment. The Retail Policy Area contains Wakefield's main shopping streets, including primary and secondary shopping frontages (see Policy CW14 below), and is mostly pedestrianised.
- 5.59** Outside the Retail Policy Area, proposals for major retail development must be subject to the sequential test of PPS6. In such locations, development will only be considered if there are no suitable sites within the Retail Policy Area. The presumption is that development should be located within the Retail Policy Area. If this is not possible, then edge of centre locations will be considered within 300 metres walking distance of the Retail Policy Area.
- 5.60** Out of centre locations should only be considered as a last resort once all other possible options have been exhausted. However, small scale retail developments will be allowed within other parts of central Wakefield where they support mixed use development or serve the day to day needs of local residents.
- 5.61** New development should complement the existing retail provision and not harm the vitality and viability of the city centre.

Delivery and Implementation

- 5.62** Proposals for retail development will be considered through the determination of planning applications. Major proposals will require green travel plans and detailed evidence to justify retail development (if proposed outside the Retail Policy Area).
- 5.63** Existing retailers may be eligible to apply for a shopfront grant to improve the appearance of the area at key locations within the city centre subject to meeting certain criteria: these include good design, type of business and its location.
- 5.64** We will continue to work in partnership with existing retailers and businesses and other organisations within the city centre (e.g. the Ridings Shopping Centre) to help create a more distinctive shopping environment.

Other Relevant Documents

- Planning Policy Statement 6 (Planning for Town Centres)
- Core Strategy and Development Policies DPDs

- West Yorkshire Retail Capacity Study (Colliers)
- Retailing and Town Centres DPD

Primary Shopping Frontages

Policy CW 14

Primary Shopping Frontages

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

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

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

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

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

Policy Justification

- 5.65** The Primary Shopping Frontages are located within the Retail Policy Area and include a high proportion of retail uses, such as national retailers and department stores. In these areas, retail will continue to be the main land use. We will also allow certain non-retail uses such as banks, building societies and restaurants within Primary Shopping Frontages so long as they contribute towards the vitality and viability of the shopping centre i.e. encourage activity at different times of the day and add variety to the shopping street. This policy also seeks to control the number and location of non retail uses in the Primary Shopping Frontages to protect and enhance the retail character of the Retail Policy Area.
- 5.66** Within the Primary Shopping Frontages, we will not allow institutional and leisure uses at ground floor level, namely: crèches, education and training facilities, hot food take-aways, premises for religious instruction or worship, health and fitness facilities and amusement arcades. They are likely to cause harm to the vitality and viability of the Retail Policy Area through noise, disturbance, litter, smell and visual intrusion, and create dead frontages.
- 5.67** It is also important that street fronts within the Primary Shopping Frontages remain active at the ground floor level and include appropriate signage.

- 5.68** A greater degree of flexibility will be allowed in the operation and location of non retail uses within other parts of the Retail Policy Area. These are classed as Secondary Shopping Frontages (see glossary for definition) and include a mixture of retail and non-retail uses that complement each other and active frontages.

Delivery and Implementation

- 5.69** Proposals for development within Primary Shopping Frontages will be considered through the determination of planning applications.

Other Relevant Documents

- Planning Policy Statement 6 (Planning for Town Centres)
- Core Strategy and Development Policies DPDs
- Wakefield city centre health checks
- Retailing and Town Centres DPD

Specialist Retail Area

Policy CW 15

Specialist Retail Area

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

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

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

Policy Justification

- 5.70** Complementary to existing retail uses in the Primary Shopping Frontages are the specialist independent retail outlets along Northgate, Bull Ring, Marygate, Cross Street and Wood Street.
- 5.71** This policy aims to attract and retain independent and specialist shops to enliven the retail mix and the character and appearance of the area. We will do this by:
- retaining the existing street pattern and character of individual streets and shop units within this area;
 - improving the quality of the streetscape and public realm (especially shop fronts) through better signage and lighting;
 - enhancing links with other parts of city centre;
 - attracting national retailers to act as anchor tenants; and
 - restricting the number of non retail uses such as bars and clubs and/or the amalgamation of plots or uses where it would have a negative impact on the retail character of the area.

Delivery and Implementation

- 5.72** We will implement this policy by proactively managing planning applications and public realm initiatives such as shop front improvement grants and Wakefield in Bloom. The balance of uses within this area will be closely monitored to protect the integrity of the specialist retail function and the amenity of surrounding occupiers.

Other Relevant Documents

- Planning Policy Statement 6
- Development Policies DPD
- Westgate Yards Development Framework
- Developer Contributions Supplementary Planning Document

Westgate Yards

Policy CW 16

Westgate Yards

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

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

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

In particular, proposals within this area must:

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

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

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

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

Policy Justification

- 5.73** Westgate Yards consists of an intricate network of narrow streets and yards (e.g. Prospect Yard, Thompson's Yard and Woolpack's Yard) interspersed with surface car parks, Georgian town houses and former wool warehouses with traces of medieval burgage plots. These streets intersect at right angles with Westgate via a series of narrow covered walkways and arches. There is a concentration of small businesses within the area, such as professional and business services. The surrounding area boasts a number of important cultural attractions and ornate buildings (e.g. the grade II listed Royal Theatre and Opera House and Wakefield art house and media centre) and is located within the Upper Westgate Conservation Area.
- 5.74** A detailed development framework has been prepared for Westgate Yards and the surrounding area to identify development opportunities and guide the regeneration of the area. Key aims include:

- widening and promoting pedestrian access;
- improving the appearance of shop fronts;
- enhancing the public realm through high quality design (e.g. soft planting, new street furniture, better lighting and signage); and
- retaining existing businesses and promoting business cluster opportunities through Yorkshire Forward's business cluster initiative, especially in digital media and creative industries.

5.75 We aim to achieve a balanced mix of uses within Westgate Yards to meet the needs of local businesses and attract activity at different times of the day and night. The public realm will also be enhanced throughout Westgate Yards, including new street lighting, pedestrian signage and works of public art where appropriate.

Delivery and Implementation

5.76 This policy will be implemented through the development control process and through other mechanisms, such as section 106 agreements, shop front, historic buildings grants and townscape heritage schemes.

Other Relevant Documents

- Planning Policy Statement 6 (Planning for Town Centres)
- Core Strategy and Development Policies DPDs
- Westgate Yards Development Framework (Scott Wilson & Knight Frank)

The Evening Economy

Policy CW 17

The Evening Economy

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

Policy Justification

- 5.77** The intention is to raise standards and design-out the potential for crime. Such an approach will need to be accompanied by good management practices at the various venues and the co-ordination of services/action delivered by public agencies.
- 5.78** The policy aims to ensure that new/refurbished nightclubs, public houses, restaurants, cafes, bars and music venues do not, either individually or cumulatively, have a detrimental impact on the amenity, safety and security of the city centre.

Delivery and Implementation

- 5.79** To achieve this, the design and layout of all new development within central Wakefield should follow the police guide 'Secured by Design'.⁽³⁷⁾
- 5.80** Proposals for new pubs, clubs and night clubs will be considered through the determination of planning and licensed premises applications. This will involve consulting with key stakeholders and agencies, such as the police, city centre management and members of the public.
- 5.81** In assessing effects of these proposals, we will have regard to (among other factors):
- public safety;
 - proximity to taxi ranks;
 - availability of car parking;

37 'Secured by Design' is a police initiative to encourage the development industry to adopt crime prevention measures in new developments.

- the potential for saturation of pubs and clubs in one area;
- potential for anti social behaviour and crime; and
- future management issues

Other Relevant Documents

- Planning Policy Statement 6 (Planning for Town Centres)
- Core Strategy and Development Policies DPDs
- The 'Secured by Design' police scheme
- Wakefield Cultural Strategy

Site Specific Policies

Policy CW 18

Development Sites

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

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

5.82 Other uses such as small scale offices (e.g. live work units) and retail uses, food and drink uses and community/institutional facilities will be permitted within the housing sites provided they are ancillary and small in scale.

5.83 Three of the sites (a-c) will be subject to a masterplan/design code setting out how the proposal will deliver high quality sustainable design and meet the design principles of the area action plan. Public consultation with local stakeholders and relevant organisations will be required.

Policy Justification

5.84 On all of these sites, applicants/developers will be expected to consult members of the public and relevant interests on their development proposals in line with our Statement of Community Involvement. They will also be expected to provide open spaces (e.g. green roofs, open landscaped areas etc), on site renewable energy technology (e.g. solar or wind power) and works of public art, where appropriate, as well as achieve the highest standards of sustainable design.

5.85 In the case of residential development, we will allow other uses such as small scale shops, offices, cafes and restaurants that provide active frontages at ground floor level where appropriate to meet the needs of those who live there. Residential development on such sites must make provision for a mix of units, including affordable housing and family accommodation. This will help create more mixed and socially inclusive communities.

