

Wakefield District

Local Plan 2036

Planning Growth and Protecting Places

Infrastructure Delivery Plan 2021

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EXECUTIVE SUMMARY

Wakefield District forms one of five metropolitan districts which make up West Yorkshire.

Leeds is situated to the north of the district with Selby to the east, Barnsley and Doncaster to the south and Kirklees to the west.

The district occupies a strategic location and sits alongside the M1, M62, A1 and the main East Coast rail line. This, and its proximity to Leeds, makes it highly accessible and play a significant and prominent role in the Leeds City Region.

The provision for new housing and employment opportunities through the new Local Plan, on their own, will not be sufficient to create sustainable and prosperous communities in the district.

There will be a need for supporting infrastructure, such as transport, education and health care provision, digital communication networks, community and culture, green spaces and biodiversity, sport and leisure facilities, flood risk and climate change mitigation.

An integrated approach to infrastructure provision is, therefore, essential for Wakefield Council and its partners to meet the needs of existing communities and those created in the future.

This document identifies new infrastructure planned across the district over the new Local Plan period from 2018 to 2036. It includes details of how this infrastructure will be funded, where known, which organisations will be responsible for delivering it and the timescales for achieving this. A number of key pieces of infrastructure required to support the delivery of the Local Plan have been included in the Plan.

The Council accepts this infrastructure will not all be delivered by the time the new Local Plan is adopted, nor does it need to be. However, the Council will continue to work with its partners on an on-going basis to ensure that new infrastructure can be delivered in a timely way to support the district.

The Council considers there are no significant obstacles / barriers relating to the delivery of infrastructure required to support the growth set out in the Local Plan.

1. INTRODUCTION

Purpose

- 1.1. Wakefield District Council (“The Council”) has produced this Infrastructure Delivery Plan to support its new Local Plan for the district.
- 1.2. The new Local Plan will help guide growth and development in the district until 2036.
- 1.3. The Government’s National Planning Policy Framework requires Local Plans to make sufficient provision for infrastructure which can support each local planning authority’s priorities for growth and development.
- 1.4. This includes infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, minerals and energy, health, education, culture, conservation, biodiversity and climate change mitigation.
- 1.5. The Council produced an Infrastructure Study in April 2010, which provided evidence to inform the Council’s growth strategy across the district up to 2026.
- 1.6. The purpose of this document is to identify new infrastructure planned across the district over the new Local Plan period from 2018 to 2036. It includes details of how this infrastructure will be funded, which organisations will be responsible for delivering it and the timescales for achieving this.

2. POLICY CONTEXT

- 2.1. This section sets out the policy context for infrastructure provision in the district at national, regional and local level.
- 2.2. Some of the strategies and documents in this section identify infrastructure for the district, which will be put in place by the Council or its partners. Some of this will also support development in the new Local Plan.

National

National Planning Policy Framework

- 2.3. The National Planning Policy Framework (NPPF) was revised in February 2019. It replaced the previous NPPF published in March 2012, and the revised version in July 2018.
- 2.4. The NPPF identifies three overarching objectives for achieving sustainable development as being economic, social and environmental. The economic objective includes identifying and coordinating the provision of infrastructure (paragraph 8a).
- 2.5. With regards to plan-making, it advises that plans should be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees (paragraph 16c).
- 2.6. Paragraph 20b advises strategic policies within the Local Plan should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:
 - infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- 2.7. Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure (paragraph 22).
- 2.8. Paragraph 26 advises that effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.

- 2.9. In terms of development contributions, paragraph 34 advises that plans should set out what is expected from developments, such as infrastructure needed for education, health, transport, flooding and water management, green and digital infrastructure.
- 2.10. Paragraph 122c advises that planning policies should support development that makes efficient use of land, taking into account the availability and capacity of infrastructure and services, both existing and proposed, as well as their potential for further improvement.
- 2.11. There is no specific requirement to prepare an Infrastructure Delivery Plan, but the NPPF does advise that planning policies should provide for:
- Walking and cycling infrastructure (paragraph 104d);
 - Digital infrastructure for next generation mobile technology (paragraph 112);
 - Infrastructure for flooding and climate change protection measures (paragraph 149);
 - Renewable energy and low carbon infrastructure (paragraph 151b);
 - Habitat and green infrastructure (paragraph 171).

National Planning Practice Guidance

- 2.12. National Planning Guidance on 'Plan-making' (March 2019) provides further advice about identifying infrastructure requirements through the local plan process.
- 2.13. Paragraph: 059 Reference ID: 61-059-20190315 advises that *'a plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when. This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought forward.'*
- 2.14. *At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:*

- *assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and*
 - *take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.*
- 2.15. *The government recommends that when preparing a plan strategic policy-making authorities use available evidence of infrastructure requirements to prepare an Infrastructure Funding Statement. This should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used. At examination this can be used to demonstrate the delivery of infrastructure throughout the plan-period.*
- 2.16. *Authorities will also need to ensure that policies setting out contributions expected from development do not undermine delivery of the plan. Plan viability assessment should be carried out in accordance with guidance.*
- 2.17. *Where plans are looking to plan for longer term growth through new settlements, or significant extensions to existing villages and towns, it is recognised that there may not be certainty and/or the funding secured for necessary strategic infrastructure at the time the plan is produced. In these circumstances strategic policy-making authorities will be expected to demonstrate that there is a reasonable prospect that the proposals can be developed within the timescales envisaged.*

National Infrastructure Strategy

- 2.18. The Government published its National Infrastructure Strategy in November 2020.¹ This document outlines the Government's long-term vision for infrastructure investment in the UK. It outlines a commitment to substantial investment in strategic roads, rail, broadband, and flood defences along with energy, decarbonisation and clean economic growth to help reach its aspirations for net zero by 2050.
- 2.19. £317m provided to the West Yorkshire Combined Authority through the Transforming Cities Fund towards key transport investments supporting walking, cycling and public transport in the region, and a commitment to developing schemes such as the A1 from Doncaster to Darrington Upgrade (in Wakefield).

The National Infrastructure Strategy also confirmed a new UK infrastructure bank would be created and work with the private sector to finance major new investment projects across the UK. The Chancellor announced in March

¹ HM Treasury, National Infrastructure Strategy, November 2020.

2021, as part of the Budget Speech, that the bank would be headquartered in Leeds, West Yorkshire.

Build Back Better

- 2.20. The Budget in March 2021 was accompanied by the publication of Build Back Better: our plan for growth.² This paper sets out the Government's plans to support economic growth through investment in infrastructure, skills and innovation. This paper also provides details of a series of new funding arrangements including the UK Shared Prosperity Fund to arrive in 2022, which will replace European Union structural funds as these will expire after 2022-23.

Highways England Delivery Plan 2020 - 2025

- 2.21. Highways England's 5 year delivery plan explains how they will invest Government funding in the strategic road network (SRN) up to 2025. This plan responds to the Government's second Road Investment Strategy (RIS2), published in March 2020.
- 2.22. RIS2 sets out the Government's vision for investment and management of the SRN from April 2020 to March 2025. The Government allocated £27.4 billion to support this vision.³
- 2.23. Highways England seek to deliver the Government's objectives for RIS2 and identifies how it seeks to achieve this in the Delivery Plan. This includes details of specific projects which will affect the district, such as extra capacity on M1 Junctions 35 to 39 Sheffield to Wakefield and improvements to the M1/M62 Lofthouse Interchange.

Regional

West Yorkshire Combined Authority Strategic Economic Framework

- 2.24. West Yorkshire Combined Authority (WYCA) published the Strategic Economic Framework in September 2020.⁴ This builds on its previous Strategic Economic Plan (2016) and sets out the priorities for growth and development in West Yorkshire.
- 2.25. The Strategic Economic Framework identifies five priorities for the region, these include:
- Boosting productivity – helping businesses to grow and invest in the region and their workforce, to drive economic growth, increase innovation and create jobs.

² HM Treasury, Build Back Better: our plan for growth, March 2021.

³ Highways England, Delivery Plan 2020-2025, August 2020.

⁴ West Yorkshire Combined Authority, Strategic Economic Framework – Our Vision, September 2020.

- Enabling inclusive growth – enabling as many people as possible to contribute to, and benefit from, economic growth in our communities, towns and cities.
- Tackling the climate emergency – growing our economy while cutting emissions and caring for our environment.
- Delivering 21st century transport – creating efficient transport infrastructure to connect to our communities, making it easier to get to work, do business and connect with each other.
- Securing money and powers – empowering the region by negotiating a devolution deal and successfully bidding for substantial additional funds. (The devolution deal for West Yorkshire was subsequently signed into law in January 2021).

2.26. West Yorkshire Combined Authority has also produced the Leeds City Region Infrastructure Map which brings together spatial data on all types of infrastructure into one City Region map to illustrate infrastructure needs and interrelationships/spatial priorities. The Council contributed information towards this map.

West Yorkshire Draft Economic Recovery Plan

- 2.27. The West Yorkshire Combined Authority convened the West Yorkshire Economic Recovery Board to develop plans for the region's recovery from the Covid-19 pandemic.
- 2.28. In August 2020, it published a Draft Economic Recovery Plan which set out a £1.4bn action plan to support existing and encouraging growth in new businesses, new skills and training and accelerated infrastructure shovel-ready energy efficient schemes, future digital infrastructure and flooding programmes.

West Yorkshire Transport Strategy 2040

- 2.29. This Transport Strategy was adopted by the West Yorkshire Combined Authority on 3 August 2017.
- 2.30. It was produced by the West Yorkshire Combined Authority and the five West Yorkshire district councils of Bradford, Calderdale, Kirklees, Leeds and Wakefield.
- 2.31. This strategy sets out a vision and a policy framework for delivering world-class, modern, integrated transport infrastructure and services in West Yorkshire to help facilitate economic growth and enhance the quality of life for its population.

Leeds City Region Connectivity Strategy

- 2.32. The evolving Leeds City Region Connectivity Strategy is set in the context of the Combined Authority's adopted West Yorkshire Transport Strategy 2040. It focusses on West Yorkshire, but takes into account the objectives of both the Leeds City Region and Transport for the North as well.
- 2.33. The Connectivity Strategy also brings together and integrates input from the Leeds City Region HS2 Growth Strategy. High Speed 2 (HS2) and the construction of the line to Leeds is planned to start in 2024, with the line anticipated to open in 2033.
- 2.34. The HS2 Connectivity Strategy (May 2018) identified a set of priority corridors which will connect major communities, including some of the most deprived, to HS2. The Leeds City Region Connectivity Strategy seeks to build on this agenda and help distribute and maximise the economic benefits of HS2 across the region.
- 2.35. The Leeds City Region Connectivity Strategy has defined an Inclusive Growth Corridor Programme (areas with greatest economic need/opportunity), as identified in the HS2 Connectivity Strategy. These corridors include- Leeds to Wakefield to Barnsley and Leeds to the Five Towns.⁵ Work is being progressed through the Connectivity Infrastructure Plan and associated research, plans and case-making reports (referenced under "Our Evidence" in the Connectivity Infrastructure Plan).

Leeds Area Strategic Study 2020

- 2.36. This study was produced by Network Rail and published in April 2020. It sets out what rail infrastructure is required to accommodate forecast growth and aspiration over the period up to 2043. The focus of this report is on Leeds and its surroundings including Wakefield.
- 2.37. For Wakefield, the study identified the following improvements:
- The reinstatement of Platform 2 at Castleford Station to provide additional platform capacity at the station;
 - Reconfiguration of the track layout to include a crossover as close as possible to Castleford Station to enable services to use Platform 2 to turn around and reduce the dependency on Platform 1;
 - Improving passenger capacity and circulation at Leeds Station including Platform 17 which provides direct links to the Five Town Corridor; and

⁵ West Yorkshire Combined Authority, Planning for Growth: The Leeds City Region Connectivity Strategy, November 2018.

- Platform lengthening to accommodate new longer trains. A total of 54 platforms across 29 stations in the study area were identified as being too short to accommodate future train service lengths. It wasn't clear which stations in Wakefield were included in this list, but Normanton will require upgrading as it only accommodates capacity for a 3-car length train, as mentioned above.

Leeds City Region Energy Strategy

- 2.38. The West Yorkshire Combined Authority and the Leeds City Region Local Enterprise Partnership (LEP) produced an Energy Strategy and Delivery Plan in December 2018. Its aim was to set out how both organisations would work towards creating a zero-carbon economy in the Leeds City Region.
- 2.39. The Combined Authority and the LEP are working alongside a wide range of partners to ensure the Leeds City Region is a net carbon economy by 2038.
- 2.40. Through the Climate Change Act, the UK is obliged by law to bring all greenhouse gas emissions to net zero nationally by 2050.

West Yorkshire Carbon Emissions Reduction Pathways

- 2.41. The West Yorkshire Combined Authority declared a climate emergency in June 2019. The West Yorkshire Carbon Emission Reduction Pathways (CERP) study was commissioned by the Combined Authority and published in July 2020 to demonstrate different ways in which the climate emergency could be addressed and the emission reduction target for the region could be met.
- 2.42. The study focusses on transport, buildings, energy, industrial, land-use and agriculture sectors. Its three main objectives are to develop three emission reduction pathways, to set out the timescales for decision making and deployment, and to identify the policies and actions that need to be implemented.