A. Jacobs Well Lane / Stanley Road

- 5.86** The site is located at the junction of Jacobs Well Lane and the new Marsh Way (which will be constructed as part of the Trinity Walk scheme) and includes a former gas works/depot and wholesale market. The remainder of the site is occupied by a petrol station, public house and various other buildings. The site provides an opportunity to develop additional homes close to existing residential areas and city centre amenities.
- 5.87** There is potential to re-introduce small scale uses such as convenience stores, live work units and offices with residential apartments on the upper floors. Residential development should be at a density of between 65 and 75 dwellings per hectare to ensure it fits into the character of the area.
- 5.88** Proposals for development will be required to include an air quality and noise assessment due to high traffic levels within the area while the positioning of sensitive uses should be taken into consideration in the layout of new development.

B. Clayton Hospital

- 5.89** Clayton Hospital is a substantial and prominent site in an extremely attractive part of the city centre within the St Johns Conservation Area and adjoining Wentworth Terrace Conservation Area. It is surrounded by existing residential areas and schools. The site will be vacated when the new hospital at Pinderfields to the north of the plan area is built and occupied.
- 5.90** The site is considered suitable for residential development at a density of 70-80 dwellings per hectare. Alternatively it could remain in institutional use i.e. education and community facilities.
- 5.91** Development proposals will be expected to accord with guidance provided in the St Johns Conservation Area Appraisal and Management Proposals. Some of the existing hospital buildings are of significant architectural/historic value any redevelopment scheme must include an evaluation of buildings to be altered/removed. A sensitive approach to design will be essential to take full account of these buildings and the character of surrounding areas.
- 5.92** A survey/appraisal of existing buildings and trees within the site will also be required before the extent of demolition can be determined.
- 5.93** The roads adjoining the site (Northgate and Wentworth Street) are heavily trafficked and often congested. An assessment of air quality and noise pollution will be required to inform the details of site layout and mitigation measures within the scheme.

C. Borough Road Car Park

- 5.94** A large part of this site is currently used as a public car park. The site is also occupied by offices, motor trade services and other car parks. The Council-owned car park is likely to become available for development, particularly when car parking associated with the major schemes in Wakefield is brought into use. This site is suitable for the following uses:
- residential;
 - leisure;
 - offices;
 - institutional uses; and
 - restaurants and cafes
- 5.95** The northern part of the site at the junction of Marsh Way and Northgate is identified as a landmark site (as shown on [Plan No. 5 - Landmarks, Vistas and Views](#)) appropriate for high quality landmark development. The location of the site at the intersection of the inner ring road and A61 (Leeds Road) to the north of the bus station makes it suitable for high density development of around 120 dwellings per hectare.
- 5.96** Any development on this site must be designed to create a strong visual gateway to the city centre from the north and respect the special character of the adjoining conservation area, including views of All Saints Cathedral. An air quality and noise assessment will be required to inform the details of site layout and other mitigation measures to offset the effects of congestion and traffic noise.

D. Wakefield College (Sandy Walk)

- 5.97** This 0.46 hectare site should become available for development when the new college facility is constructed on the Newstead Road site. The site lies close to the city centre and abuts the boundary of St Johns and Wentworth Terrace Conservation Areas. Cliff Hill House, a grade II listed building, lies to the south of the site.
- 5.98** The site is suitable for residential or institutional uses. Densities of between 60 and 70 dwellings per hectare are considered to be appropriate having regard to the character and appearance of the surrounding area although proposals will need to ensure that the character and setting of adjacent historic assets are not adversely affected.

E. Registry of Deeds

- 5.99** The site lies within the Wentworth Street Conservation Area and would be suitable for a range of uses including homes, offices or institutional uses.
- 5.100** The Registry of Deeds is identified on our buildings of local interest list and therefore its retention is desirable. However, a structural survey may be required to ascertain the condition of the building. A replacement site is being sought for the registry office and the site should become available towards the middle to latter half of the plan period.
- 5.101** Any development will also need to take into account the character and appearance of the conservation area.

Delivery and Implementation

- 5.102** Proposals for development within the designated Development Sites will be considered through the determination of planning applications.
- 5.103** With the exception of Jacobs Well Lane, the Development Sites are owned by public sector organisations such as the council and there are no major land assembly issues. Further information regarding phasing and the capacity of these sites are set out in Table 3 'Housing Sites'. Table 6 'Delivery and Implementation Framework' also provides details of key delivery agents, delivery mechanisms and funding sources.

Special Policy Areas

- 5.104** A number of areas within central Wakefield are coming under increasing pressure for redevelopment and change such as the waterfront and sites around the Emerald Ring. These are identified on the proposals map ([Plan No. 1 - Proposals](#)) as 'Special Policy Areas'.
- 5.105** Special Policy Areas will be subject to comprehensive redevelopment over the course of the plan period and will be expected to include a broad mix of uses and activities that are well integrated with neighbouring areas. Policies CW19 to CW24 deal with each individual Special Policy Area.
- 5.106** Because of the size and prominence of these areas, new development should achieve very high standards of design and environmental sustainability and make use of innovative technologies (e.g. combined heat and power and green roofs) in line with the Government's Code for Sustainable Homes and our renewable energy and design policies set out in other parts of the LDF. New public spaces should be provided in all of the Special Policy Areas to enhance biodiversity and recreational opportunities linked to pedestrian and cycle routes wherever possible.
- 5.107** Details of phasing, potential funding sources and the main delivery agents responsible for securing development within the Special Policy Areas are set out in the Delivery and Implementation Framework.

Policy CW 19

Trinity Walk

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

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

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

Policy Justification

- 5.108** Trinity Walk, one of Wakefield's major regeneration projects, will bring forward the investment and renewal proposed for the Bus Station/Market/Marsh Way area to the north east of the city centre in the Wakefield UDP First Alteration. The site falls within the Retail Policy Area identified under Policy CW 13 'Retail Policy Area' (see [Plan No. 1 - Proposals](#)).
- 5.109** The scheme (formerly known as Marsh Way) will feature large retail units including a department store and supermarket, a new market hall and central library, some offices and apartments, car parking and two public squares on land currently occupied by indoor and outdoor markets, part of the Marsh Way dual carriageway and the former bus station and gas works sites. Marsh Way will be diverted to facilitate site assembly and development. It will provide an impetus to revitalise and enlarge Wakefield's main shopping area and ensure that it can compete on a stronger basis with neighbouring shopping centres, such as Leeds and Meadowhall.
- 5.110** New development in this area should be well integrated into the existing street pattern and provide high quality pedestrian links to surrounding areas i.e. from the existing bus station.
- 5.111** The Elizabethan Gallery (a grade II* listed building) and the area around it should be enhanced and integrated into the development and surrounding activity as the centrepiece of a new public square.

Delivery and Implementation

- 5.112** Trinity Walk is a private funded scheme and is due to be completed in 2010/2011.

Other Relevant Documents

- Trinity Walk – Urban Design Analysis and Masterplan Proposals (DLA Architects)
- Planning Policy Statement 6
- Core Strategy
- Development Policies DPD
- Developer Contributions SPD

Policy CW 20

Merchant Gate

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

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

Policy Justification

- 5.113** This is one of the prime sites in the region capable of attracting substantial employment generating uses which will benefit any proposal to upgrade, expand or replace facilities at Westgate railway station. The site enjoys direct access to East Coast mainline rail services and the cities of Leeds and Sheffield.
- 5.114** Over the next five years, Merchant Gate will be transformed into a thriving new commercial quarter with high quality public spaces and squares. A master plan has been prepared for the comprehensive redevelopment of the Westgate railway station and the surrounding area as part of Yorkshire Forward's urban renaissance programme. Development proposals for the site include: prime office space, small scale retail/leisure uses, a 150-bed hotel, a new public square, approximately 300 new homes, a new mainline railway station and multi-storey car park. The new station involves relocating the existing Westgate station and lengthening platforms to accommodate longer trains.
- 5.115** The site should include a minimum of 26,000 square metres of office space. The northern part of the site will be suitable to accommodate residential development. Existing public car parking serving the Westgate area will be lost as part of the re-development and alternative provision should be made within the scheme.
- 5.116** Access to the site by foot or road is poor especially from civic areas to the north and south and major transport infrastructure improvements are needed (including off site works) to open up the site for redevelopment and improve public access to other parts of the city centre. Such improvements will be secured by section 106 agreements. The development will include revised access arrangements as part of the Emerald Ring. Footways and carriageways will be expected to accord with its design philosophy in line with policy Policy CW 2 'Emerald Ring - Design Principles'.
- 5.117** Proposals for industrial uses and large scale retail uses such as retail warehouses will not be appropriate within the Merchant Gate Special Policy Area.
- 5.118** There are several important views across the site towards Wakefield's key spires and towers. Development proposals should ensure that these views (as shown on [Plan No. 5 - Landmarks, Vistas & Views](#)) are safeguarded. Development proposals should also respect and enhance the historical and architectural character of the Merchant Gate Special Policy Area and the character and setting of the listed buildings on the site, including the grade II* listed Westgate Unitarian Chapel and Milne's Orangery. It should also respect and enhance the character and appearance of surrounding conservation areas (Wood Street and Upper Westgate) and the settings of nearby listed buildings, including grade I listed Wakefield County Hall.

Delivery and Implementation

- 5.119** Development proposals within this area will be considered through the determination of planning applications. We will work alongside National Rail, train operators, English Cities Fund, Yorkshire Forward and other relevant stakeholders to deliver the vision of the master plan for Merchant Gate.

Other Relevant Documents

- Westgate Development Framework (Carey Jones Architects)
- Core Strategy DPD

- Development Policies DPD
- Developer Contributions SPD

5.120 The Merchant Gate scheme is a three phase, 10-year development programme, predominantly funded by the English Cities Fund with assistance from Yorkshire Forward, European Regional Development Fund, and the Council. The total cost of the scheme is estimated to be around £136 million and is due to be completed by 2018.

Policy CW 21

The Waterfront

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

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

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

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

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

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

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

Policy Justification

- 5.121** The regeneration of the historic waterfront has been identified as a key priority of the urban renaissance programme. The policy aims to introduce a mix of uses such as offices, housing and small scale leisure uses (including high quality public spaces) into the area and re-unite the city centre with the waterfront. Development proposals should provide pedestrian links along the waterfront edge to exploit the river frontage location and its proximity to the city centre.
- 5.122** Central Wakefield's waterfront has a strong historical character due to the presence of old industrial mills and warehouses and medieval structures along the river frontage. Most of the area is located within the Waterfront Conservation Area.
- 5.123** The Waterfront Special Policy Area runs along the edge of the River Calder from Portobello Road in the south west to Fall Ings Lock in the east. A high degree of public access and circulation is essential to the master planning of the entire waterfront area.

- 5.124** Most of the waterfront is located within flood risk zone 3a and those areas without the benefit of planning permission will require a flood risk assessment. Development proposals in this area should also take account of the requirements of the Health and Safety Executive with regard to the nearby chemical works.
- 5.125** For the purpose of the Central Wakefield Area Action Plan, the Waterfront Special Policy Area has been split into seven areas (see below).

(i) The Waterfront Core Area

- 5.126** Dissected by the meandering River Calder, the 'Waterfront Core Area' peninsula forms part of the southern gateway into the city centre between Wakefield Bridge to the north and the Calder and Hebble Navigation Canal in the south and the A61 (Barnsley Road) to the west.
- 5.127** A detailed master plan has been prepared to redevelop the historic waterfront into a vibrant mixed use area. The waterfront scheme will feature a major new art gallery (The Hepworth Wakefield Gallery) and a range of high quality office, residential use and restaurants/cafes. A new pedestrian bridge will be created between the art gallery and the city centre. The art gallery will occupy a prominent position overlooking the River Calder with views of the city centre and will feature the collection of Wakefield-born Barbara Hepworth, an internationally renowned sculptor, as well as the district's historic and contemporary art collections. The project also involves the restoration of a number of historic industrial buildings, including the eighteenth century grade II* listed Calder and Hebble Navigation Warehouse and grade II listed Phoenix Mill and Rutland Mills.
- 5.128** This part of the waterfront is identified as being suitable for landmark buildings/development under Policy CW9.
- 5.129** Given that a substantial part of the waterfront is designated within a conservation area and includes several notable listed buildings, new development (including refurbishments and environmental improvements) must be of a very high standard in terms of design and the quality of materials.
- 5.130** Most of the waterfront area is located within flood zone 3a. Flood risk defences have been included in the waterfront scheme. Residential uses will be supported in the Core Waterfront Area if they are brought forward within the parameters relating to the amount of development established by outline planning permission 04/99/67595.

(ii) South of Wakefield Lock

- 5.131** This area consists of a range of industrial uses mostly on cramped sites that are degraded and suffer from poor access. The northern part of this area is designated within the Waterfront Conservation Area.
- 5.132** In common with other parts of the Waterfront Special Policy Area, new development should take advantage of the waterfront location and views of the city centre and surrounding historic industrial buildings.
- 5.133** Our aim is to transform this run down industrial area into a vibrant and sustainable residential community featuring high quality open spaces and uses in the heart of the waterfront. The area is a suitable location for family based housing due to its proximity to existing residential areas and recreational facilities.
- 5.134** Redevelopment of the area also provides an opportunity to provide public access along the edge of the River Calder and Wakefield Lock.
- 5.135** The area lies within flood zones 1, 2 and 3a and has been subject to the sequential and exception tests. The flood risk assessment for central Wakefield recommends that a comprehensive approach be taken in relation to the form and floor level of development proposed within this area with flood protection enhanced by way of a developer contribution or an agreed setback from the riverside.

(iii) Evans Halshaw Site

- 5.136** The site occupies a prominent location at a key gateway into the city centre to the east of A638 (Doncaster Road) and could accommodate a landmark development. Suitable uses include offices and leisure. Noise and air quality assessments will be required due to the high levels of traffic using the A638. The site is currently occupied by a motor dealer premises.

5.137 Distinctive and high quality architecture should define the gateway into the city centre at the intersection between the A61 and A638 (Doncaster Road).

5.138 The site is within the flood zone 3a and the proposals have been subject to the sequential test.

(iv to vii) Other Areas of the Waterfront

5.139 Within other areas of the Waterfront Special Policy Area, as set out above, we will adopt a more flexible approach to the development of the waterfront to help facilitate complementary development and improve links between the waterfront and the city centre

5.140 These areas are located within flood zone 3a and have been subject to the sequential and exception tests. Residential development is not proposed within these areas.

5.141 Development proposals located close to Doncaster Road (A638) will be required to submit an air quality and noise assessment to inform the details of site layout and other mitigation measures because it is heavily trafficked and often congested.

5.142 Land use change within the core waterfront area may stimulate proposals within other areas of the waterfront as set out above. Subject to detailed planning considerations, mixed use proposals will be considered on their merits within these areas subject to the above controls. However, this will generally exclude large scale retail uses.

Delivery and Implementation

5.143 Development proposals within this area will be implemented through the determination of planning applications.

Other Relevant Documents

- Wakefield Waterfront Masterplan (Faulkner Browns Architects)
- Strategic Flood Risk Assessment for central Wakefield
- Development Policies DPD
- Waterfront Conservation Area Appraisal and Management Plan
- Developer Contributions SPD

Policy CW 22

Kirkgate

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

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

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

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

Policy Justification

- 5.144** This area is dominated by Kirkgate roundabout, dual carriageways (Kirkgate and Marsh Way) and poor quality multi storey office blocks which sever the area from the rest of the city centre. These routes carry heavy traffic and are often congested. Noise and air quality assessments will be required for significant development within this area.
- 5.145** Pedestrian access to Kirkgate railway station is via a subway under the roundabout, which creates a hostile environment for pedestrians and cyclists. Key to unlocking the development potential of the area is the provision of new infrastructure and enhanced routes/linkages to re-connect Kirkgate with the rest of the city centre, especially to the waterfront.
- 5.146** All highway improvements (i.e. carriageway, pavements and cycle lanes) and adjoining developments within the vicinity of the Emerald Ring will be required to observe the design principles set out in Policy CW 2 'Emerald Ring - Design Principles' of the Central Wakefield Area Action Plan. Policy CW22 aims to:
- increase footfall between main shopping areas and the station;
 - improve access to the station along with links to the waterfront;
 - reduce crime and improve safety especially for users of the station; and
 - significantly raise the standard of design and comprehensively redevelop vacant or under-utilised areas
- 5.147** For the purposes of the Central Wakefield Area Action Plan, Kirkgate Special Policy Area has been split into two distinct areas (see below).

(i) Kirkgate/Sun Lane

- 5.148** The area to the north of Kirkgate roundabout has seen significant change in recent years with the closure of anchor leisure uses, such as the ABC cinema. There are small scale retail uses along Kirkgate and Sun Lane and surface car parks to the rear of Sun Lane. The area is well-placed near the heart of the main shopping area and bus/railway stations to emerge as a distinctive mixed use quarter with high density development.

- 5.149** Active ground floor retail frontages will be retained along Kirkgate and Sun Lane to protect and strengthen the retail function of this area. We will also allow bars, cafes and restaurants at the ground floor level along Kirkgate and Sun Lane frontages so long as they would not undermine the vitality and viability of the Retail Policy Area. Kirkgate and Sun Lane frontages fulfil a secondary shopping role and complement existing retail uses within the Retail Policy Area and the Ridings Shopping Centre to the immediate west. In addition, traffic will be reduced on Kirkgate and the environment for pedestrians will be improved.
- 5.150** The southern part of the area provides a significant redevelopment opportunity at a prominent gateway into the city centre from the inner ring road.