West Yorkshire Connectivity Infrastructure Plan

- 2.43. West Yorkshire Combined Authority published this document, alongside associated visions, plans and strategies, relating to rail, bus, walking and cycling, mass transit, housing and carbon reduction, for consultation in January 2021. It sets out a long-term transport infrastructure investment programme for the next 20 years. It also provides a spatial picture of where improvements in rail, bus, road, cycling and walking will be required along with investment in a new mass transit system for West Yorkshire.
- 2.44. Three programmes are proposed for delivering the transport infrastructure improvements scheme across West Yorkshire. These include:

- Programme A. Schemes for delivery by 2025. In Wakefield, these include:
 - Outwood Rail Park and Ride – 167 additional car parking spaces at Outwood rail station.
 - Wakefield to Castleford Greenway – Full surfaced cycle path from Castleford to Wakefield along the River Calder. First section opened in March 2018.
 - Castleford Station Gateway – Improvements to Castleford Station and providing better car parking, customer facilities and link to Castleford bus station.
 - Additional Platform and Track Capacity at Castleford.
 - Wakefield Local Cycling and Walking Improvement Plan (LCWIP) - Phase 1 – A core walking zone with connections to create a cycle and walking network extending from Newton Bar and Sandal into the city centre.
 - Wakefield City Centre Active and Sustainable Travel Package – Improvements to Wakefield centre to enhance public transport and active travel access.
 - A638 Doncaster Road – A638 Doncaster Road Corridor scheme providing infrastructure to support walking, cycling and bus usage.
 - Normanton Rail Station – 121 additional car parking spaces.
 - A639 Park Road, Wakefield (Pontefract). A639 Park Road corridor scheme to reduce congestion, improving journey times, providing infrastructure to enable walking, cycle and bus use.
 - Fitzwilliam Rail Station – 108 additional car parking spaces (completed).
 - A61 South – Wakefield to Leeds via Hunslet and Stourton. Dedicated bus lane, fully segregated cycle path, junction improvements and pedestrian and cycle links from local communities to the corridor.
 - A639 Corridor – Bus priority, transport hub and active travel improvements.

2.45. Programme B comprises strategic priorities for development and potential delivery over the next 5 years. These include developing strategic programmes for the region, such as the Trans Pennine Route Upgrade, Northern Powerhouse Rail, HS2, and Mass Transit Phase 1 and 2.

- 2.46. Programme C identifies a range of transport schemes being considered for delivery between 2026 and 2040. These are at initial proposal stage and will be subject to further consultation and design detail. A number of district-wide schemes are identified for Wakefield, including walking and cycling, rail improvements, rail and bus park-and-ride, West Yorkshire Mass Transit and road improvements.

Mass Transit Vision 2040

- 2.47. West Yorkshire Combined Authority published this document for consultation in January 2021. It sets out the vision and timescales for delivering a Mass Transit system in West Yorkshire. The aspiration is for Mass Transit to be integrated with cycling and walking, bus and rail infrastructure throughout West Yorkshire.
- 2.48. Mass transit is considered to support the Leeds City Region's aim of raising productivity, delivering inclusive growth, and addressing the climate emergency through clean growth, all of which are underpinned by a 21st Century transport system in West Yorkshire.⁶
- 2.49. The City of Wakefield and the Five Towns – Pontefract, Castleford, Normanton, Knottingley and Featherstone are identified as potential places to connect by Mass Transit as part of later phases of development.

H21

- 2.50. H21 is a collaborative gas industry programme led by the gas distributor for the North of England, Northern Gas Networks (NGN), which is focused on demonstrating how converting the UK gas network to carry 100% hydrogen can tackle the UK's decarbonisation target.
- 2.51. In 2016, NGN produced the H21 Leeds City Gate feasibility study which concluded it was possible to decarbonise the UK's gas distribution networks by converting them from natural gas to 100% hydrogen.
- 2.52. Further work was carried out in the H21 North of England report in 2018, which built on the feasibility study, and proposed converting the gas networks in the north of England to hydrogen between 2028 and 2035. This includes the installation of new infrastructure across the major cities in West Yorkshire such as Leeds, Bradford, Wakefield and Huddersfield.⁷

⁶ West Yorkshire Combined Authority, Leeds City Region Mass Transit, Transport Committee Report March 2020

⁷ www.h21.green/about

Local

Core Strategy

- 2.53. The Council adopted the Core Strategy 15 April 2009. This document forms part of the Local Plan for Wakefield District and sets out the spatial vision, objectives, development strategy and overarching strategic policies that will guide the scale, location, and type of development in the district until 2026.
- 2.54. The Core Strategy reinforces the importance of having the required level of infrastructure in place to deliver housing and employment growth. It places particular emphasis on the importance of promoting the delivery of new infrastructure in tandem with development to enable regeneration and growth to be delivered.
- 2.55. The Core Strategy also sets out five strategic themes to provide a clear focus for the spatial development strategy of the district. These are:
- Meeting Local Needs in Sustainable Locations;
 - Creating Mixed and Balanced Communities;
 - Supporting a Dynamic and Efficient Local Economy;
 - Creating High Quality, Distinctive and Safe Environments; and
 - Mitigating and Adapting to Climate Change and Resource Management.
- 2.56. Ensuring there is clear, joined up approach for growth, regeneration and infrastructure planning and delivery will be instrumental in achieving these objectives.

Development Policies

- 2.57. The Council adopted the Development Policies document in April 2009. This document forms part of the Local Plan and sets out policies which are used, in conjunction with the strategic policies in the Core Strategy, when determining planning applications.
- 2.58. This document seeks to secure appropriate localised infrastructure such as highways, flood, drainage, green and renewable energy provision which would be specific to new developments.

Central Wakefield Area Action Plan

- 2.59. The Council adopted the Central Wakefield Area Action Plan (CWAAP) 17 June 2009.

- 2.60. The CWAAP forms part of the Local Plan and develops the spatial vision, objectives and overall strategy set out in the Core Strategy into more detailed policies and proposals relating directly to Central Wakefield.
- 2.61. The CWAAP also emphasises the importance of the infrastructure being in place to deliver the regeneration and growth aspirations for Central Wakefield. It states 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.

Waste Development Plan Document

- 2.62. The Council adopted the Waste Development Plan Document 9 December 2009.

The Waste Plan forms part of the Local Plan and provides a detailed policy framework for assessing planning applications for waste related developments and also allocates sites for a range of new waste management facilities to meet the Council's recycling and recovery targets in the period to 2026.

- 2.63. This document reinforces the need for an appropriate level of infrastructure to be in place to support the future growth needs of the district and reduce the level of waste going to landfill. It also sets out the waste infrastructure which needs to be upgraded or provided to meet waste management legislation and wider national policy.

Site Specific Policies Local Plan

- 2.64. The Council adopted the Site Specifics Policies Local Plan 12 September 2012.
- 2.65. The Site Specific Policies Local Plan provides a set of site allocations and policies to meet the vision, objectives and development strategy of the Core Strategy. The plan includes land allocations to meet anticipated development needs relating to housing, employment and mixed use development.
- 2.66. This document also sets out the key strategic transport priorities and planned infrastructure investments over the plan period to support the aspirations for growth in the district.
- 2.67. Some of these schemes have been completed and include the North Wakefield Gateway (TS 1), Wakefield Eastern Relief Road (TS 2) and the Former Newmarket Colliery Access Road in Stanley (TS 10).

Leisure, Recreation and Open Space Local Plan

- 2.68. The Council adopted the Leisure, Recreation and Open Space Local Plan (LROS) 18 January 2017.

- 2.69. The LROS forms part of the Local Development Framework and sets out policies and allocations for the provision, protection and enhancement of leisure, recreation, sports, open space, green and blue infrastructure within the district.

Retail and Town Centre Local Plan

- 2.70. The Council adopted the Retail and Town Centre Local Plan 18 January 2017.
- 2.71. The Plan forms part of the Local Development Framework and sets out policies and allocations for retail and town centre development within the district.
- 2.72. The Plan also identifies a number of potential highway improvement schemes across the district which seek to increase the capacity of the local road network and support sites identified for retail development.

Wakefield District Publication Draft Local Plan 2036

- 2.73. In October 2020, the Council published the Wakefield District Publication Draft Local Plan for public consultation. This document sets out the Council's planning policies for securing growth, investment, sustainable development and improving the environment in the district, covering the period to 2036.
- 2.74. The Draft Plan emphasises the need to provide the necessary supporting infrastructure, including utility services, transport, schools, health and energy to help create sustainable communities.
- 2.75. The Draft Plan seeks an integrated approach between the Council and its partners to infrastructure provision in the district. Volumes 1 and 2 of the Publication Draft Plan identifies a number of strategic infrastructure and investment proposals, in relation to transport schemes, minerals, waste, open space, sports facilities and individual allocations, where infrastructure will be provided as part of new developments.
- 2.76. Some of the schemes are identified in chapters 5 to 9 and include details of where funding has been secured.

Local Plan 2036 Viability Assessment

- 2.77. The Council commissioned a viability assessment of the Draft Local Plan, to test the impact of the emerging policies on the viability of development in the district.
- 2.78. Estimates of the costs of the emerging policies were made through a set of assumptions, which were then modelled to demonstrate their impact on development viability. This included planning obligations expected to be

secured through both through Section 106 agreements and the Community Infrastructure Levy (CIL).

- 2.79. The results were used to inform the refinement of Draft Plan policies, including the affordable housing policy. The results of this work support the viability of the delivery of development alongside site specific infrastructure costs, section 106 planning obligations and CIL.

Wakefield Climate Emergency Plan

- 2.80. The Council declared a Climate Emergency in May 2019 which committed the Council to being a Carbon Neutral organisation before 2030, and to work towards making the entire district zero carbon within the same timescale. This will enable the Council to contribute to limiting global warming to less than 1.5°C.
- 2.81. Other relevant plans and strategies will contribute to the delivery of this goal, such as the new Local Plan, and the Climate Change Action Plan (CCAP) which was approved by the Council in September 2020.
- 2.82. The CCAP outlines a programme of work the Council will pursue as part of its pledge to become a carbon neutral organisation by 2030.
- 2.83. The CCAP also confirms a commitment to achieve a net zero carbon footprint for the entire district within the same timeframe and if not, by the regional target of 2038 at the latest. To help achieve this ambition, one of the work streams identified in the CCAP includes the deep decarbonisation of everything in the district, from mass transit to energy supply and housing.

Wakefield District Economic Strategy 2018 2023

- 2.84. In 2018, the Council published a new Economic Strategy to guide the district's economic activity and ambitions over a 5-year period.
- 2.85. The Economic Strategy is based on three themes:
- Successful Business
 - Successful People
 - Successful Places
- 2.86. These themes are underpinned by actions and key projects the Council seek to achieve. Successful Places seek to invest new homes, transport and digital infrastructure, leisure and services to improve the lives of people and businesses to prosper.

The Wakefield Housing Plan 2019 – 2022

- 2.87. The Council approved a new Housing Plan for the district in June 2019. This plan sets out the Council's vision, ambitions and priorities for housing across the district over the next three years.
- 2.88. One of the key housing priorities is ensuring housing is developed with the necessary services and infrastructure to support growth in the district.

Wakefield City Centre Masterplan

- 2.89. The Council is currently developing a masterplan for Wakefield City Centre which seeks to develop a vibrant city centre that is fit for purpose, future proof, and offers a hub for the creative and cultural industries. The masterplan will complement and strengthen links with the retail core and historic heart of the city and contribute to the city's wider regeneration ambitions, to promote the city as a key destination to invest, create, live, work and experience.
- 2.90. Primarily, the purpose of this masterplan is to help address issues of decline in the retail and business sectors (in terms of empty units, vacant and underutilised office and leisure space, rates of retail/business closures exceeding new businesses opening) within the city centre. It will create a positive reputation for the city as a desirable place to live, work and play.
- 2.91. It is anticipated that the final version of this document will be approved in July 2021.⁸

City Fields Masterplan Framework

- 2.92. The City Fields Masterplan Framework was commissioned by the Council and published in June 2017. One of its main purposes is to provide a robust, detailed framework to guide and determine future planning applications on City Fields.
- 2.93. To support the future delivery of City Fields, a range of infrastructure requirements are identified within this document. It sets out what is needed, the timeframe, cost estimates established through viability work, the funding that is in place and the anticipated funding sources and gaps. It also sets out the requirements for the district and local centres, education and green space provision, SUDs, public art and utilities.

Reconnecting Pontefract

- 2.94. In October 2019, the Council commissioned a specialist consultancy firm to undertake a Masterplanning exercise for Pontefract. The Masterplan, titled 'Reconnecting Pontefract' seeks to transform underused areas and improve

⁸ Wakefield District Council, Wakefield City Centre Masterplan Update, July 2020.

linkages between the Town Centre, surrounding communities and key local assets.

- 2.95. Public consultation events were held in February and July 2020 and invited views from the local community as part of the process. The creation of this plan is seen as an important step in the Council's delivering its vision for Pontefract.
- 2.96. Reconnecting Pontefract was approved by the Council in March 2021 and is a material consideration when determining planning applications within the area covered by the masterplan.

Aire River Growth Corridor Masterplan

- 2.97. The Aire River Growth Corridor Masterplan was approved by the Council in June 2018. It is a material consideration in determining planning applications within the area.
- 2.98. The masterplan provides a blueprint for development of housing (up to 45,000 dwellings) and employment land within the Castleford Housing Zone as well as supporting the wider growth ambitions of the region.
- 2.99. This document includes details of the green and blue infrastructure strategy and explains the social, community, transportation and other physical infrastructure to be delivered within the masterplan growth corridor.
- 2.100. The Council is currently in the process of developing Strategic Regeneration Framework for Castleford Town Centre which will provide a route map by which the Council can plan future development and investment for Castleford.
- 2.101. The Strategic Regeneration Framework will set out a robust evidence base, describe a vision for the town and identify potential opportunities over the next 20 years.
- 2.102. The Strategic Regeneration Framework will consider opportunities which exist in the town for new uses, address wider connectivity challenges and promote transformational change.

Knottingley and Ferrybridge Masterplan

- 2.103. The Council commissioned consultants to produce a Masterplan for Knottingley and Ferrybridge. Public consultation on the Masterplan was planned to take place in April 2020, but was postponed due to the Covid-19 Pandemic, eventually taking place between September and November 2020.
- 2.104. As part of the masterplan process, options were identified for areas of new housing, employment space, green space and recreation areas. These options also included potential positions for a new link road south of

Knottingley to enable the proposed scale of housing and employment land to come forward.

2.105. Part 3 of the Masterplan provides information on the infrastructure required to support the projected levels of growth in Knottingley and Ferrybridge, including transport, drainage and utility infrastructure. It sets out the trigger points for delivery, an estimate of cost and potential funding streams.

2.106. The Masterplan was approved by the Council in January 2021 and is a material consideration when determining planning applications within the area covered by the masterplan.

Wakefield Initial Draft Plan Duty to Cooperate Statement

2.107. The Council produced a Duty to Cooperate Statement and published this document as part of its consultation on the Initial Draft Plan in January 2019.

2.108. This document sets out the processes and actions that were identified and undertaken by the Council to comply with the legal and policy requirements of the duty to cooperate in producing the Initial Draft Plan.

2.109. The document also sets out issues of strategic importance identified by the Council and the proposed actions with regards to the duty to cooperate.

2.110. These issues included the impact of new housing on infrastructure such as transport, education, greenspace and health which could occur outside of the district's boundaries. One of the key actions for this issue was the production of this Infrastructure Delivery Plan which involved liaising with adjoining authorities and other relevant bodies to understand the level of infrastructure required.

Wakefield District Transport Strategy and Implementation Plan 2011 - 2026

2.111. This document sets out the local transport strategy for 2011-2026 and aspirations of the Council over the same period. It also lists the transport schemes programme within the 3 year period 2011-2014. The transport schemes programme is updated every year incorporating the detailed measures and funding available.

Wakefield Schools Organisation Plan 2020

2.112. The Council publishes a Schools Organisation Plan every year which provides present and predicted future pupil numbers in each school across the district.

2.113. The Schools Organisation Plan also considers the impact of recent legislation, funding and growth projected in the Draft Local Plan as well as new housing developments. Through this assessment, the Council is aware of potential

pressure on education need and can meet its statutory duties to provide school places.

2.114. The Schools Organisation Plan also analyses changes in the number of school places available over the last year and suggests where other changes may be necessary in the future.

2.115. A formula is applied by the Council to individual planning applications to inform the impact of new development on the demand for school places. Government guidance has also been produced to help local authorities secure developer contributions for education from housing developments.⁹ In Wakefield, CIL payments are used for education contributions, unless a development is of a significant scale to generate its own on site need.

⁹ Department for Education, Securing developer contributions for education, November 2019.

3. EVIDENCE

- 3.1. This section sets out the approach in which evidence has been gathered to inform the Infrastructure Delivery Plan.

Types of Infrastructure

- 3.2. The table below includes the types of infrastructure considered in this document:

Infrastructure	Types
Highways and Transportation	Highways, Rail, Bus, Walking, Cycling, Tram – Train
Utilities	Electricity, Gas, Water Supply
Communications	Broadband, ICT
Flood Risk and Drainage	Flood Alleviation Schemes, Watercourses
Waste	Household Waste and Recycling Facilities, Landfill Sites
Green Infrastructure and Public Open Space	Green Infrastructure, Biodiversity, Woodlands, Open Space
Sport, Leisure and Recreation	Sports Grounds, Pitches, Stadiums, Leisure Facilities, Parks, Playing Fields, Off Road Bike Tracks
Community and Cultural	Public Spaces, Community Centres, Libraries
Education	Primary Schools, Secondary Schools, Further Education
Health	Hospitals, Primary Care
Emergency Services	Police, Fire and Ambulance

Infrastructure Providers

- 3.3. The delivery of infrastructure within the district involves a wide range of providers and organisations from the public, private and voluntary sectors. These are set out in the table below:

Organisation	Responsibility
Wakefield District Council	The Local Authority delivers and maintains most of the infrastructure in the district such as roads, railway stations, schools, waste facilities, recreation, open spaces, sports and leisure facilities, walking and cycling provision, parks, community and cultural spaces and libraries.
Private Sector	Landowners and Developers are expected to make contributions towards the delivery of infrastructure to support new development in the district.
Government Agencies and Departments	Environment Agency (flooding), Highways England (roads), Department for Education (education) and Network Rail (rail).
Leeds City Region Enterprise Partnership (LEP)	A partnership of representatives in both the public and private sectors which seeks to stimulate growth and investment in five West Yorkshire local authorities including Wakefield.
West Yorkshire Combined Authority (WYCA)	This is made up of five West Yorkshire local authorities including Wakefield plus the City of York. WYCA work alongside Leeds City Region Enterprise Partnership in delivering and supporting investment in transport and housing, regeneration and the environment across the Leeds City Region.
Utility Companies	Northern Powergrid (electricity), Yorkshire Water (water), United Utilities (gas) and BT (telecoms).
Other Providers	Canal and River Trust (waterways), NHS Wakefield Clinical Commissioning Group (health), Mid Yorks NHS Trust (health), West Yorkshire Police, Ambulance, Fire and Rescue Services, Town and Parish Councils.

Consultation Exercise

3.4. Consultation was carried out with various Council departments and external organisations during the course of 2020 and 2021. These included the following:

- **Council Departments**

- Arts, Culture and Leisure;
- Skills and Business;
- Communities;
- Highways;
- Highways Development Management;
- Transportation and Highways;
- Environmental Health;
- Strategic Housing and Regeneration;
- Energy;
- Drainage;
- Waste;
- Street Scene;
- Education;
- Rights of Way;
- Public Health;
- Development Management;
- Finance;
- Legal;
- Corporate Landlord Team;
- Business Change;
- Technology and Digital Transformation;
- Corporate External Funding.

- **External Organisations**

- Yorkshire Water;
- West Yorkshire Ambulance Service;
- Environment Agency;
- United Utilities;
- West Yorkshire Fire and Rescue Service;
- Highways England;
- NHS Wakefield Clinical Commissioning Group;
- Northern Powergrid;
- West Yorkshire Combined Authority;
- West Yorkshire Police;
- Canal and River Trust;
- Leeds City Region;
- Mid Yorks NHS Trust;
- NHS Property Services.

3.5. Details of projects and funding mechanisms identified through this process are included in this document.

- 3.6. In addition to this, a desk-top review of planned infrastructure delivery within plans and strategies for some of these organisations was carried out. These documents are listed in Appendix A.

4. PLANNED GROWTH

- 4.1 This section provides an overview of the housing and employment growth projected for the district in the Draft Local Plan. This will help the Council understand the level of infrastructure needed to support growth across the district.

Vision

- 4.2 The Council's vision for the district in the Draft Local Plan states:

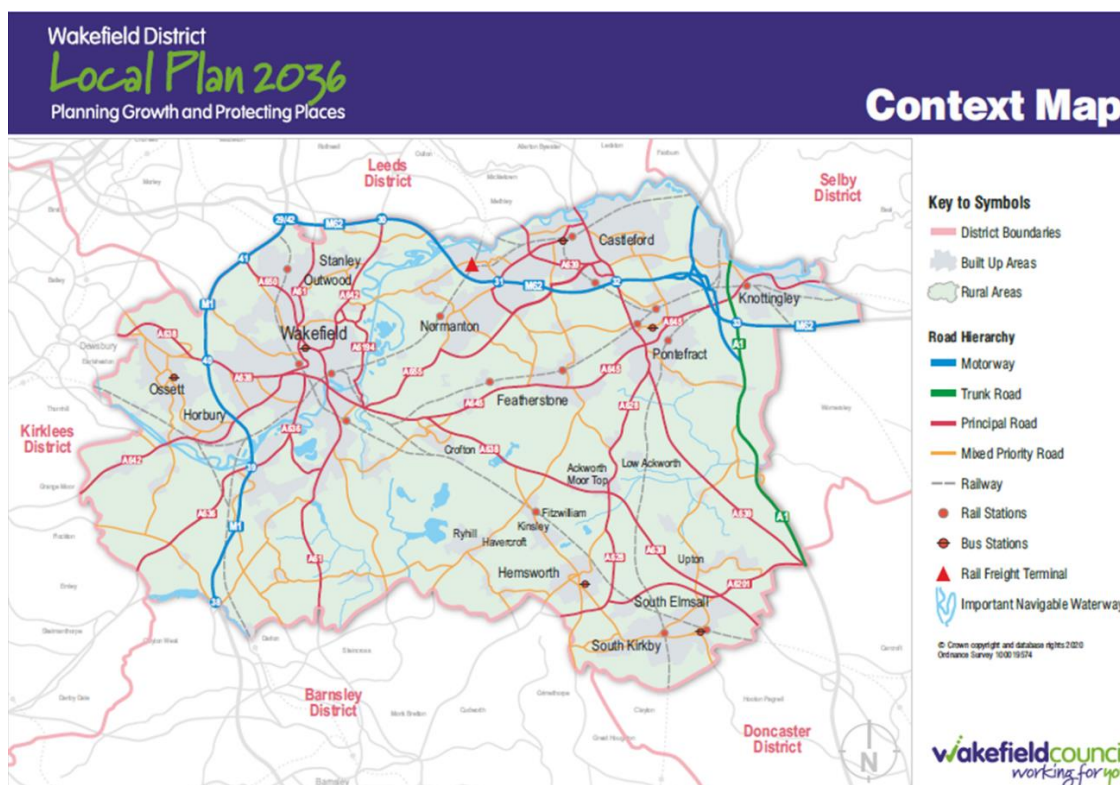
Wakefield District will be attractive, prosperous, resilient, low carbon and sustainable; supporting a high quality of life. The district will be making a significant contribution to the prosperity and culture of Leeds City Region. Residents, businesses and visitors will benefit from innovation, new technology and inclusive economic growth, taking advantage of the district's connectivity to places across the region, the North and beyond. Wakefield District will be a place where all businesses and communities succeed.

The district's rich historic, cultural and natural heritage, diverse wildlife, habitats and landscape, Green Belt and open spaces will be protected and enhanced. Improved standards of design and management will improve the quality of the built and natural environment, and secure biodiversity net gain.

New development and investment will be sustainable, ensuring the benefits are spread across the district, supporting urban renaissance, regeneration and less advantaged communities. It will address our housing and employment needs and reinforce the character of places. Sustainable patterns of living will support distinctive, vibrant, creative and well-designed places, with balanced communities, improved transport infrastructure and people living healthy, active lifestyles.

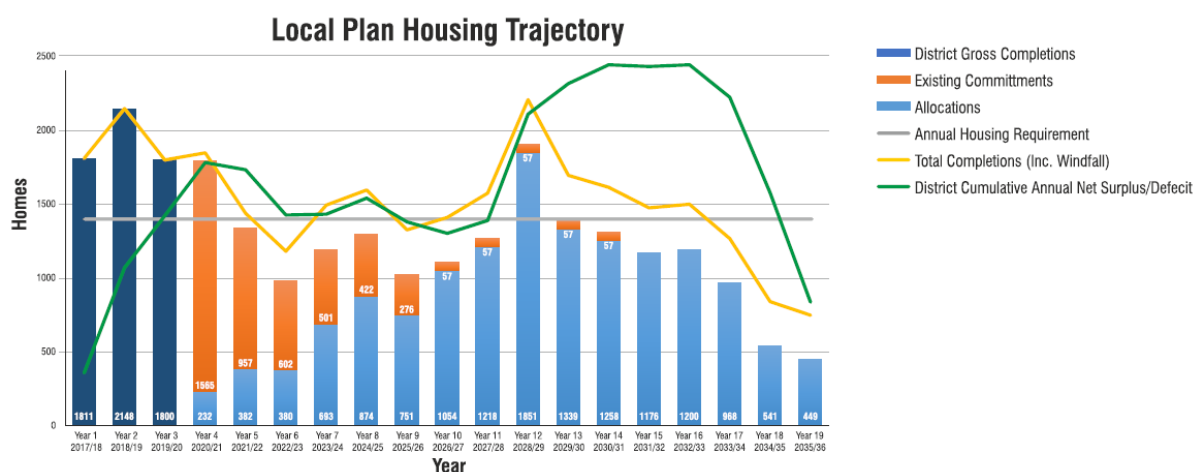
- 4.3 The Context Map¹⁰ below shows the boundary of the district area, the geographic locations of the main settlements, key transport routes and the neighbouring districts.

¹⁰ Wakefield District Council, Publication Draft Plan 2036 Volume 1, October 2020.



Housing

- 4.4 The housing requirement is set as a range in the Draft Local Plan. The top of this range is set at 1,400 homes a year which equates to 26,600 homes over the plan period.
- 4.5 The Draft Local Plan includes a housing trajectory graph which shows the number of homes built each year since the beginning of the plan period and the expected rate of completions for the remaining plan period.