(ii) South and East of Kirkgate Roundabout

- 5.151** This sub area consists of a broad range of activities and uses including offices, community facilities, housing and light industrial buildings that mark the transition from the city centre to inner city residential areas on the fringes of the plan area.
- 5.152** Kirkgate railway station, a grade II listed building, is in a very poor state of repair and the passenger facilities and entire visitor/passenger experience create a rather depressing environment. The station buildings, car park and entrance require enhancement. Any proposals within or adjoining the site will need to take into account the setting of the listed railway station and preserve its distinctive architectural qualities. Opportunities to introduce new uses (e.g. small scale retail and leisure facilities) into the existing under-utilised station buildings should also be explored.
- 5.153** The objectives for this area are to enhance the sense of arrival and pedestrian links into Wakefield from the east of the city centre and make better use of the space in front of the station and existing facilities.
- 5.154** The buildings and spaces defining Kirkgate roundabout represent the post-war re-development and comprise a mixture of high rise commercial offices and car parks. Our intention is to secure the demolition of multi-storey office blocks and Kirkgate roundabout (including subways) to enlarge the developable area. Such redevelopment is likely to occur towards the latter stages of the plan period and will require close public/private co-operation.
- 5.155** Pedestrian and cycle links to/from the station to the city centre and to/from the waterfront will be enhanced through clearer signage, public realm improvements, and the upgrading of existing routes.
- 5.156** There needs to be a clear line of sight to/from Kirkgate railway station to/from Kirkgate (in the vicinity of the Kirkgate and Marshway junction) to create/open up views and vistas of Kirkgate station and All Saints Cathedral. Any proposal for development within this area must protect and enhance strategic views of the cathedral (as shown on [Plan No. 5 - Landmarks, Vistas and Views](#)) in line with Policy CW 6 'Skylines and Strategic Views' of the Central Wakefield Area Action Plan.
- 5.157** High density development will be sought at this location to maximise its proximity to Kirkgate railway station. Part of this area is identified as being suitable for landmark buildings/development (see Policy CW 8 'Landmark Sites / Development').
- 5.158** Office uses should be orientated towards the Emerald Ring on the northern and western edge of the sub area to enhance the gateway and screen housing development to the north of the railway station from traffic noise and pollution. New housing should be sited away from the Emerald Ring to preserve the amenity and the character of adjoining residential areas.
- 5.159** Part of this area lies within flood zones 2 and 3a and has been subject to sequential and exception tests. The most vulnerable land uses (namely: housing and leisure uses including hotels) should be located outside flood zone 3a and commercial uses will be made resilient against flood risk.

Delivery and Implementation

- 5.160** Development proposals within this area will be considered through the determination of planning applications and masterplanning exercises.

5.161 Network Rail will co-ordinate improvement works to Kirkgate station alongside ourselves, Railway Heritage Trust and train operators as part of master plan proposals. In particular, we will encourage operators/developers to put together a package of measures as part of the regeneration of the wider area, including improvements to the station and the public realm.

Other Relevant Documents

- Masterplan for Kirkgate station and the surrounding area
- Flood risk assessment for central Wakefield
- Development Policies DPD
- Waterfront Conservation Area Appraisal and Management Plan
- Developer Contributions SPD

Policy CW 23

Ings Road

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

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

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

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

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

Policy Justification

5.162 The area around Ings Road generally suffers from a lack of an identity and includes several poor quality buildings and spaces and linkages such as single storey retail warehouses, surface car parks and small scale commercial uses. This helps create a negative impression of the city centre to investors, workers and visitors. It is enclosed on three sides by major roads (including the A638 Ings Road – the inner ring road - and A636 Denby Dale Road) and two railway lines. This juxtaposition effectively severs the city centre from the waterfront and surrounding areas.

5.163 The Emerald Ring will run along the entire length of Ings Road. One principle of the Emerald Ring concept that requires careful consideration in this area is that buildings should be sited up to the back of footways and any necessary car parking should be located to the rear of the buildings.

- 5.164** Ings Road and Denby Dale Road are subject to high levels of traffic noise and pollution and an air quality and noise assessment will be required as part of any planning application. In the case of mixed use development, light pollution will also be an important consideration.
- 5.165** For the purposes of the Central Wakefield Area Action Plan, the Ings Road Special Policy Area has been split into three distinct areas.

(i) South of Ings Road

- 5.166** A number of retail and leisure businesses such as electrical and clothes stores operate from the site as part of a retail warehouse park. There is potential for some of these uses to be relocated into the Retail Policy Area in the heart of the city centre.
- 5.167** Ings Beck, a tributary of the River Calder, runs through the site mainly under existing car parks. A detailed evaluation will be required to ascertain the future route and form of Ings Beck and its impact on the future layout of new development at Ings Road.
- 5.168** Housing is the preferred use for the site because of its proximity to the city centre and the waterfront. We would also allow office, leisure uses, small scale convenience shops and restaurants, cafes and bars to serve the people who live and work there. There is also potential to open up Ings Beck (it is currently culverted) as part of proposals for public open space. Live work units will also be acceptable above ground floor level.
- 5.169** Development of this site should be planned in a comprehensive manner to avoid inefficient and piecemeal use of land and enhance the approach into the city centre. The design and layout of new buildings should avoid monolithic architecture along the street frontage and include active frontages at ground floor level.
- 5.170** The area around the Ings Road/Denby Dale Road junction is identified as a landmark site appropriate for landmark development (see Policy CW 8 'Landmark Sites / Development').
- 5.171** Our parking strategy identified the south side of Ings Road as a suitable location for a new multi-storey car park as part of the rationalisation of long stay car parking within the city centre. The car park should include appropriate pedestrian links to the waterfront and the rest of the city centre.
- 5.172** Much of this area is located within flood zone 3a and has been subject to sequential and exception tests. The flood risk assessment for central Wakefield concludes that residential development would be acceptable as the risks can be mitigated. Details of access and egress will need to be included in the site layout.

(ii) West of Denby Dale Road

- 5.173** The area to the west of Denby Dale Road and south of Ings Road is currently occupied by various businesses including a carpet showroom and an office block. The preferred uses are commercial/business and leisure.
- 5.174** The railway viaduct is a prominent feature in the landscape due to its size and elevated position above Denby Dale Road on the southern edge of the site. Opportunities will be explored to open up and enhance the appearance of the arches within the railway viaduct (including those on the other side of the viaduct) and improve pedestrian access through this area. There is potential to integrate the viaduct and new buildings with high quality open spaces and pedestrian routes. A comprehensive and sympathetic design approach will be required to secure the redevelopment of the site.
- 5.175** Most of this area lies within flood zone 2 and has been subject to the sequential test.

(iii) North of Ings Road

- 5.176** This area is currently occupied by the Royal Mail sorting office, various surface car parks and numerous small businesses. George Street and Smyth Street are heavily trafficked by vehicles travelling south to north. On completion of the Emerald Ring it will become possible to reduce and possibly stop these movements out of the top of Smyth Street. This should allow improvements to be made to the public realm to the benefit of non-car users.

5.177 Adjoining the area to the north are a number of vibrant entertainment uses such as public houses, night clubs and restaurants. The northern part of the sub area falls within the Upper Westgate Conservation Area and includes a number of listed buildings such as the Theatre Royal and Opera House, Orangery and Wakefield Art House. New development should seek to preserve the historical character of this part of the conservation area.

5.178 The site presents an opportunity for high density residential development comprising at least 70 dwellings per hectare due to its proximity to major highways and city centre amenities. We will also allow leisure and office uses within this location.

Delivery and Implementation

5.179 Development proposals within this area will be considered through the determination of planning applications. Detailed masterplans should be prepared for these areas subject to the design principles set out in this document.

Other Relevant Documents

- Strategic Flood Risk Assessment for Central Wakefield
- Development Policies DPD
- Upper Westgate Conservation Area Appraisal and Management Plan
- Developer Contributions SPD
- Wakefield City Centre Car Parking Strategy

Policy CW 24

Thornes Wharf

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

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

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

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

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

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

5.180 A new public space should be provided along the river edge giving public access to the waterfront. The design and layout of the new space should take into account nature conservation interests along the edge of the river including wildlife.

Policy Justification

- 5.181** This area currently comprises a mixture of low lying light industrial and manufacturing uses of varying quality and size. However, access is constrained due to the proximity of the River Calder and two railway lines which create a barrier to pedestrian and cycle movement, especially from north to south. The area suffers from an ageing building stock and a poor quality environment.
- 5.182** The intention of the policy is to transform the industrial area into a high quality mixed use commercial zone, capitalising on its proximity to the waterfront. The frontage to the river could be redeveloped to enhance the waterfront developments and opportunities to enhance links between the area and city centre should be explored.
- 5.183** Proposals for development within the Special Policy Area must demonstrate how they will enhance the setting of the waterfront and the character and appearance of the Waterfront Conservation Area. This area lies within flood zone 3a and has been subject to sequential and exception tests. The findings of the flood risk assessment for central Wakefield advise against the inclusion of residential development within the Thornes Wharf Special Policy Area.
- 5.184** Developers will also be expected to contribute towards the provision of a new linear public open space along the waterfront in accordance with the standards set out in the Developer Contributions Supplementary Planning Document.

Delivery and Implementation

- 5.185** Proposals for the redevelopment of existing employment sites within Thornes Wharf will be considered through the determination of planning applications and the master planning process. The master plan should enhance visual and functional links to the Hepworth Wakefield Gallery and other Waterfront developments as well as the city centre.

Other Relevant Documents

- Strategic Flood Risk Assessment for Central Wakefield
- Development Policies DPD
- Waterfront Conservation Area Appraisal and Management Plan
- Developer Contributions SPD

Policy CW 25

Calder Vale Employment Zone

The Employment Zone is marked on [Plan No.1 - Proposals](#) .

Development Proposals will be considered in the context of the Development Policies DPD

Delivery & Implementation



6 Delivery & Implementation

Delivering the Renaissance Vision

- 6.1** The achievement of the vision for central Wakefield is one of our main priorities and this is reflected in the deployment of its resources.
- 6.2** We will work together with a range of external partners to deliver a co-ordinated approach to ensure the aims and policies of the Central Wakefield Area Action Plan create a safer, cleaner, more attractive and viable city centre. Key partners will include:
- Public organisations such as the Government Office for Yorkshire and the Humber and Yorkshire Forward;
 - National bodies such as Network Rail and British Waterways;
 - Landowners and potential developers;
 - Major/potential investors;
 - Existing businesses and business organisations;
 - Community and voluntary sector organisations such as representatives from Wakefield's Local Strategic Partnership;
 - Local amenity groups such as Wakefield Civic Society and Wakefield District Biodiversity Group;
 - West Yorkshire Police;
 - Wakefield Primary Care Trust; and
 - Wakefield *first* (the development agency for Wakefield District).
- 6.3** The success of this Area Action Plan rests on the effectiveness of these partners to coordinate and deliver the major regeneration projects and other policies and proposals. The Urban Centres Management and Economic Development Service (UCMED) will have a key role in co-ordinating development activity and regeneration initiatives in partnership with local businesses and organisations within central Wakefield.

Our Approach and Role

- 6.4** Private sector investment will be supported by the following range of actions:
- A programme of public realm and infrastructure improvement;
 - City centre management – the city centre will be kept well maintained and clean, properly signed, safe and well lit; and
 - Enabling - advice and support relating to the identification of sites and premises, sources of funding, planning and other regulations.
- 6.5** We will also use our planning and development powers to make sure that new development within central Wakefield complies with the strategy set out in the area action plan.
- 6.6** Most new development within central Wakefield will be expected to provide financial contributions towards the provision of new infrastructure (i.e. education, highway, public transport improvements, affordable housing, public art and open spaces etc) and mitigation measures to offset the effects arising from development proposals in line with the policies set out in the Development Policies document. Such contributions will ensure appropriate maintenance and management of public spaces and other infrastructure within central Wakefield. The funding and delivery of much of the improvements identified above will be secured through planning obligations/agreements and/or conditions attached to planning permissions.
- 6.7** The general approach to delivering the vision and objectives is to be flexible. We will use our own land to support projects where appropriate. This may include selling sites to developers such as existing car parks, or buying land to help achieve development proposals. Where necessary, we will use our planning and development powers such as compulsory purchase orders to bring development sites forward. We will also put in place contingency measures in the event that sites and proposals do not come forward as expected or align with the timetable set out in table 6.

- 6.8** If there is any delay in bringing forward sites or projects, the following actions will be undertaken to ensure that area action plan targets are met. We will:
- review or update the housing market assessment and strategic housing land availability assessment;
 - hold discussions with developers and landowners to identify barriers to delivery (e.g. via developer agreements);
 - lead on the implementation of master plans to drive forward development within the designated Development Sites and Special Policy Areas;
 - proactively promote more residential uses within mixed use schemes; and
 - review the area action plan or other relevant LDF documents, as appropriate.
- 6.9** Other sources of funding will be sought through Yorkshire Forward and other capital programmes to secure the necessary infrastructure and public realm works.
- 6.10** A series of detailed master plans will be prepared to provide detailed advice on the composition and mix of uses within the Development Sites and Special Policy Areas and the layout and phasing of development taking into account the results of the flood risk assessment and the principles of the Emerald Ring. The delivery and implementation framework explains how these sites and areas will be delivered.
- 6.11** Developers should discuss their proposals with the local community at an early stage and also undertake various forms of pre-application consultation (e.g. public meetings, exhibitions and leaflets) in line with the Statement of Community Involvement.
- 6.12** We will prepare detailed master plans for Ings Road, Thornes Wharf and Kirkgate Special Policy Areas as part of a comprehensive approach to redevelopment. Many of these areas require land assembly, site clearance, infrastructure improvements and relocation of existing uses.
- 6.13** Owing to land assembly and other site constraints, office development within the Kirkgate Special Policy Area is likely to come forward towards the end of the plan period.

Monitoring

- 6.14** Review and monitoring are key aspects of the planning system with its 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.
- 6.15** Appendix A sets out a monitoring framework for assessing the effectiveness of policies and proposals in the Central Wakefield Area Action Plan in respect of national, regional and local policy targets and other specific targets set out in the LDF. The framework will also be used to determine whether the policies need to be amended or replaced in the light of changes to national and regional policy or local circumstances.
- 6.16** These indicators and targets will be monitored through the Annual Monitoring Report to measure the progress of the Area Action Plan towards meeting its objectives and policies. They have been developed in accordance with national guidance on monitoring.⁽³⁸⁾ Where possible they are based on national core indicators or linked with the monitoring work being undertaken for other plans, programmes and strategies.

Timetable

- 6.17** It is anticipated that the proposals and planned improvements set out in this document will come forward during three main development phases.
- Phase one (2007 - 2012)
 - Phase two (2012 - 2016)
 - Phase three (2016 – 2021)

38 Local Development Framework Monitoring: A Good Practice Guide (Department of Communities and Local Government, 2005).

- 6.18** Phase one will see the completion of the main regeneration projects (Merchant Gate, Trinity Walk and the Waterfront) within the Special Policy Areas. Phase two will see the development of the Special Policy Areas and new open spaces and cycle routes across central Wakefield together with the key gateway sites around the inner ring road. Work on Kirkgate station improvements will also be completed during this phase.
- 6.19** Employment sites within Thornes Wharf Special Policy Area are unlikely to come forward for redevelopment until the end of the plan period (phase 3) due to land assembly issues. The majority of sites are in private ownership and include industrial uses and derelict areas which suffer from possible contamination and flood risk.
- 6.20** The Emerald Ring will come forward in phases which will take place throughout the plan period.

Area Action Plan Policy / Proposal	Delivery Agency	Delivery Mechanisms	Funding	Phasing/Target
Emerald Ring (CW1 - CW2)	Wakefield MDC & partners (including Highways Agency & Metro)	Planning applications & LTP2	Funding through re-development of adjacent development sites with developer contributions via Section 106 agreements Contributions from LTP2 towards road improvements & traffic management measures as part of Emerald Ring	Phase one (Completion of inner ring road) and phase two (public realm works)
Development of Pedestrian and Cycle Routes (CW4)	Wakefield MDC and partners	Planning applications	Developer contributions (section 106 agreements) and other sources of revenue such as Yorkshire Forward, LTP2 monies and grant/lottery funding	All phases
Westgate Yards (CW16)	Wakefield MDC and Yorkshire Forward	Planning applications	Section 106 agreements, Arts Council funding and shopfront and historic buildings grants	All phases
Development Sites (CW18)				
(A) Jacobs Well Lane / Stanley Road	Private landowners	Planning applications/developer agreements	Private developers and financial support from registered social landlords	Phase one & two
(B) Clayton Hospital	NHS (North Kirklees and Wakefield Partnership Board) and Wakefield MDC	Planning applications	Private sector funding	Phase two (new hospital at Pinderfields due to open in 2010).
(C) Borough Road Car Park	Wakefield MDC and private landowners	Planning applications	Private sector funding plus Yorkshire Forward and Wakefield MDC.	Phase two

			Wakefield MDC will prepare a master plan to redevelop the site as landowners.	
(D) Wakefield College (Sandy Walk)	Wakefield College and Learning and Skills Council	Planning applications	Public sector funding (Learning and Skills Council)	Phase two (new city centre campus at Margaret Street due to open in 2012).
(E) Registry of Deeds	West Yorkshire Archive Service	Planning applications	Private sector funding	Phase two
Special Policy Areas				
Trinity Walk (CW19)	Modus (lead partner) Simons Developments, Wakefield MDC and Shepherd Construction	Masterplan and planning applications	Private sector funding	First phase due for completion – late 2010
Merchant Gate (CW20)	English Cities Fund, Legal and General Insurance, English Partnerships and Muse Developments	Masterplan and planning applications	Mainly private sector funding plus English Partnerships, Yorkshire Forward, European Regional Development Fund, Network Rail and Wakefield MDC.	Phase one (main infrastructure and public realm works, office/residential buildings and car park) and phase two (offices and residential)
The Waterfront (CW21)	CTP / St James	Masterplan and planning applications	Mainly private sector funding plus significant funding from Arts Council, Heritage Lottery Fund, European Regional Development Fund and English Partnerships	Phase one (Hepworth Wakefield Gallery and associated building works) and phase two (restoration of Rutland Mills)
Kirkgate (CW22)	Metro, Network Rail (owner of Kirkgate station and depot), Wakefield District Housing and Wakefield MDC	Masterplans planning applications and developer agreements	Department of Transport and Railway Heritage Trust (Kirkgate station enhancements), private developers and possible section 106 contributions to fund Emerald Ring and public realm works from the redevelopment of Chantry House roundabout/adjacent sites, plus assistance from Yorkshire Forward, Wakefield District Housing and Wakefield MDC. Wakefield MDC will coordinate land assembly and infrastructure works	Phases two & three

			in relation to the roundabout and adjacent sites. A development framework for Kirkgate station and surrounding area will be prepared.	
Ings Road (CW23)	Private landowners	Masterplans, planning applications and developer agreements	Wakefield MDC and private developers Section 106 contributions to fund open spaces and Emerald Ring features	Phase two and three
Thornes Wharf (CW24)	Private landowners	Masterplans, planning applications and developer agreements	Wakefield MDC, private developers and others such as Yorkshire Forward	Phase three
The Bull Ring/ Westmoorland Street / The Springs	Wakefield MDC	Planning application	Section 106 contributions from Trinity Walk scheme Yorkshire Forward and others	Phase one (due to be completed by the end of 2010)

Table 6 Delivery and Implementation Framework

Monitoring Framework



Appendix A Monitoring Framework

Central Wakefield Area Action Plan Objective 1:

To reduce traffic levels within Wakefield city centre and enable all users to gain equal access to shops and services by making it more pedestrian friendly, safer and more accessible by foot, bicycle and public transport.