- 4.6 The scale and distribution of the housing will vary across the district.

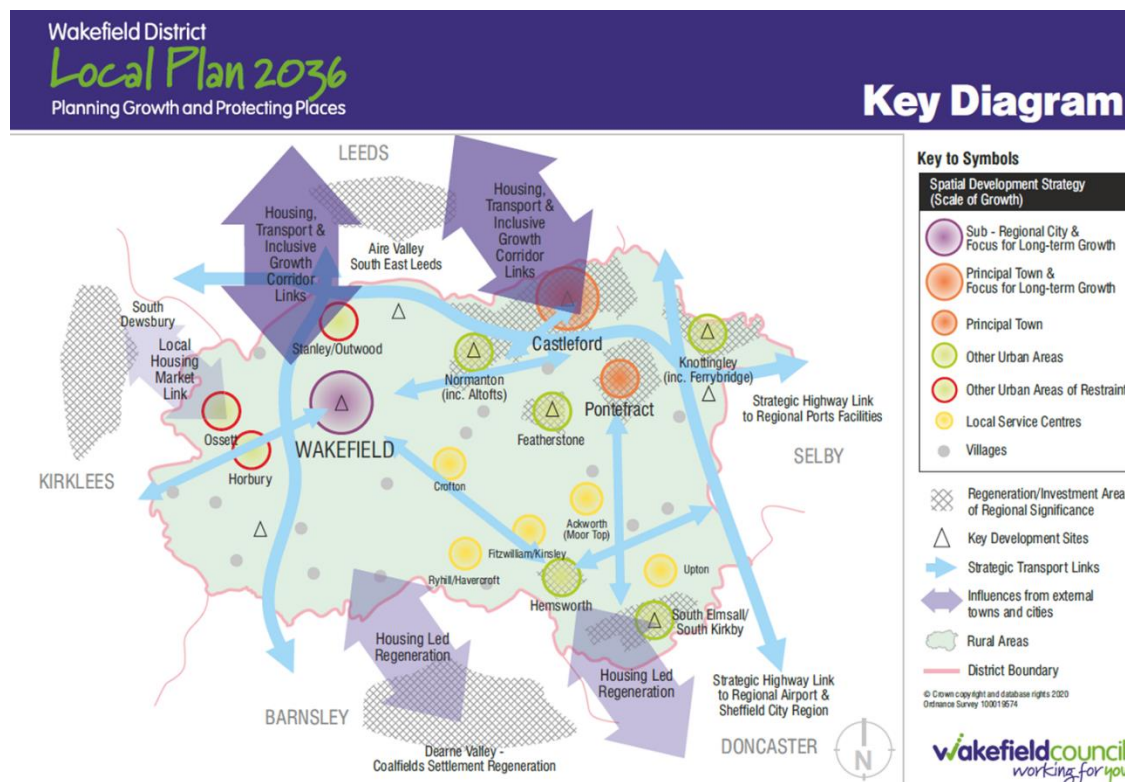
- The Sub Regional City of Wakefield including its suburbs is expected to accommodate about 20% of the district's housing requirement;
- Castleford is expected to accommodate 20%;
- Pontefract is expected to accommodate 10%;
- Featherstone, Hemsworth, Knottingley, Normanton, South Elmsall, South Kirkby, Horbury, Ossett, Stanley and Outwood are expected to accommodate about 40% together;
- Local Service Centres such as Ackworth Moor Top, Crofton, Fitzwilliam, Kinsley, Ryhill, Havercroft and Upton are expected to accommodate 8% together; and
- Villages are expected to accommodate up to 2%.

4.7 The Draft Local Plan sets out the proposed capacity and phasing of allocated housing sites across the district over the plan period and beyond. The housing capacity is based on a set of assumptions and it is recognised that the actual amount of housing may vary at the time of a planning application.

4.8 The total capacity of allocated housing sites in each settlement is summarised below:

Settlement	Housing Capacity
Sub-Regional City Wakefield	1,588
Castleford	3,413
Pontefract	1,227
Featherstone	1,545
Hemsworth	862
Horbury	182
Knottingley (including Ferrybridge)	2,655
Normanton	1,150
Ossett	0
South Elmsall/South Kirkby	1,620
Stanley/Outwood	156
Crofton	167
Fitzwilliam/Kinsley	342
Ryhill/Havercroft	155
Upton	195
Total	15,256

- 4.9 The Key Diagram¹¹ below illustrates the scale of growth projected across the district. The scale of growth reflects the settlement size, function and opportunities for regeneration and sustainable growth.



Employment

- 4.10 The Draft Local Plan allocates 617 hectares of developable land for employment uses such as Class E (Research and Development), Class E (Industrial Processes) which can be carried out in any residential area without causing detriment to the amenity of the area; Class B2 (General Industry) and Class B8 (Storage and Distribution)¹². It seeks to facilitate job growth across the district, in particular in areas of high deprivation and in designated Enterprise Zones such as South Kirkby Business Park and Lanthwaite Grange Extension.
- 4.11 Existing industries will be future proofed as well as encouraging new ones in e-commerce logistics, cultural, digital and creative industries and advanced manufacturing.

¹¹ Wakefield District Council, Publication Draft Plan 2036 Volume 1, October 2020.

¹² The use classes order was amended in September 2020 which changed B1 uses into a new Class E covering commercial, business and service uses.

- 4.12 The table below provides a summary of where the 617 hectares of developable land for employment is located in the district. These include proposed Employment Sites, Special Policy Areas and Employment Zones.

Settlement	Employment Land (Hectares)
Sub-Regional City Wakefield	72.8
Castleford	54.26
Normanton	20.49
South Elmsall/South Kirkby	92.69
Knottingley (including Ferrybridge)	236.30
Featherstone	12.59
Pontefract	0
Horbury	7.1
Ossett	0
Stanley/Outwood	4.19
Fitzwilliam/Kinsley	1.05
Upton	0
Other ¹³	115.81
Total	617.28

¹³ Includes LP228 - Former Newmarket Colliery, Stanley; LP230 - Former South Kirkby Colliery/Ferrymoor Ridings, South Kirkby; LP1329 – Land South of J30 M62, Castlegate, Wakefield; LP203 – Healey and LP216 – Castlegate, Patrick Green.

5. STRATEGIC DISTRICT-WIDE

- 5.1 The following table provides details of strategic infrastructure projects planned at district-wide level during the Draft Plan period.

STRATEGIC DISTRICT-WIDE

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Highways and Transportation					
TransPennine Route Upgrade (Upgrade to West Yorkshire Rail Stations and Electrification of Northern Rail Line)	Network Rail	Anticipated start – 2022, New timetable in December 2027	Circa £1.5 billion	TRU Scheme (RNEP) Department for Transport - £317m (Additional funding awarded in May 2021)	To be confirmed
M1 Junction 35A to 39 Sheffield to Wakefield	TFN / Highways England	Potential delivery 2025 - 2030	Under Consideration	In the RIS3 pipeline, but no commitment to delivery as of April 2021. This is 1 of 32 schemes where options are being developed with £347m of funding in place.	None
A1 Doncaster-Darrington	TFN / Highways England	Potential delivery 2025 - 2030	Under Consideration	In the RIS3 pipeline, but no commitment to delivery as of April 2021. This is 1 of 32 schemes where options are being developed with £347m of funding in place.	None
M1/M62 Lofthouse Interchange	TFN / Highways England	Potential delivery 2025 - 2030	Under Consideration	In the RIS3 pipeline, but no commitment to delivery as of April 2021. This is 1 of 32 schemes where options are being developed with £347m of funding in place.	None

STRATEGIC DISTRICT-WIDE

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
A638 improvements – Wakefield to the A1(M)	Wakefield Council	Potential delivery 2027 - 2033	Under Consideration	Bid submitted to TFN	To be confirmed
A61 South – Wakefield to Leeds via Hunslet and Stourton	WYCA	To be delivered by 2025	To be confirmed	Leeds Public Transport Investment Programme	None
A638 Doncaster Road	WYCA	To be delivered by 2025	To be confirmed	Corridor Improvement Programme (CIP)	None
M1 Leeds Eastern Gateway	Highways England	Potential delivery 2025 - 2030	Under Consideration	In the RIS3 pipeline, but no commitment to delivery as of April 2021. This is 1 of 32 schemes where options are being developed with £347m of funding in place.	None
High Speed 2 (HS2) – Phase 2b Eastern Leg	HS2 Ltd	To be confirmed	To be confirmed	Department for Transport (The Transport Secretary confirmed HS2 will be extended to Leeds - June 2021).	To be confirmed
Mass Transit System (Later phases - Wakefield Sub-Regional City and Five Towns)	WYCA	Anticipated construction 2028 – 2035	To be confirmed	Department for Transport (West Yorkshire Mass Transit Strategic Outline Business Case - In Development) WYCA to seek funding through the Government's £4.2bn Intra City Transport Fund for urban transport	To be confirmed

STRATEGIC DISTRICT-WIDE

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Communications					
Full Fibre WAN (Wide Area Network)	Wakefield Council	March 2022 (anticipated build to commence)	Estimated to be £500k a year	Existing Council revenue budget (The Council was in a live procurement for a new provider as of June 2021).	None
Green Infrastructure and Public Open Space					
White Rose Forest (WRF)	Wakefield Council	Plant 240 Hectares, 600,000 trees on Council land by 2025.	£3.07m	WRF Partnership/DEFRA - Funding to be confirmed on an annual basis.	Funding to be confirmed on an annual basis
Deliver Countryside Management Plans for Local Nature Reserves	Wakefield Council	December 2023	To be confirmed	Developer contributions	To be confirmed
Create Biodiversity Recovery Networks	Wakefield Council	December 2023	To be confirmed	Wakefield Council - £150k secured for salaried ecologist positions.	To be confirmed
Implement green infrastructure projects guided by the Greenspace Needs Assessments and Climate Emergency Action Plan	Wakefield Council	2021 - 2030	£30m +	Parks Improvement £1m Capital, Thornes Park Improvement Capital £840k, Playground improvements £1m, Charity Commission Fund Pontefract Park £270k and Section 106 £920k.	£26m

STRATEGIC DISTRICT-WIDE

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Community and Cultural					
Wakefield Markets Capital Improvement Programme - Castleford - Pontefract - Normanton - South Elmsall - Ossett - Wakefield	Wakefield Council	2 years	£4.85m	£4.85m	None

6. WAKEFIELD SUB-REGIONAL CITY

- 6.1 The following table provides details of infrastructure projects planned in the Sub-Regional City of Wakefield during the Plan period.

WAKEFIELD SUB-REGIONAL CITY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Highways and Transportation					
M62 Junction 32 to 30 westbound	TFN / Highways England	Potential delivery 2027 - 2033	Under Consideration	Currently under review as a potential extension to the Smart Motorways scheme, with the review being undertaken as part of the SMART 'Stocktake Exercise'.	To be confirmed
M62 J32 - Changed geometry and layout to the north of the junction (including lane widening and priority changes) related to the Castleford Tigers / Five Towns Park development scheme.	Developer Led Scheme	2027 - 2033	Developer Led Scheme	All – Committed Developer Scheme.	To be confirmed
A636 Denby Dale Road to M1 (J39), Wakefield	Wakefield Council	Post 2022	£5m+	Developer Contributions Future Transport Funds	£5m+
Sandal and Agbrigg Station Car Park, Wakefield	WYCA	Post 2022	£1m+	West Yorkshire Transport Fund Future Transport Funds	£1m+
Rail Park and Ride Programme - Outwood Station Car Park	WYCA/ Wakefield Council	2022 - 2023	£2.719m	West Yorkshire Transport Fund (£1.530m) Outline Business Case submitted for additional funding in June 2021.	None

WAKEFIELD SUB-REGIONAL CITY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
				WYCA decision anticipated in July 2021.	
Newmarket Colliery - creation of new cycle path between the River Calder at Stanley Ferry and the TPT at Bottom Boat to connect proposed new developments on the Newmarket Colliery site.	Wakefield Council	6-10 years	£500k - £1m	WYCA Developers Contributions	To be determined
Newton Bar Roundabout Wakefield	Wakefield Council	2021-2022	£9.35m	West Yorkshire Transport Fund	None
Wakefield Civic Quarter	Wakefield Council	First phase anticipated to commence within 6-12 months as of June 2021	To be confirmed	£1,055,687 – Growth Deal	To be confirmed on a phase by phase basis.
Wakefield South East Gateway – Kirkgate Wakefield – Chantry House	Wakefield Council/ Wakefield District Housing	2023 - 2025	£10m	WYCA LGF £1.6m towards £3m acquisition and demolition of Chantry House. 60 units of social housing to be funded by Wakefield Council and Homes England.	To be confirmed
Wakefield City Centre Package (Phase 2) – Ings Road	Wakefield Council	2022-2023	£4.5m	West Yorkshire Transport Fund Wakefield Council Capital Programme	None