Policy / Topic	Indicators	Targets	Delivery Agency	Implementation
Emerald Ring (Policies CW1 and CW2)	1. Car trips per year	1. A 3% reduction in city centre traffic (2011) Source: West Yorkshire Local Transport Plan	Wakefield MDC, Highways Agency, Metro and bus operators	Numbers of vehicles entering or leaving the central cordon. Demand management
Cyclists (Policy CW4)	1. Number of cycle trips	1. 5% of the number of journeys to work to central Wakefield by cycle by 2012 Source: West Yorkshire Local Transport Plan	Wakefield MDC and West Yorkshire Local Transport Plan	Proactively managing planning applications and related processes such as section 106 agreements and cycle parking standards
Location of car parks (Policy CW3)	1. Long stay car parking spaces located outside the Emerald Ring	1. 90% by 2021	Wakefield MDC and private car park operators	Proactively managing planning applications and related processes such as travel plans

Table 7

Central Wakefield Area Action Plan Objective 2:

To encourage city living for different types of household and tenure to meet the housing needs / requirements for central Wakefield

Policy / Topic	Indicators	Targets	Delivery Agency	Implementation
Development Sites (Policy CW18) Special Policy Areas (Policy CW19 to CW24)	1. Completed new housing development by number of bedrooms and dwelling type within central Wakefield	1. To match the housing mix requirement set out in the Strategic Housing Market Assessment	House builders, developers, Homes and Communities Agency, Wakefield District Housing and social landlords	Proactively managing housing and mixed use development through planning applications and related processes
Housing (Policy CW5)	1. Number of new dwellings built	1. 2162 (by 2021)	House builders, developers, Homes and Communities Agency, Wakefield District Housing and social landlords	Proactively managing housing development through planning applications and related processes

Table 8

Central Wakefield Area Action Plan Objective 3: To regenerate the local economy by focusing major new office, retail and leisure development within central Wakefield.				
Policy / Topic	Indicators	Targets	Delivery Agency	Implementation
New office floorspace (Policy CW12)	1. Amount of completed office space within central Wakefield	1. 49,000 square metres	Wakefield MDC, Wakefield <i>first</i> , private developers and funding partners, Yorkshire Forward and Mid-Yorkshire Chamber of Commerce and Industry	Proactively managing development through planning applications and related processes
Retail Policy Area (Policy CW13)	1. Amount of completed retail floorspace within the Retail Policy Area	1. 53,000 square metres	Wakefield MDC, Wakefield <i>first</i> , private developers and funding partners, Yorkshire Forward and Mid-Yorkshire Chamber of Commerce and Industry	Proactively managing development through planning applications and related processes
Primary Shopping Frontages (Policy CW14)	1. Percentage of non-retail frontages granted planning permission within the Primary Shopping Frontages	1. No more than 25%	Wakefield MDC, Wakefield <i>first</i> , private developers and funding partners, Yorkshire Forward and Mid-Yorkshire Chamber of Commerce and Industry	Proactively managing development through planning applications and related processes
Development Sites (Policy CW18) and Special Policy Areas (Policies CW19 to CW24)	1. Improve Wakefield's position in the national retail rankings	1. Top 50 by 2021	Wakefield MDC, Wakefield <i>first</i> , private developers and funding partners, Yorkshire Forward and Mid-Yorkshire Chamber of Commerce and Industry	Proactively managing development through planning applications and related processes

Table 9

Central Wakefield Area Action Plan Objective 4: To protect and enhance the historic and distinctive character of central Wakefield, including the skyline and strategic views of the spires and towers.				
Policy / Topic	Indicators	Targets	Delivery Agency	Implementation
Skylines and strategic views (Policy CW6) Vistas (Policy CW7)	1. Number of developments that obscure skylines, strategic views and vistas	1. None	Developers, Wakefield MDC and partners such as the design advisory panel	Proactively managing development through planning applications and related processes

Table 10

Central Wakefield Area Action Plan Objective 5:

To promote the highest standards of design and construction in new developments within central Wakefield by making best use of existing resources and renewable energy technologies, and minimising carbon emissions.

Policy / Topic	Indicators	Targets	Delivery Agency	Implementation
Emerald Ring – Design Principles (Policy CW2)	1. Percentage of works to the Emerald Ring that accord with the design principles set out in Policy CW2	1. 100%	Developers, Highways Agency and Wakefield MDC	Proactively managing development through planning applications and related processes such as highway maintenance
Development Sites (Policy CW18) and Special Policy Areas (Policies CW19 to CW24)	1. All new developments within Special Policy Areas and Development Sites to comply with national standards	1. 100%	Wakefield MDC - planning and building control	Proactively managing development through planning and building regulation applications
Public Realm – Hierarchy of Quality (Policy CW11)	1. Percentage of public realm improvements in accordance with the hierarchy of quality	1. 90%	Developers, Wakefield MDC and partners (including the design advisory panel)	Proactively managing development through planning applications and related processes

Table 11

Central Wakefield Area Action Plan Objective 6:

To enhance the public realm and improve links between the city centre and surrounding areas, including the waterfront.

Policy / Topic	Indicators	Targets	Delivery Agency	Implementation
Public Realm - Hierarchy of Quality (Policy CW11)	1. Percentage of public realm improvements in accordance with the hierarchy of quality	1. 90%	Developers, Wakefield MDC and partners (including the design advisory panel and first)	Proactively managing development through planning applications and related processes

Table 12

Central Wakefield Area Action Plan Objective 7:

To protect and enhance the natural environment by promoting biodiversity and recreational opportunities within the waterfront and providing greenspaces within new developments.

Policy / Topic	Indicators	Targets	Delivery Agency	Implementation
Financial contributions towards public realm (Policy CW9)	1. Percentage of major planning applications where contributions are secured to contribute toward providing or improving open space	1. 90%	Natural England, Sport England, Wakefield MDC and partners	Proactively managing development through planning applications and related processes such as section 106 agreements

Table 13

Central Wakefield Area Action Plan Objective 8: To influence the location, layout and design of new development so that it reduces or minimises the risk of flooding and does not have an adverse impact on air quality, noise and light pollution				
Policy / Topic	Indicators	Targets	Delivery Agency	Implementation
Flood risk	1. Number of planning permissions granted within central Wakefield contrary to the advice of the Environment Agency on flooding	1. None	Developers, Wakefield MDC and partners (the design advisory panel and Wakefield <i>First</i>)	Proactively managing development through planning applications and related processes Flood risk assessments
Air quality	1. Annual mean nitrogen dioxide concentrations	1. 40 micrograms per cubic metre (40ug/m3) annual average or lower	West Yorkshire LTP2 and Wakefield MDC	Determination of planning applications

Table 14

Central Wakefield Area Action Plan Objective 9: To increase the attractiveness of central Wakefield for residents, workers, tourists and visitors, including those previously lost to other centres.				
Policy / Topic	Indicators	Targets	Delivery Agency	Implementation
Development of pedestrian and cycle routes (PolicyCW4)	1. Percentage of pedestrian footfall in central Wakefield	1. 25% by 2015 and 30% by 2021	Wakefield MDC and private developers	City centre health checks and perception surveys Pedestrian counts
Retail (Policy CW13)	1. Percentage of planning applications for major retail development within the city centre	1. 95% (2016)	Wakefield MDC and private developers	Proactively managing development through planning applications and related processes
Retail (Policy CW13)	1. Number of vacant units within the Retail Policy Area	1. Achieve vacancy levels below UK average of 10% to maintain the vitality and viability of the city centre	Wakefield MDC and private developers	City centre health checks

Table 15

Central Wakefield Area Action Plan Objective 10:

Promote a vibrant evening economy for a wide range of ages and social groups whilst improving pedestrian safety and reducing opportunities for crime.