WAKEFIELD SUB-REGIONAL CITY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Transforming Cities Fund Development Funding – A61 – Wakefield, Wakefield City Centre	Wakefield Council	2023	£13.6m	Transforming Cities Fund	None
Transforming Cities Fund Development Funding – A61– Leeds – Sandal	Wakefield Council / Leeds City Council	2023	£11M (shared with Leeds city council)	Transforming Cities Fund	None
Wakefield Local Cycling and Walking Improvement Plan (LCWIP) – Phase 1	WYCA	To be delivered by 2025	To be confirmed		None
Utilities (water, gas, electricity)					
Alverthorpe Road - Asset Replacement.	Northern Powergrid	5 years (In progress)	£950,295	Funding is in place as of May 2021.	None
Kenmore Road – Asset Replacement	Northern Powergrid	2 years (Start date – 2019)	£1,088,762	Funding is in place as of May 2021.	None
Outwood – Asset Replacement	Northern Powergrid	1 year (Start date – 2020)	£73,177	Funding is in place as of May 2021.	None

WAKEFIELD SUB-REGIONAL CITY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Wakefield North to Milton Place – Overhead Line Replacement	Northern Powergrid	1 year (Start date – 2022)	£179,478	Funding is in place as of May 2021.	None
Thornhill to Horbury – Overhead Line Replacement	Northern Powergrid	1 year (Start date – 2021)	£214,241	Funding is in place as of May 2021.	None
Wakefield B to Monckton Road – Underground Cable Replacement	Northern Powergrid	4 years (In progress)	£4,732,861	Funding is in place as of May 2021.	None
Wakefield Monckton Road to Durkar Low Lane – Underground Cable Replacement	Northern Powergrid	1 year (Start date – 2023)	£5,080,829	Funding is in place as of May 2021.	None
Flood Risk and Drainage					
Wakefield North – Flood Defence Works	Northern Powergrid	1 year (Start date – 2018)	£278,898	Funding is in place as of May 2021.	None
Woodcock Street – Flood Defence Works	Northern Powergrid	2 years (In progress)	£95,607	Funding is in place as of May 2021.	None
Wakefield Monckton Road – Flood Defence Works	Northern Powergrid	3 years (Start date – 2018)	£733,019	Funding is in place as of May 2021.	None

WAKEFIELD SUB-REGIONAL CITY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Lupset Beck, Wakefield	Wakefield Council	0-5 years	£498,000	Grant	£290,000
Green Infrastructure and Open Space					
City Fields Replacement Woodland	Wakefield Council	0-5 years	£500k		£500k
Sport, Leisure and Recreation					
Thornes Park Stadium	Wakefield Council	0-5 years	£20m (estimate)		To be confirmed
Thornes Park Stadium – new 3G artificial grass pitch (To be part of the overall stadium improvements but is highlighted as a priority in LFFP)	Wakefield Council	0-5 years	£700,000	£350,000 potential Football Foundation investment	£350,000
Thornes Park – natural grass pitch improvements x4	Wakefield Council	0-5 years	£300,000	£150,000 potential Football Foundation investment	£150,000
Thornes Park – park improvement works	Wakefield Council	1 st Phase anticipated to be completed by April 2022, 2 nd phase anticipated completion July 2022, other work reliant on additional funding.	£2m	£839k – Capital Funding	£1.61m

WAKEFIELD SUB-REGIONAL CITY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Newmillerdam Development	Wakefield Council	To be determined	£3m		£3m
Pugneys Country Park Developments, Wakefield South	Wakefield Council	Feasibility anticipated 2021.	To be determined	To be determined	To be determined
WX3 (City Creative Hub), Wakefield City Centre	Wakefield Council	0-5 years (On-going)	£2.2m - £2.7m	£2.2m - £2.7m Council contribution £600k.	None
Slack Lane, Newmillerdam – new Changing Pavilion Development (Local Football Facility Plan (LFFP) Priority)	Durkar Devils Football Club	0-3 years	£750,000	£375,000 potential investment from Football Foundation (must pass application process)	£375,000
Ferry Lane Playing Fields – changing pavilion development and natural grass pitch improvements x6 (LFFP priority projects)	Local Clubs/ Organisations (to be confirmed)	0-3 years	£0.8 - £1m	£400,000-£500,000 potential Football Foundation investment	£400,000-£500,000
Southdale Playing Fields – changing pavilion development	Ossett Academy	0-3 years	£750,000	£375,000 potential investment from Football Foundation	£375,000

WAKEFIELD SUB-REGIONAL CITY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
(LFFP priority project)					
Lofthouse Colliery Playing Fields – changing pavilion development and natural grass pitch improvements x4 (LFFP priority project)	Wrenthorpe Rangers FC – (long term lease to be agreed)	0-3 years	£700,000	£350,000 potential investment from Football Foundation	£350,000
Wakefield Rural – new 3G artificial turf pitch (LFFP Priority)	To be confirmed	0-5 years	£700,000	£350,000 potential Football Foundation investment	£350,000
City Fields Mountain Bike Track	Wakefield Council	2021/2022	£47k	Wakefield Council Procurement process anticipated May 2021.	None
BMX track (Lime Pit lane Pump Track Facility) Ward 15 Stanley and Outwood East	Wakefield Council /Bike Track to undertake the work	Summer 2021	£86,925	£85,000 Active and Inspired (Wakefield Council) £1,925 Ward 15 Local Capital Grant Pot Capital Request Form submitted, Tender anticipated 2021 and completion summer 2021.	None
Birds Mouth Fencing Lime Pit Lane, Stanley Playing Fields	Wakefield Council	2020-2021	£14,028.85	Local Capital Programme	None

WAKEFIELD SUB-REGIONAL CITY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Walton Sports and Social Club – Changing rooms refurbishment	Wakefield Council	2020 - 2021	£2,298.24	Local Capital Programme	None
Community and Cultural					
Wakefield Cathedral Precinct, Wakefield City Centre	Wakefield Council	2023	£2.9m	Project 1 of 4 Town Funds Bid submitted in October 2020. Outline Business Case approved in March 2021, Full Business Case to be submitted in March 2022. Towns Funds Grant - £2.9m	To be confirmed
Wakefield Former Rail Station	Wakefield Council/ Private Developer (to be confirmed)	Commence in 2023	£26.5m	Project 2 of 4 Town Funds Bid submitted in October 2020. Outline Business Case approved in March 2021, Full Business Case to be submitted in March 2022. Towns Fund Grant - £8m Developer - £18.5m	To be confirmed.
Kirkgate Phase 2 new residential (on cleared site of Part of The Ridings Shopping Centre)	Private Developer (New River Retail)	Commence in 2023	£23m	Project 3 of 4 Town Funds Bid submitted in October 2020. Outline Business Case approved in March 2021, Full Business Case to be submitted in March 2022. Towns Fund Grant - £7m Developer - £16m	To be confirmed.

WAKEFIELD SUB-REGIONAL CITY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Lower Kirkgate Neighbourhood (KING) Project	Wakefield Council/ Private Developer (to be confirmed)	Commence in 2025	£19m	Project 4 of 4 Town Funds Bid submitted in October 2020. Outline Business Case approved in March 2021, Full Business Case to be submitted in March 2022. Town Funds Grant - £8m WYCA BHF Funding Bid for £1.1m submitted in July 2020 towards enabling works. Social Housing Developer - £10m	To be confirmed.
Wakefield Waterfront (Rutlands Mills – Phase 1)	Wakefield Council/ Private Developer (Tile Yard Studios)	On site in Autumn 2020, Completion due December 2022.	£21m	Final part of waterfront regeneration - 50% grant funded by £4.9m WYCA and £5.1m Council. Private Developer	None
Wakefield Waterfront (Rutlands Mills – Phase 2)	Wakefield Council/ Private Developer (Tile Yard Studios)	Completion anticipated December 2024	£16m	Private Developer - £6m Council - £2m Levelling Up Fund - £8m. Bid submitted June 2021 – decision expected Autumn 2021	To be confirmed.
Wakefield Hub (Former BHS Building)	Wakefield Council	Commence on site in 2023	£16-20m	WDC - £4m	To be confirmed (potentially up to £4m)

WAKEFIELD SUB-REGIONAL CITY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
				Levelling Up Fund - £12m. Bid submitted June 2021 – decision expected Autumn 2021	
Westgate Historic High Streets Action Zone	Wakefield Council/ Private Land Owner	Commenced April 2020	£4m	Historic England - £1.9m Wakefield Council - £1.9m Private Land Owners	None
Education					
Cathedral The current forecast figures have highlighted Cathedral school place planning area as a high priority due to limited school places.					
Wakefield North (City and Outwood) The school place planning area is experiencing significant pressure on school places and many schools are close to their maximum capacity. This is being addressed through an ongoing review to understand the options and make the appropriate provision.					
City 0.5 form entry primary school places for housing development at Wakefield East /City Fields (SPA 2).	Wakefield Council	0-5 years	£1.5m	Basic Need, S106	To be determined
City up to 2 form entry primary school places for housing development at Wakefield East /City Fields (SPA 2)	Wakefield Council	6-10 years	£8m	Piece of land identified in the City Fields development.	£8m

WAKEFIELD SUB-REGIONAL CITY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
		(Land identified to support this provision)			
City - up to 2 form entry secondary provision for housing development at Wakefield East / City Fields / Snowhill.	Wakefield Council	0-5 years (Land identified to support this provision)	£8m	Basic Need/S106	To be determined
City - up to 1 form entry secondary provision for housing development at Wakefield East / City Fields / Snowhill.	Wakefield Council	6-10 years	£3m	Education only has access to Basic Need funding and S106 contributions. Land identified for education provision that could be used for a new school or to support playing field regulations.	£3m
Outwood up to half form entry primary education provision for housing development at Snowhill and Wrenthorpe	Wakefield Council	0-5 years	£1.1m	Basic Need/S106	To be determined
Outwood up to 1 form entry primary education provision for housing development at Snowhill and Wrenthorpe	Wakefield Council	11-15 years	£3m		£3m

WAKEFIELD SUB-REGIONAL CITY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Cathedral 0.5 form entry primary school places for Former Redcats, Milton Crescent, Dewsbury Road (HS12, HS11, HS10)	Wakefield Council	0-5 years	£1.5m	Basic Need/S106	To be determined
Cathedral up to 1 form entry secondary school places for housing development at former Redcats, Milton Crescent, Dewsbury Road	Wakefield Council	6-10 years	£3m		£3m (Gross)
Health					
Wrenthorpe and Surrounding Area Local practices have already increased their list sizes to accommodate need resulting from new development. A new health centre is planned as part of the City Fields (Wakefield East) Special Policy Area development. Ongoing communication and engagement is required between the CCG and local practices to understand the need and options for making the appropriate provision in future.					

7. FIVE TOWNS

- 7.1 The following tables provide details of infrastructure projects planned in the Five Towns during the Plan period.
- 7.2 These towns comprise Castleford and Pontefract, which are identified as Principal Towns, and the smaller towns of Normanton, Knottingley and Featherstone which are all located in the north-east of the district.

CASTLEFORD

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Highways and Transportation					
Castleford Growth Corridor Scheme	Wakefield Council	2021-2022	£7.5m	West Yorkshire Transport Fund	None
Foot and Cycle Bridge, Wheldon Road, Castleford	Wakefield Council	0-5 years	£1.5m	£1.5m – Wakefield Council Capital Programme	None
Castleford to A1 Link	Wakefield Council	Beyond 2036	£50m	Potential Future Regional Funding	£50m
Castleford Rail Station Improvement Scheme	WYCA	2020-2021	£3.5m	West Yorkshire Transport Fund	None
Additional Platform and Track Capacity at Castleford	WYCA	To be delivered by 2025	To be confirmed	Network Rail	To be confirmed
Castleford to Wakefield Greenway (completion of remaining sections from Fairies Hill Lock to Wakefield)	Wakefield Council	3-5 years	£5m	Future funding bids	£5m
Castleford Growth Corridor viaduct over river to Fairburn Ings	Wakefield Council	6-10 years	£5m	Future funding bids	£5m
Castleford Growth Corridor Node/ Hub at connection	Wakefield Council	6-10 years	£1m	Future funding bids	£0.5m

CASTLEFORD

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
between Stansfield Road and Queens Park					
Transforming Cities Fund Development Funding – A639 – Leeds – Pontefract (via Glasshoughton)	Wakefield Council/Leeds City Council	2023	£13m (shared with Leeds City Council)	Transforming Cities Fund	None
Bulholme Lock Widening	Canal and River Trust	Post 2025	To be determined	Funding for feasibility study secured.	£1m+
Castleford Lock Improvements	Canal and River Trust	Post 2025	To be determined	To be determined	£1m+
Bulholme Lock – New Pedestrian Crossing	Canal and River Trust	Under Consideration	Under Consideration	Under Consideration	Under Consideration
Utilities (water, gas, electricity)					
Wellington Street – Asset Replacement	Northern Powergrid	2 years (Start date – 2021)	£698,738	Funding is in place as of May 2021.	None
Flood Risk and Drainage					
Castleford Growth Corridor Aire Street, Castleford Town Centre	Wakefield Council	0-5 years	£7m	Private Contributions/Grants/Local Authority	To be determined

CASTLEFORD

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Carr Beck Flood Alleviation Scheme, Cutsyke, Castleford	Wakefield Council	Next 5 years	£1,123,000	Grant/Council Capital Funding	£560,000
Sport, Leisure and Recreation					
Castleford Growth Corridor, Wheldale North	Wakefield Council	0-5 years	£0.5m		£0.5m
Sea Cadets – New Facility	Sea Cadets Wakefield Council – Facilities (offering support and advice)	2020/2021	To be determined	£135,750 Active and Inspired (Wakefield Council)	To be determined
Queens Park – changing pavilion refurbishment (LFFP priority)	Wakefield Council/Local Club	0-5 years	£350,000	£175,000 potential Football Foundation investment	£175,000
Education					
Castleford This school place planning area is experiencing school place pressures. A piece of land has been identified for new / extended education provision which resulted from the Castleford Riverside development. The current forecast figures have highlighted Castleford school place planning area as a medium priority, where the demand for school places needs to be closely monitored. This is being addressed through an ongoing review to understand the options and make the appropriate provision.					

CASTLEFORD

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Up to 1 form entry primary school places for housing development at Castleford Riverside, Navigation Point (SPA 4), HS23, HS24, HS22	Wakefield Council	0-5 years	£8m	£5m from Basic Need/S106 Piece of land identified within the Masterplan for the provision of education. £3m in the HIF bid unsuccessful.	To be determined
Up to 1 form entry primary school places for housing development at Castleford Riverside, Navigation Point (SPA 4), HS23, HS24, HS22	Wakefield Council	6-10 years	£3m		£3m (Gross)
Up to 1 form entry Secondary education provision for housing development at Castleford Riverside, Navigation Point, Cutsyke Rd, Flass Lane (HS23, HS24, HS22)	Wakefield Council	6-10 years	£2m		£2m (Gross)
Health					
Castleford Health Centre	NHS Wakefield CCG	2 years	£10m-£20m	Outline business case being prepared and funding arrangement to be identified.	To be confirmed

FEATHERSTONE

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Highways and Transportation					
South Featherstone Link Road (same as Pontefract and Ackworth)	Wakefield Council	Feasibility 2020-2022 Construction 2025-2027	£100m+	Feasibility stage only WYTF and Wakefield Council circa £850k	£100m+
Utilities (water, gas, electricity)					
Featherstone to Prince of Wales – Underground Cable Replacement	Northern Powergrid	1 year (Start date – 2023)	£2,057,526	Funding is in place as of May 2021.	None
Featherstone to Prince of Wales – Overhead Line Replacement	Northern Powergrid	1 year (Start date – 2021)	£74,678	Funding is in place as of May 2021.	None
Featherstone to Sharlston – Overhead Line Replacement	Northern Powergrid	1 year (Start date – 2020)	£318,883	Funding is in place as of May 2021.	None
Featherstone to Sharlston – Overhead Line Replacement	Northern Powergrid	1 year (Start date – 2022)	£143,062	Funding is in place as of May 2021.	None

FEATHERSTONE

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Flood Risk and Drainage					
Went Beck Upper Catchment, Featherstone	Wakefield Council	Next 5 years	£505,000	Grant	£440,000
Sport, Leisure and Recreation					
Featherstone Sports Complex Improvement Works	Wakefield Council	0-5 years (Commence October 2020)	£1.05m	£1,095m – Wakefield Council Capital Programme	None
Education					
Wakefield Central (Featherstone and Normanton) This school place planning area has limited capacity to support new additional school places. The current forecast figures highlighted Wakefield Central Planning Area as a medium priority where the demand for school places needs to be closely monitored. This is being addressed through an ongoing review to understand the options and make the appropriate provision.					
Up to 1 form entry primary education provision in response to the South Featherstone Local Plan	Wakefield Council	6-11 years	£3m		To be determined

FEATHERSTONE

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Health					
Featherstone There are two GP practices sited within the Featherstone area. One of which has recently extended the practice boundaries and commitment to registering additional patients. Ongoing communication and engagement is required between the CCG and local practice to understand the need and options for making the appropriate provision in future.					

KNOTTINGLEY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Highways and Transportation					
Knottingley Station	Network Rail/Northern/WYCA	Post 2022	£2.0m	Future Transport Funds	£2.0m
Knottingley Southern Link Road	Wakefield Council	Feasibility 2020-2022 Construction Post 2025	circa £99m - £105m	Developer Contributions and Future Transport Funds.	circa £99m - £105m
Knottingley Cycling and Walking improvements (Hill Top – Knottingley Rail Station)	Wakefield Council	2021	£84k	Department for Transport Covid19 Emergency Active Travel Budget	£916,000 (to deliver full package of 'Streets for People' scheme improvements
Sport, Leisure and Recreation					
Investment in Knottingley (Kellingley Project)(Previously known as Small Dryside Gym in Knottingley)	Wakefield Council	0-5 years	£3,075m.	£3,075m.	None
Kellingley Welfare Social Club – natural grass pitch improvements x5	Kellingley Welfare FC	0-5 years	£300,000	£150,000 potential Football Foundation investment	£150,000

KNOTTINGLEY

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Community and Cultural					
Kellingley Pavilion	Wakefield Council	0-5 years	£400,000	£400,000 Wakefield Council Capital Programme	None
Knottingley Community Hub	Wakefield Council	Anticipated completion – Autumn 2022	£4m	£1m - Getting Building Fund £3m – Wakefield Council Capital Programme	None
Education					
Knottingley This school place planning area currently has capacity to support some new additional school places, which has been highlighted and included in the Knottingley Masterplan. The need for further school places is being considered through an ongoing review to understand the options and make the appropriate provision.					
Up to 1 form entry Primary education provision related to the Knottingley Masterplan	Wakefield Council	6-11 years	£3m		To be determined
Health					
Knottingley There are a small number of GP providers which register patients in the Knottingley area. One local practice has physical capacity and delivers services from high quality and modern premises. Another local practice is a strong performer and is keen to continue to expand its services.					

NORMANTON

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Highways and Transportation					
Rail Parking and Ride Programme – Normanton Station	WYCA	2022 - 2023	£1.987m	West Yorkshire Transport Fund	None
Sport, Leisure and Recreation					
St. John's Social Welfare Centre (also known as The Bronte Pavilion)	Wakefield Council	To be determined	£1.05m	£1.05m Wakefield Council Capital Programme	None
Carlton Road Play Area Refurbishment	Wakefield Council	2020 - 2021	£24,999.30	Local Capital Programme	None
Education					
Wakefield Central (Featherstone and Normanton)					
This school place planning area has capacity to support some new additional school places. The current forecast figures highlighted Wakefield Central school place planning area as a medium priority, where the demand for school places needs to be closely monitored. This is being addressed through an ongoing review to understand the options and make the appropriate provision.					
Half form entry primary provision resulting from Housing allocations HS43, HS44 and HS45. Currently no secondary pressures.	Wakefield Council	6-10 years	£1.5m	Basic Needs, S106	To be determined

NORMANTON

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Health					
Normanton					
There are a number of GP practices sited within the Normanton area. Ongoing communication and engagement is required between the CCG and local practice to understand the need and options for making the appropriate provision in future.					

PONTEFRACT

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Highways and Transportation					
South Featherstone Link Road (same as Featherstone and Ackworth)	Wakefield Council	Feasibility 2020- 2022 Construction 2025-2027	£100m+	Feasibility stage only WYTF and Wakefield Council circa £850k	£100m+
North Baileygate gyratory (Junction Improvements)	Wakefield Council	2021-22	£2m	To be determined	£2m
Mill Dam Lane and North Baileygate, Pontefract	Wakefield Council	2021-2022	£500k	Developer contributions	To be determined
South Baileygate and North Baileygate, Pontefract	Wakefield Council	2021-2022	£1.7m	Regional Funding Bid and Developer Contributions	£1.3m
South Baileygate and Baghill Lane, Pontefract	Wakefield Council	2021-22	Included in South Baileygate and North Baileygate, Pontefract	As above	Same as South Baileygate and North Baileygate, Pontefract
Southgate and Friarwood Lane, Pontefract	Wakefield Council	Post 2022	To be determined	Developer contributions	To be determined
Park Road Pontefract	Wakefield Council	Feasibility 2020-2021	£11.2m	WYCA CIP 2 for feasibility costs	£10.2m

PONTEFRACT

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Pontefract Monkhill Rail Station	Network Rail/Wakefield Council/WYCA	Post 2021	£3.088m	Wakefield Council (£1.088m), Network Rail (£700k) and Department for Transport "Access for All" (£1m) for replacement bridge and new lifts.	None
Pontefract-Knottingley Connect	Wakefield Council	2019 - 2023	£1.4m	£1.4m S106, Department for Transport, West Yorkshire Transport Fund Scheme fully funded Wakefield Council Capital Programme (£846k)	None
Streets for People	Wakefield Council	Delivered anticipated post April 2021	£2.2m	£1m – WYCA; £450k – Transforming Cities Fund (tbc); £105k – Emergency Active Travel (tbc).	£1m
A639 Park Road, Pontefract	WYCA	To be delivered by 2025	To be confirmed	Reserve scheme CIP2	None
Sport, Leisure and Recreation					
Pontefract Park Enhancement	Wakefield Council	To be determined	£4m	£250K	£4.75m

PONTEFRACT

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Pontefract Collieries Football Club – natural grass pitch improvements x4 (LFFP priority)	Pontefract Collieries FC	0-3 years	£300,000	£150,000 potential Football Foundation investment	£150,000
Education					
Pontefract (Carleton and King's) This school place planning area is experiencing pressure on school places. The current forecast figures have highlighted Pontefract Planning Area as a medium priority, where demand for school places needs to be closely monitored. This is being addressed through an ongoing review to understand the options and make the appropriate provision.					
Up to half form entry primary education provision for housing development at Prince of Wales, Monkhill Triangle, Cobblers Lane (SPA 6, HS31, HS35, HS29, HS32, HS28, HS27)	Pontefract	6-10 years	£1.5m	Basic Need, S106, CIL	To be determined
Health					
Pontefract There are five GP practice providers delivering services in the Pontefract area. Three of these practices have formed an alliance agreement between them, which includes delivering services differently in future to accommodate their needs. This may well include sharing of estates and resources in order to meet future requirements.					

8. SOUTH EAST

- 8.1 The following tables provide details of infrastructure projects planned in the South East of the district during the Plan period.
- 8.2 The South East comprises the towns of Hemsworth, South Elmsall, South Kirkby and smaller settlements such as Ackworth and Crofton.

ACKWORTH

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Highways and Transportation					
South Featherstone Link Road (same as Featherstone and Pontefract)	Wakefield Council	Feasibility 2020- 2022 Construction 2025-2027	£100m+	Feasibility stage only WYTF and Wakefield Council circa £850k	£100m+

CROFTON AND KETTLETHORPE

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Flood Risk and Drainage					
Oakenshaw Beck, Crofton FAS	Wakefield Council	Next 5 years	£650,000	Grant	£510,000
Sport, Leisure and Recreation					
Anglers Country Park Development	Wakefield Council,	To be determined	£2m		£2m
The Sidings Playing Fields – Natural grass pitch improvements x5 (LFFP priority project)	Crofton Parish Council / Crofton Juniors FC	0-5 years	£350,000	£175,000 potential Football Foundation investment	£175,000
Education					
Wakefield Rural (Crofton and Kettlethorpe) This school place planning area is two distinct pyramids. Crofton pyramid has capacity to support some additional new school places. The need for further school places is being considered through an ongoing review to understand the options and make the appropriate provision.					
0.5 form entry primary provision required as a result of housing development at Durkar Lane, Woolley Edge, Heath Common part of City Fields, West Yorkshire Sports and	Wakefield Council	0-5 years	£1.5m	Basic Need/S106	To be determined

CROFTON AND KETTLETHORPE

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Social Club, Standbridge Lane.					
0.5 form entry primary provision required as a result of housing development at Durkar Lane, Woolley Edge, Heath Common part of City Fields, West Yorkshire Sports and Social Club, Standbridge Lane.	Wakefield Council	6-10 years	£1.5m		£1.5m
0.5 form entry primary provision for required as a result of housing development at Durkar Lane, Woolley Edge, Heath Common part of City Fields, West Yorkshire Sports and Social Club, Standbridge Lane.	Wakefield Council	11-15 years	£5m		£5m
Kettlethorpe 1 form entry secondary provision required as a result of housing	Wakefield Council	0-5 years	£4.5m	Basic Need/ S106 This scheme provision is due to complete for September 2021.	To be determined

CROFTON AND KETTLETHORPE

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
development at Durkar Lane, Woolley Edge, Walton Lane					
Kettlethorpe 0.5 form entry secondary provision required as a result of housing development at Durkar Lane, Woolley Edge, Walton Lane	Wakefield Council	11-15 years	£2.25m		£2m
Health					
Crofton and New Crofton There is one GP practice provider within this area which has recently re-opened its practice list. Ongoing communication and engagement is required between the CCG and local practice to understand the options and make the appropriate provision, potentially including an additional GP practice to serve this population.					

HEMSWORTH

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Highways and Transportation					
Crofton, High Street, Extension of 20 mph zone	Wakefield Council	2020-2021	£19,669.25	Local Capital Programme	None
Sport, Leisure and Recreation					
Off-Road Cycling Infrastructure in the South East (Hemsworth to Moorthorpe Station))	Wakefield Council	To be confirmed	Design - £20k; Construction - £0.5m	Potential Funding Source (tbc) – Department for Transport ‘Cycle Rail Programme’.	To be confirmed
Outwood Academy Hemsworth – 3G Artificial Turf Pitch conversion of existing sand based pitch (LFFP priority project)	Outwood Academy Hemsworth	0-2 years	£650,000	£325,000 potential Football Foundation investment £100,000.00 Outwood Academy contribution	£225,000.00
Outwood Academy Hemsworth – Natural grass pitch improvements x6 (LFFP Priority project)	Outwood Academy Hemsworth	0-5 years	£350,000	£175,000 potential Football Foundation investment	£175,000

HEMSWORTH

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Education					
Hemsworth The current forecast figures have highlighted Hemsworth school place planning area as a low priority for additional school places. The need for further school places is being considered through an ongoing review to understand the options and make the appropriate provision.					
Health					
Hemsworth, Kinsley and Fitzwilliam There are a small number of practices based in these areas. Ongoing communication and engagement is required between the CCG and local practice to understand the need and options for making the appropriate provision in future.					