Policy / Topic	Indicators	Targets	Delivery Agency	Implementation
Evening economy (Policy CW17)	1. Venues with statement of safety measures	1. 100% of relevant venues	Wakefield MDC and partners such as West Yorkshire Police, Wakefield Strategic Partnership and private developers	Proactively managing development through planning applications and licence applications

Table 16

Glossary



Appendix B Glossary

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 LDF which must be prepared annually showing our 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 LDF 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.
Active frontage	The front of a building used for a shop, café or another service used by the public. It will usually include a display window and a public entrance.
Alternative options	This is a potential fourth stage of consultation in preparing the LDF. It only happens in circumstances where an objector at the submission stage proposes an alternative site (for example, different housing sites). If this happens, we have to consult on these proposals.
Appropriate Assessment	The Habitats Directive (Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora) requires Appropriate Assessment of plans and projects likely to have a significant effect on a European site. This means that the effects of such plans/projects on Natura 2000 sites need to be assessed to ensure that the integrity of these sites is maintained. The Central Wakefield Area Action Plan is such a plan.
Biodiversity	All living things including trees, plants, animals and insects.
City centre	Wakefield city centre is the main shopping and commercial centre within the district. It provides a wide range of comparison shops and services including: superstores, several national multiples, financial services, specialist shops/services and cinema/nightclubs/pubs/hotels and main municipal buildings.
Code for Sustainable Homes	The code covers all aspects of sustainable building design, including energy, water, materials, and waste management. Properties can receive a rating from 1 to 6 stars, with the entry level of 1 star already higher than current conventional building control standards. The code is compulsory for all new houses.
Community Strategy	This sets out our overall vision and strategy for Wakefield District for the next 25 years. The strategy is prepared jointly by the public, private and voluntary sectors (the Local Strategic Partnership) to guide all plans and strategies in the district. Wakefield's Community Strategy is called 'Fast Forward' and has been subject to partial review entitled 'Knowledge Communities: The Wakefield District Community Strategy 2006 Review'
Core Strategy	A Development Plan Document setting out the spatial vision and objectives of the planning framework for an area.
Department for Communities & Local Government (DCLG)	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.

Term/Acronym	Definition
Density	Density is the number of houses in a given area/site.
Designations	Policies and proposals which are shown on the proposals map. This can, for example, include sites specifically set aside for development such as housing. It can also include sites where new development is limited, for example, areas which are green belt.
Development brief	A development or planning brief is a document that provides planning policy and design guidance on how a specific site or area should be developed. It sets out the principles of development including the land uses, design and layout, infrastructure, community facilities, landscaping, access and financial contributions. These take the form of Supplementary Planning Documents.
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 development plan comprises the Regional Spatial Strategy, the Unitary Development Plan First Alteration and any Local Development Framework documents when adopted.
Development Plan Document	A Local Development Document which forms part of the statutory development plan (e.g. the Core Strategy and Central Wakefield Area Action Plan). Most Development Plan Documents include policies and proposals which apply to specific areas or sites – these are shown on a proposals map.
Environment Agency	Public body charged with protecting and improving the environment in England and Wales. Aims to make sure that air, land and water are looked after to help achieve sustainable development and ensure that future generations inherit a cleaner, healthier environment.
Government Office for Yorkshire & the Humber (GOYH)	Represents central Government in the region and aims to work with regional partners and local people to increase the prosperity of the region, promote sustainable development and tackle social exclusion.
Highways Agency	Executive agency of the Department for Transport which manages and maintains the motorway and trunk road network in England.
Inspector's report	A report produced by the inspector following the examination. This sets out the inspector's conclusions on the issues considered at the examination. The report will tell us if the Development Plan Document needs to be changed as a result and in what way. We must accept the conclusions of the report and act on them.
Issues and options	The Central Wakefield Area Action Plan involves three main stages of preparation and issues and options is the first of these. We sought to identify the main issues and options facing central Wakefield through a formal consultation process.
Leeds City Region	The sub-area comprising Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield and York local authorities, for which specific policies are included in the RSS.
Local Development Framework (LDF)	The LDF sets out the planning policy framework for the district over the next ten to fifteen years i.e. how much development should be provided and where it should go. It comprises a set of separate documents (i.e. Development Plan Documents) which can be published at different times rather than all at once.
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.

Term/Acronym	Definition
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.
Masterplan	A document that charts the master planning and design process and explains how a site or a series of sites will be developed. It will describe how the proposal will be implemented, and sets out the costs, phasing and timing of development. They are usually prepared by or on behalf of an organisation that owns the site or controls the development process.
Planning Inspectorate (PINS)	A government organisation which makes decisions about the policies and proposals in Development Plan Documents through a formal examination. The inspectorate are a neutral organisation who make decisions where people and organisations do not agree with us and check whether our proposals are in line with national and regional policy.
Planning obligation	A legal agreement made between the council and a developer (or other parties) which is needed before development can proceed and ensures that works related to a development such as highways and improvements to roads and open spaces are undertaken.
Planning Policy Guidance (PPG)	Guidance produced by central government setting out its policies on specific planning topics. These are being updated and replaced by Planning Policy Statements.
Planning Policy Statement (PPS)	National statements of planning policy prepared by central government which local authorities are expected to take into account when preparing their LDF.
Public realm	Public realm relates to all those parts of the built and natural environment where the public have free and unrestricted open access i.e. public and private spaces, internal and external features, urban and rural areas etc. It encompasses all of the streets, squares and other rights of way, open spaces and parks within central Wakefield (including 'public/private' spaces where public access is permitted or controlled such as private shopping centres or rail and bus stations) and the interiors of key public and civic buildings such as libraries, churches, or town halls.
Preferred options	The second stage of public consultation in preparing the Central Wakefield Area Action Plan (as per other Development Plan Documents). It collects views on first-draft policies and proposals – as well as explaining how these have been arrived at and options that have been rejected.
Primary Shopping Frontages	The frontages that include a high proportion of retail uses.
Proposals map	A map illustrating clearly on an Ordnance Survey or similar base the spatial extent of policies and proposals. It must be prepared and maintained to accompany all Development Plan Documents, and may contain inset maps, where necessary.
Regional Development Agency	Government agencies set up to co-ordinate regional economic development and regeneration and enable the English regions to improve their relative competitiveness and reduce imbalances within and between regions. Yorkshire Forward is the regional development agency for Yorkshire and the Humber.

Term/Acronym	Definition
Regional Spatial Strategy (RSS)	A document which provides the planning framework for Yorkshire and the Humber. It is prepared by the Yorkshire and Humber Assembly and forms part of our statutory development plan. RSS was adopted in May 2008.
Regeneration	Doing things that will make an area a better place to live and work in.
Renaissance	A term given to the processes of reinventing urban areas to once again make urban living desirable.
Renaissance towns programme	A programme led by Yorkshire Forward to support the physical, social and economic regeneration of towns across the region.
Retail Policy Area	The area which contains Wakefield's main shopping streets, including both primary and secondary shopping frontages. This is equivalent to the definition of the Primary Shopping Area, as shown in Table 2 Annex A of Planning Policy Statement 6.
Retail warehouses	Large, usually out of town or out of centre units selling household and bulky items (i.e. DIY, carpets and electrical goods). A retail park includes a group of retail warehouses.
Saved policy/proposal	A policy or proposal in a current UDP(or Local Plan) which is automatically retained for three years from commencement of Part 2 of the Planning & Compulsory Purchase Act 2004 i.e. until 28th September 2007. Policies and proposals can be saved for longer with the agreement of the Secretary of State.
Secondary Shopping Frontages	The streets within the Retail Policy Area that are not shown as Primary Shopping Frontages on the proposals map. Secondary Shopping Frontages provide greater opportunities for a diversity of uses in the city centre.
Sequential approach	This considers options for sites for development in a particular order. For example, in terms of new shops, we would first look for sites within a shopping centre and then for sites on the edge of the shopping centre before looking at sites outside the centre. The same approach is applied to finding land for housing.
Settlement hierarchy	A way in which towns, villages and hamlets are categorised depending on their size and role. It can help make decisions about new development.
Soundness	At the examination, the inspector must assess whether the Development Plan Document is 'sound'. This includes assessing whether the Development Plan Document has been prepared in the right way using the right procedures and if it is broadly in line with the RSS and national planning guidance.
Special Policy Area	A term used in the Wakefield Unitary Development Plan First Alteration and the LDF 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 our 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 (SEA)	All major strategies and plans, including Local Development Documents, must be subject to the requirements of the EU Directive on Strategic Environmental Assessment (SEA). Environmental impacts have to be assessed and monitored and necessary mitigation measures identified. (See also sustainability appraisal).