MOORTHORPE, SOUTH KIRKBY AND SOUTH ELMSALL

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Highways and Transportation					
Broad Lane Improvement Works	Wakefield Council	Post 2025	£25m+	Developer contributions Future transport funds	£25m+
New Access Road for Langthwaite Grange Enterprise Zone, Onward Way.	WYCA	To be confirmed	£5.55m	£1.26m – Local Growth Fund £4.29m – Getting Building Fund	None
Rail Park and Ride Programme – Moorthorpe Station	WYCA	2021 - 2022	£778,551	West Yorkshire Transport Fund	None
Flood Risk and Drainage					
Langthwaite Flood Risk Reduction Scheme, Broad Lane.	Wakefield Council	6-10 years	£2m	Council Capital/Grants	To be confirmed
Ea Beck and Langthwaite Beck – South Elmsall FAS	Wakefield Council/ Environment Agency	Next 5 years	£1,208,000	Grant/Council Capital Funding	£560,000

MOORTHORPE, SOUTH KIRKBY AND SOUTH ELMSALL

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Sport, Leisure and Recreation					
South Kirkby and Moorhouse Town Council – MUGA	South Kirkby and Moorhouse Town Council	Summer 2020	£39,425.36	£25,031.39 Active and Inspired (Wakefield Council) £14,394.36 Capital Grants	None
Frickley Athletic Football Club – new 3G Artificial Turf Pitch (LFFP priority)	South Elmsall Town Council (hold security of tenure on the land)	0-2 years	£600,000	£600,000 Wakefield Council – Leaders Development Fund (tbc)	None
Minsthorpe Academy – natural grass pitch improvements x6	Minsthorpe Academy	0-5 years	£350,000	£175,000 potential Football Foundation investment	£175,000
Education					
Minsthorpe This school place planning area has capacity to support some additional school places. The current forecast figures have highlighted Minsthorpe Planning Area as a medium priority, where the demand for school places needs to be closely monitored. This is being addressed through an ongoing review to understand the options and make the appropriate provision.					
Production Park - Innovation Hub	Production Park	Anticipated completion Spring 2022	Circa £9m	Wakefield Council Capital Programme Delivery Partner	None

MOORTHORPE, SOUTH KIRKBY AND SOUTH ELMSALL

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Health					
Upton, North and South Elmsall					
There are a number of GP practice providers within this area and there is a health centre development in South Elmsall, which could accommodate a significant increase in population growth. Ongoing communication and engagement is required between the CCG and local practice to understand the options and make the appropriate provision in future.					

9. OTHER SETTLEMENTS

- 9.1 The following tables provide details of infrastructure projects planned in all other settlements across the district during the Plan period.

OTHER SETTLEMENTS

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Highways and Transportation					
Owl Lane Roundabout, Ossett	Wakefield Council	Post 2025	£5m+	Potential future transport fund and developer contributions	£5m+
Utilities (water, gas, electricity)					
Dinnington to Maltby, Midgley – Overhead Line Replacement	Northern Powergrid	1 year (Start date – 2019)	£55,726	Funding is in place as of May 2021.	None
Flood Risk and Drainage					
Hoyle Mill Beck, Kinsley	Wakefield Council	Next 5 years	£580,000	Grant	£530,000
River Skell, Upton	Wakefield Council	Next 5 years	£635,000	Grant	£480,000
Drain Beck, Walton FAS	Wakefield Council	Next 5 years	£80,000	Grant	£60,000
Pumping Station at Parklands, Horbury Bridge	Wakefield Council	To be confirmed	£636, 000	£636k – Capital Funding	To be confirmed

OTHER SETTLEMENTS

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Sport, Leisure and Recreation					
Wakefield North West (Ossett/Horbury in particular) 2x new 3G artificial turf pitches (LFFP priority)	Ossett Sports Club and Ossett Academy are potential sites/organisations (to be confirmed)	0-3 years	£700,000 for each pitch £1.4m in total	£350,000 potential Football Foundation investment for each pitch £700,000 in total	£700,000
Ossett Sports Club – upgrading changing facilities	Ossett Sports Club	Summer/Autumn 2020	£110,280	£50,000 Active and Inspired (Wakefield Council) £28,752 Sport England Fundraising £17,000	£14,528
Community and Cultural					
Ossett Town Hall – refurbishment and development of library	Wakefield Council	Awaiting procurement, potential start October 2021	£2.2 million	Capital Funding	None

OTHER SETTLEMENTS

Infrastructure Provision	Responsible Organisation	Timescales	Anticipated Cost	Committed Funding and Sources	Funding Gap
Education					
Wakefield West (Horbury)					
This school place planning area is experiencing school place pressures. This is being addressed through an ongoing review to understand the options and make the appropriate provision.					
Health					
Ryhill and Havercroft					
There is only one local GP practice provider in this area. Ongoing communication and engagement is required between the CCG and local practice to understand the need and options for making the appropriate provision in future.					

10. FUNDING AND DELIVERY MECHANISMS

- 10.1. This section outlines the sources of funding and delivery mechanisms for infrastructure which are currently available to the Council at national, regional, local and private level.

National Level

Housing Infrastructure Fund

- 10.2. The Housing Infrastructure Fund is a government capital grant programme of up to £4.1 billion, which has been allocated to local authorities for infrastructure to unlock housing.¹⁴
- 10.3. Funding is awarded to local authorities on a competitive basis and is being provided from 2018-19 to 2023-24, to fund physical infrastructure such as roads, community facilities and utilities.
- 10.4. The Fund is divided into 2 streams. Marginal Viability Funding is available to all single and lower tier local authorities in England to provide the final or missing piece of infrastructure funding to get additional sites allocated or existing sites unblocked quickly. Forward Funding is available to the upper tier of local authorities in England for a smaller number of strategic and high-impact infrastructure projects.
- 10.5. City Fields, in Wakefield City, was granted £1.57m of marginal viability funding.

Towns Fund

- 10.6. On 6 September 2019, the Government invited 101 places to develop proposals for a Town Deal, as part of the £3.6 billion Towns Fund. The objective of the fund is to drive the economic regeneration of towns and deliver long term economic and productivity growth in these places.
- 10.7. The Council received capacity funding for £335,048 to support Castleford and Wakefield in developing their own Town Deal Board and Town Investment Plan.
- 10.8. The Town Deal Board and Town Investment Plan together will inform the second stage of funding which is to agree a Town Deal with the Government for up to £25m per place. The Council's Town Investment Plan was submitted to Government in December 2020.

¹⁴ www.gov.uk/government/publications/housing-infrastructure-fund

10.9. The Council has received an additional £750k to support proposals for Castleford riverside and town centre and an additional £1m to support the regeneration of Lower Kirkgate in Wakefield City Centre from the Towns Fund.

10.10. Both Wakefield and Castleford had their funding confirmed as part of the Budget announcement by the Chancellor in March 2021. Castleford received £23.9m and Wakefield £24.9m.¹⁵

New Homes Bonus

10.11. The New Homes Bonus is a grant paid by the government to local councils to reflect and incentivise housing growth in their areas.

10.12. It is based on the amount of extra Council Tax revenue raised from the provision of new-build homes, conversions and long-term empty homes brought back into use. There is also an extra payment for providing affordable homes.

10.13. The Council was awarded a New Homes Bonus payment of £9.2m (including previous delivery payments) for 2020 to 2021.¹⁶

Rail Network Enhancements Pipeline

10.14. The Rail Network Enhancements Pipeline (RNEP) is a rail investment funding programme managed by the Department of Transport (DoT) on behalf of central Government.

10.15. This programme builds on the agreement set out in the Memorandum of Understanding between the DoT and Network Rail in March 2016 for delivering Government funded rail enhancement projects. It relates to schemes in England and Wales which seek to enhance the capability of the railway such as increasing capacity or providing technical improvements to the way the railway runs. This programme does not apply to High Speed 1 or the core of the new High Speed 2 network.

10.16. Schemes which are seeking funding from the DoT need to progress through the RNEP decision gateways. This process involves five-stages from an initial 'Decision to Initiate' which unlocks funding for a Strategic Outline Business Case and then onto Delivery and finally Deployment once the scheme has been accepted onto the rail network.

¹⁵ Ministry of Housing, Communities and Local Government, Towns Fund Recipients, March 2021

¹⁶ www.gov.uk/government/publications/new-homes-bonus-final-allocations-2020-to-2021

10.17. The last update for this programme was published by the DoT in autumn 2019.¹⁷ Projects relevant to Wakefield include:

- Leeds Station Capacity – This programme seeks to increase additional capacity to accommodate train service enhancements and passenger demand growth, it also supports Leeds City Council's Masterplan proposal. At the time of this update, this scheme was at the 'Decision to Initiate' stage and in the very earliest stage of consideration;
- Trans Pennine Route Upgrade – This programme seeks to deliver improved performance, capacity and journey time between Manchester and York. At the time of this update, this scheme was in the 'Decision to Design' stage and progressed through to the final development stage.

Enhancements Delivery Plan

10.18. Schemes within the RNEP programme which received a 'Decision to Deliver' are contained within Network's Rail's Enhancement Delivery Plan (EDP).

10.19. The last update for this programme was published in June 2020.¹⁸ Projects relevant to Wakefield include:

- Trans Pennine Route Upgrade – Intermediate Interventions: This includes Leeds Station Capacity Enhancements. At the time of this update, Phases 1 and 2 of this programme were complete and Phase 3 was anticipated to be on target;
- Northern Train Lengthening – This programme had been completed. In Wakefield district this included extensions to platforms at Castleford, Featherstone, Pontefract Tanshelf, Pontefract Monkhill, Knottingley, and Streethouse to accommodate stops by modern 4-car trains, and a scheme at Normanton to accommodate modern 3-car trains.

Restoring Your Railway Fund

10.20. The Department for Transport (DfT) launched a £500 million Restoring Your Railway Fund in February 2020 which invited MPs, local councils and community groups across England and Wales to submit proposals to reinstate local railway services and stations which closed during the 1960s and 1970s.¹⁹

¹⁷ Department for Transport, Rail Network Enhancements Pipeline Autumn 2019 Schemes Update, October 2019

¹⁸ Network Rail, Enhancements Delivery Plan England and Wales, Entry Into Service (EIS) Schedule, June 2020

¹⁹ www.gov.uk/government/collections/restoring-your-railway-fund

10.21. Sheffield City Region, working in partnership with the WYCA, submitted a funding proposal to reinstate the line for Barnsley to Wakefield via Royston – known as North Midland Railway – in March 2020. This proposal included the reinstatement of a railway station in Walton. It was submitted during the first round of funding but wasn't selected by the DfT. It was proposed to be resubmitted during the next round of funding in November 2020.

Getting Building Fund

10.22. The Government announced a £900 million Getting Building Fund in August 2020 which would be used towards delivering new jobs, skills and infrastructure across England.

10.23. This investment would target areas facing the biggest economic challenges as a result of the global pandemic, Covid-19. The fund would seek to support the delivery of shovel-ready infrastructure projects, agreed with mayors and Local Enterprise Partnerships to boost economic growth, fuel local recovery and jobs.²⁰

10.24. The West Yorkshire Combined Authority was allocated £52.6m from the Getting Building Fund. Projects to be funded in Wakefield include a new access road for Langthwaite Business Park Enterprise Zone, energy efficiency heating solutions through the Wakefield Warm Homes Fund, the installation of high-speed broadband connectivity into businesses and communities through the Wakefield Business Gigabit Voucher Scheme and a new Skills Business and Services Hub in Knottingley.

Levelling Up Fund

10.25. Following the Spending Review in December 2020, the Government has launched a new Levelling Up Fund worth £4 billion for England. This will invest in local infrastructure and includes a broad range of high value local projects up to £20 million including bypasses and other local road schemes, bus lanes, railway station upgrades, regenerating eyesores, upgrading town centres and community infrastructure, and local arts and culture. £600 million has been made available in 2021-22 for tranche 1 bids and the first round bidding process has been launched.²¹

²⁰ www.gov.uk/guidance/getting-building-fund

²¹ www.gov.uk/government/publications/spending-review-2020-documents/spending-review-2020#departmental-settlements

Bus Back Better

- 10.26. In March 2021, the Government launched a £3 billion national bus strategy which sets out a vision and opportunity to deliver better bus services for passengers across England.
- 10.27. This paper outlines aspirations for ticketing reforms, investment in new bus lanes, expanding rural services, franchising and emission-free buses across cities and regions in England.

Project Gigabit

- 10.28. In March 2021, the Government announced the first stages of Project Gigabit, a £5bn programme to roll-out gigabit speed broadband to 85% of the UK by 2025.²²
- 10.29. West Yorkshire is identified in Phase 2 of the gigabit procurement and delivery programme.