Term/Acronym	Definition
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	<p>Government policy requires us to identify and assess the development potential of possible sites for future housing development in the plan area. We need to ensure there is a continuous five-year supply of housing land available to meet our housing requirement. The SHLAA assesses the housing potential of sites in terms of their suitability, availability and deliverability to determine whether they can be developed in line with government guidance.</p> <p>The SHLAA is an important background document to the LDF and forms a key part of the evidence base.</p>
Strategic Housing Market Assessment	A study which involves assessing housing need and demand across different sub areas within the district, including the need for affordable and market based housing and the accommodation requirements of specific groups, such as gypsies and travellers. The assessment is an important background document to the LDF and forms a key part of the evidence base.
Strategic view	A view visible over a long distance that has particular local importance in architectural or historic terms. Due to the hilly topography, panoramic views of the skyline are obtainable from various viewpoints around central Wakefield. These views are worthy of protection.
Supplementary Planning Document	A document which forms part of the Local Development Framework (i.e. a Local Development Document). However, it does not form part of the statutory development plan as it is not subject to independent examination. 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.
Sustainable development	Activity which achieves mutually reinforcing economic, social and environmental benefits without compromising the needs of future generations.
Sustainability appraisal	The process of assessing and weighing the economic, social and environmental costs and benefits of plans and programmes (see also Strategic Environmental Assessment). All Local Development Documents must be subject to sustainability appraisal prior to submission and adoption.
Sustainable settlements	A sustainable settlement is one in which most of the services and facilities people need, including schools and shops, are easy to get to, preferably without the need to use a car.
Unitary Development Plan (UDP) First Alteration	The statutory development plan for the district adopted by the Council in January 2003 which forms the basis for determining planning applications. Its policies and proposals will be 'saved' for at least three years. Its policies and proposals will be replaced eventually by new Development Plan Documents.
Vista	An enclosed view especially one seen through an opening e.g. between rows of buildings or trees.
Vitality and viability	<p>Vitality is a measure of how busy a city or town centre is.</p> <p>Viability is a measure of its capacity to attract ongoing investment and its economic health.</p>
Wildlife Habitat Network	This connects designated sites of ecological and geological conservation and habitats listed in the Area Action Plan, such as watercourses, natural and semi natural areas. It is intended to prevent further fragmentation of ecological resources within the district.

Term/Acronym	Definition
Yorkshire Forward	The regional development agency (RDA) responsible for the sustainable economic development and regeneration of the Yorkshire and the Humber region.
Yorkshire and Humber Assembly	Acts as the regional planning body and strategic regional partnership for the Yorkshire and the Humber region. One of its tasks is to prepare the RSS on behalf of the Secretary of State.
Zero carbon development	This is development that delivers zero net emissions (over the course of a year) of carbon dioxide into the atmosphere resulting from energy use in buildings. This definition excludes energy used for transport and embodied energy in materials.

Table 17

Strategy, Objectives, Policies and Projects



Appendix C Strategy, Objectives, Policies and Projects

Strategy	Objectives	Policies (including projects)	Associated Projects
Transport			
Reduce through traffic and congestion within the Emerald Ring.	1	CW1(Emerald Ring – Restriction of Traffic), CW19 (Trinity Walk), CW20 (Merchant Gate).	North Wakefield gyratory system. Park and ride schemes.
Reduce air, noise and light pollution and its impact on development.	1, 2, 8, 9	CW1 (Emerald Ring – Restriction of Traffic), CW18A (Jacobs Well Lane/Stanley Road), CW18C (Borough Road Car Park), CW21 (The Waterfront), CW22 (Kirkgate).	Ings Road/Denby Dale Road gyratory.
Improve road safety and promote pedestrian priority within the Emerald Ring.	1	CW1 (Emerald Ring – Restriction of Traffic), CW2 (Emerald Ring – Design Principles).	
Improve accessibility and links between the city centre and surrounding communities.	1,6,10	CW2 (Emerald Ring – Design Principles), CW3 (Number and Location of Car Parks), CW4 (Pedestrian And Cycle Routes), CW10 Public Realm – Principles and Objectives), CW22 (Kirkgate).	Wakefield free city bus, cycle and pedestrian routes, Thornhill Street scheme.
Provide car parking to serve short and long stay visitors.	1,9	CW3 (Number and Location of Car Parks), CW16 (Westgate Yards), CW19 (Trinity Walk), CW20 (Merchant Gate), CW22 (Kirkgate), CW23 (Ings Road).	Car parking strategy, parking enforcement measures, variable message signs.
Provide a good public transport system.	1,9	CW20 (Merchant Gate), CW22 (Kirkgate).	Wakefield city centre: Planning for buses, Kirkgate traffic management scheme.

Strategy	Objectives	Policies (including projects)	Associated Projects
Housing			
Provide adequate high quality residential units to encourage city centre living.	2, 5, 8, 9	CW5 (Meeting Housing Needs within Central Wakefield), CW18 (Development Sites), CW20 (Merchant Gate), CW21 (The Waterfront), CW22 (Kirkgate), CW23 (Ings Road).	
Provide an adequate mix of housing.	2, 5, 8, 9	CW5 (Meeting Housing Needs within Central Wakefield), CW18 (Development Sites), CW20 (Merchant Gate), CW21 (The Waterfront), CW22 (Kirkgate), CW23 (Ings Road).	
Provide an adequate amount of affordable housing.	2, 5, 8, 9	CW5 (Meeting Housing Needs within Central Wakefield), CW18 (Development Sites), CW20 (Merchant Gate), CW21 (The Waterfront), CW22 (Kirkgate), CW23 (Ings Road).	
Provide housing at appropriate densities.	2, 5, 8, 9	CW5 (Meeting Housing Needs within Central Wakefield), CW18 (Development Sites), CW20 (Merchant Gate), CW21 (The Waterfront), CW22 (Kirkgate), CW23 (Ings Road).	

Strategy	Objectives	Policies (including projects)	Associated Projects
Economy and Employment			
Provide modern office accommodation to regenerate the local economy.	3, 9	CW15 (Specialist Retail Area), CW16 (Westgate Yards), CW20 (Merchant Gate), CW21 (The Waterfront), CW22 (Kirkgate).	
Retain existing employment areas.	3, 9	CW24 (Thornes Wharf), CW25 (Calder Vale).	
Protecting And Enhancing the Built and Natural Environment			
Development will respect conservation areas, historic buildings, archaeology.	4	CW18b (Clayton Hospital), CW18C (Borough Road Car Park), CW18D (Wakefield College – Sandy Walk), CW18E (Registry of Deeds), CW19 (Trinity Walk), CW20 (Merchant Gate), CW21 (The Waterfront), CW22 (Kirkgate).	Design review panel. County Hall civic space, Wood Street pedestrianisation, Wood Street north scheme, Westgate/Marygate, Historic Yards (Westgate area), Brooke Street,
Skylines, landmarks and important views will be respected and developed.	4, 9	CW6 (Skylines and Strategic Views), CW7 (Vistas), CW8 (Landmark Sites/Development), CW18A (Jacobs Well Lane/Stanley Road), CW18B (Clayton Hospital), CW19 (Trinity Walk), CW20 (Merchant Gate), CW21 (The Waterfront), CW22 (Kirkgate), CW23 (Ings Road).	Teal Street, Marsh Way (Lower Warren gate – Kirkgate Roundabout), Thornhill Street scheme.

Strategy	Objectives	Policies (including projects)	Associated Projects
Ensure development is of high quality design.	4	CW6 (Skylines and Strategic Views), CW7 (Vistas), CW8 (Landmark Sites/Development), CW10 (Public Realm – Principles and Objectives), CW11 (Public Realm – Hierarchy of Quality), CW19 (Trinity Walk), CW20 (Merchant Gate), CW21 (The Waterfront), CW22 (Kirkgate), CW23 (Ings Road), CW24 (ThornesWharf).	
Achieve the delivery of high quality public realm.	4,6,7,9	CW1 (Emerald Ring – Restriction of Traffic), CW4 (Pedestrian and Cycle Routes), CW8 (Landmark Sites/Development), CW9 (Financial Contributions towards Public Realm Improvements), CW10 (Public Realm – Principles and Objectives), CW11 (Public Realm – Hierarchy of Quality), CW16 (Westgate Yards), CW18 (Development Sites), CW19 (Trinity Walk), CW20 (Merchant Gate), CW21 (The Waterfront), CW22 (Kirkgate), CW23(Ings Road), CW24 (ThornesWharf).	
Development will be environmentally sustainable including minimising the risk of flooding.	8	CW18(A - E) (Development Sites), CW19 (Trinity Walk),	

Strategy	Objectives	Policies (including projects)	Associated Projects
		CW20 (Merchant Gate), CW21(The Waterfront) , CW22 (Kirkgate), CW23 (Ings Road), CW24 (ThornesWharf)	
Develop the Waterfront as a distinct mixed use quarter.	7	CW21(The Waterfront), CW24 (ThornesWharf).	
Shopping			
Strengthen the city’s role as a sub regional shopping centre.	3	CW13 (Retail Policy Area), CW14 (Primary Shopping Frontages), CW15 Specialist Retail Area), CW19 (Trinity Walk).	Extension to the Ridings shopping centre.
Culture, Leisure, Tourism and the Evening Economy			
Offer a broad range of cultural, leisure and educational facilities and activities.	9, 10	CW15 (Specialist Retail Area), CW16 (Westgate Yards), CW17 (Evening Economy), CW19 (Trinity Walk), CW21 (The Waterfront), CW22 (Kirkgate).	Refurbishment and extension of Wakefield Theatre Royal and Opera House, Refurbishment and extension of the Orangery.

Table 18

Plans



Appendix D Plans

[Plan No. 1 - Proposals](#)

[Plan No. 2 - Road Hierarchy](#)

[Plan No. 3 - Pedestrian & Cycle Routes](#)

[Plan No. 4 - Streetstyle Quality](#)

[Plan No. 5 - Landmarks, Vistas & Views](#)