Intra City Transport Fund

- 10.30. The 2020 Budget committed the Government to invest £4.2bn in intra-city transport settlements from 2022-23, through five-year consolidated capital funding settlements for eight city regions, including Greater Manchester, Liverpool City Region, West Midlands, West Yorkshire, Sheffield City Region, West of England and Tees Valley, subject to the creation of appropriate governance arrangements to agree and deliver funding.
- 10.31. The 2021 Budget confirmed capacity funding in 2021-22 to support those city regions with “appropriate governance arrangements” already in place to begin preparations for settlements. The aim of this is to enable these city regions to develop integrated investment-ready transport plans that will deliver on local priorities such as tackling congestion and driving productivity. In West Yorkshire £7.4 million has been secured and the Council is currently preparing a bid through the Combined Authority, alongside the other four West Yorkshire Councils.

²² Department for Digital, Culture, Media and Sport, Project Gigabit – Phase One Delivery Plan, March 2021.

Regional Level

West Yorkshire Devolution Deal

- 10.32. On the 11 March 2020, a 'minded to' Devolution Deal was agreed between the Government and the Leaders of the Councils of West Yorkshire which include the City of Bradford Metropolitan District Council, the Borough Council of Calderdale, the Council of the Borough of Kirklees, Leeds City Council and the Council of the City of Wakefield.
- 10.33. The West Yorkshire Combined Authority (WYCA), who partner in their work with the five West Yorkshire Councils above plus the City of York Council, will also be involved in the implementation of this deal alongside the Leeds City Region Enterprise Partnership (LEP).
- 10.34. The deal will provide a range of devolved functions and control and influence over at least £1.8bn of funding to invest in infrastructure, skills, business, housing and regeneration over a 30 year period.
- 10.35. A Mayor will be elected to chair the Combined Authority and together with the five councils, be responsible for the decisions taken at regional level as part of the deal.
- 10.36. The inaugural West Yorkshire mayoral election was held on Thursday 6 May 2021 and Tracy Brabin was elected as the first Mayor of West Yorkshire.

Transport for North

- 10.37. Transport for North (TfN) are England's first Sub-National Transport body, representing 20 transport authority members from across the North. With statutory status, it has the mandate to advise the Government on the transport priorities across the north.
- 10.38. TfN has produced a Strategic Transport Plan which outlines the need for investment in transport across the North. Alongside this document, TfN has also produced an Investment Programme, which identifies a funding requirement of £60-£70 billion up to 2050 to be spent on strategic transport infrastructure projects and improvement works.
- 10.39. The TfN Business Plan for 2019/20 identified a need to *"Commence work on the sequencing of the TfN Investment Programme, building on the business case development work being undertaken on Northern Powerhouse Rail, Trans*

Pennine Route Upgrade, the Strategic Development Corridors, and the work programmes delivering the Long-Term Rail Strategy".²³

10.40. The Government is already funding a significant programme of transport interventions across the North and further investment is planned by both Central Government and local bodies which will be taking account of the following:

- Transport schemes developed by combined and local authorities across the North;
- Major Road Network and Large Local Majors regional evidence base programme of schemes developed by TfN and local highway authorities;
- Northern Powerhouse Rail (NPR) being developed by TfN;
- High Speed 2 (HS2) being led by Central Government;
- Road investment schemes put forward by Highways England;
- DfT Strategic Studies including: Trans-Pennine Tunnel and Manchester North West Quadrant;
- Major Roads Network Regional Evidence Base and Prioritisation (MRN1);
- Combined and Local Authority Scheme Development and Funding Applications e.g. Transforming Cities Fund;
- Highways England Road Investment Strategy (RIS2);
- Network Rail Enhanced Delivery Plan Updates / Northern Powerhouse Rail; and
- Government's response to the Oakervee Review of HS2.

10.41. The following schemes are relevant to Wakefield District and are either Strategic Development Corridor (SDC1), Reference Case or Strategic Outline Programme (SOP) schemes which have been identified as RIS3 (Road Investment Strategy) pipeline schemes or schemes that will be considered as part of the future Route Strategies:

- M1/M62 Lofthouse Interchange (SDC1 Reference Case);
- M1 Junctions 35A-39 Sheffield to Wakefield extra capacity (SDC1 Reference Case);
- A1 Doncaster to Darrington (SDC1 Reference Case, comprising A1(M) Doncaster Bypass and A1 Redhouse to Darrington).

²³ Transport for the North, Strategic Development Corridors Qualitative Sequencing, Draft Report April 2020.

10.42. Highways England has confirmed the above schemes are within the pipeline for RIS3, however, at the time of writing this report, there was no commitment to deliver these schemes.

10.43. Highways England advised the delivery phase for RIS3 schemes had not commenced as these were still at planning and pre-planning stages. At the time of writing this report, Highways England anticipated the timescales for the delivery phase could potentially commence from 2025 onwards if these projects were prioritised by Government.

10.44. The following Strategic Development Corridor (SDC1), Strategic Outline Programme (SOP) schemes will be taken forward as part of the Northern Powerhouse Rail programme (SDC2 Reference Case) before 2027:

- Improvements to the Northern Loop from Sheffield station to HS2, including new stations in South Yorkshire;
- Doncaster Station – Reducing conflicts.

10.45. The following SOP ‘fixed window’ schemes have been assessed with the potential of being deliverable between 2027 and 2033. Relevant to Wakefield are:

- Doncaster-Leeds - journey time and capacity improvements;
- M1 Junction 35A to 39 Sheffield to Wakefield Extra Capacity;
- A1 Doncaster-Darrington;
- M1/M62 Lofthouse Interchange;
- Selby to Port of Hull gauge enhancements and journey time improvements;
- Port Salford rail freight access;
- East-West Trans Pennine W12 gauge cleared rail freight route;
- Leeds North West Quadrant improvements;
- M1 Leeds Eastern Gateway;
- South East Bradford Link Road;
- Shipley Eastern Relief Road;
- A638 improvements – Dewsbury to the A1(M);
- Leeds to Sheffield via Castleford (Hallam Line) - journey time improvements.

10.46. Highways England confirmed the M1 Leeds Eastern Gateway was named in the RIS pipeline and would go through the early stages of the development process. However, at the time of writing this report, there wasn't a commitment to construct this scheme.

10.47. The A638 improvements – Dewsbury to the A1(M) is understood to be a Local Authority-led Scheme.

10.48. The following SOP ‘fixed window’ schemes have been assessed with the expectation that they will be considered as part of a future post 2033 pipeline of schemes. Relevant to Wakefield are the following schemes:

- East Coast Main Line (journey time and reliability improvements) – Doncaster to York; and

10.49. The following SOP ‘edge’ schemes have been assessed with the potential of being deliverable and necessary between 2027 and 2033, with more funding under a more rail-focussed investment strategy. For Wakefield, these include:

- New/upgraded route around the North of Barnsley and Doncaster Districts or along the A6195/ A635 corridor;
- Rail connection and station for Doncaster Sheffield Airport (DSA) or Tram train extension from Doncaster improving access to DSA.

10.50. The following SOP ‘edge’ schemes have been assessed with the potential of being deliverable and necessary between 2027 and 2033, with more funding under a more road-focussed investment strategy. Relevant to Wakefield are:

- M62 Junction 32 to 30 westbound;
- New/upgraded route around the North of Barnsley and Doncaster districts or along the A6195/A635 corridor;
- North Kirklees Orbital Route; and
A638 improvements – Wakefield to the A1(M).

10.51. Highways England has advised the M62 Junction 32 to 30 westbound scheme is currently under review as a potential extension to the Smart Motorways scheme, with the review being undertaken as part of the SMART ‘Stocktake Exercise’ as outlined in the RIS. At the time of writing this report, the status of this project was to be determined.

10.52. The North Kirklees Orbital Route and the A638 improvements – Wakefield to the A1(M) are understood to be Local Authority-led schemes.

West Yorkshire-plus Transport Fund

10.53. In July 2014, the Government announced that the West Yorkshire Combined Authority (WYCA) secured a £1billion West Yorkshire-plus Transport Fund.

10.54. The West Yorkshire-plus Transport fund would be used to support a programme of strategic investments in transport infrastructure over a 10-year period in these areas.

10.55. In Wakefield, funding has been secured for projects including:

- Wakefield Eastern Relief Road;
- Castleford Growth Corridor Scheme;
- Castleford Rail Station Gateway;
- Wakefield City Centre Package Phase 1 Kirkgate; and
- Wakefield City Centre Package Phase 2 Ings Road.

Transforming Cities Fund

10.56. The Leeds City Region Transforming Cities Fund is a programme of investment that aims to reduce reliance of car travel by delivering new infrastructure and meet the Leeds City Region commitment to become a net zero carbon city region by 2038.

10.57. Funding was announced by the Chancellor on the 11th March 2020 for £317m of investment into a range of transport projects in Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield and York.²⁴ Three of the projects related to Wakefield and include the following areas:

- A61 cross-boundary corridor (shared with Leeds City Council);
- A639 cross-boundary corridor (shared with Leeds City Council); and
- Wakefield City Centre.

10.58. In October 2020, the Council agreed to accept £37 million in grant funding from the West Yorkshire Combined Authority available through the Transforming Cities Fund to develop, design and implement projects in the Wakefield District Transforming Cities Fund packages.²⁵

10.59. Individual projects within the above three areas of Wakefield would be subject to further detailed development and feasibility work and would need to be implemented by March 2023.

Emergency Active Travel Funding

10.60. WYCA was awarded £12.5 million from the Department for Transport's Emergency Active Travel Fund in 2020 to create more space for people to travel

²⁴ www.westyorks-ca.gov.uk/improving-transport/transforming-cities-fund

²⁵ Wakefield Council Cabinet Report, Transforming Cities Fund in Wakefield District, October 2020.

by bike and foot in an effort to ease the pressure on public transport and congestion.²⁶

10.61. The Combined Authority, in partnership with local authorities across West Yorkshire, will deliver an ambitious, wide-ranging programme of new cycling and walking measures, which will support more people to travel by bike or on foot, as well as create more capacity on the public transport network. These measures will focus on improving routes into town and city centres, as well as reducing traffic around schools and in residential areas.

10.62. In Wakefield, the focus will be on making it easier for people to walk more, with several new or improved crossing facilities are proposed across district, to improve access to employment sites and schools.

Local Level

Local Capital Grant Programme

10.63. The Local Capital Grants Programme, as agreed by Budget Council at its meeting held on 2nd March 2016, enabled Members of the Council to enhance the improvement and regeneration of the district, by developing valuable small scale projects within their Wards and bring additional benefits to their communities.

10.64. The capital programme for 2016 to 2021 contained an approved budget allocation of £5,250,000, split into £50,000 per ward per year. The funded projects ranged in value from £2,000 to a maximum of £50,000, consisting of both proposed works from community groups and internally directed services from the Local Councillors themselves.

10.65. There are also other community grant scheme funds like the local capital grant programme, which are provided by the Council. These include the Neighbourhood Improvement Fund, Community Development Fund and Food Bank Support Fund albeit they are not all necessarily directed towards capital infrastructure projects.

²⁶ www.westyorks-ca.gov.uk/all-news-and-blogs/department-for-transport-s-emergency-active-travel

Capital Programme

10.66. The Council's Capital Programme for 2019/20 through to 2022/23 includes £416m of capital investment in the district to support the council's key objectives and priorities. The sources of funding for this programme include:²⁷

- Government capital allocations either notified or anticipated;
- Specific Government capital grants which the council has been successful in securing;
- Developer contributions obtained through Section 106 and other agreements;
- Anticipated levels of capital receipts; and
- Prudential borrowing financed by the Treasury Management budget.

10.67. Details of capital projects for infrastructure in the district are included in chapters 5 to 9.

Town Centres Regeneration Fund

10.68. In March 2020, the Council agreed a £10m Town Centre Regeneration Fund to support regeneration activity across the district's town centres. Funding will be provided for small-scale projects such as shop front grants, street scene/environmental improvements, public realm and Christmas lights.

Developer Contributions

10.69. The Council began charging the Community Infrastructure Levy (CIL) in 2016. This replaced some developer contributions that were previously being sought through Section 106 Legal Agreements. At this time, Section 106 contributions were scaled back to matters needed to make the development acceptable in planning terms.

10.70. The Funds collected through the CIL are intended to be spent on strategic district level infrastructure projects that would usually require a developer contribution from a number of developments.

10.71. Regulation 123 requires the Council to set out a list of projects or types of infrastructure that it intends will be, either wholly or partly funded through CIL. The types of projects might include road schemes; greenspace and sustainable transport; leisure, sport and cultural projects; education infrastructure;

²⁷ Wakefield Council, Cabinet Report, 11 February 2020

community safety and health projects; public realm improvements; energy projects; and drainage and flood alleviation projects.

10.72. In September 2019, the Community Infrastructure Levy Regulations (2010) were amended to remove Regulation 123. As such the Council no longer needs to publish this list separately and instead Regulation 121A requires the Council to produce an annual Infrastructure Funding Statement, which should include a statement of the infrastructure projects or types of infrastructure which the charging authority intends will be, or may be, wholly or partly funded by CIL.

10.73. Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) sets out that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is-

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

10.74. There may be instances where the scale of development would be such that it would have a direct impact on local infrastructure provision, currently assumed to be funded through the Levy, to the extent that delivery through the development of the site would be necessary to make the development acceptable in planning terms. This might include the provision of a new school, highway, or healthcare infrastructure for example. Under these circumstances, a contribution through a Section 106 Legal Agreement may be sought alongside the Levy and the other usual sources of Government, prudential and investment funding that are used to deliver such infrastructure.

Business Rate Retention

10.75. The Business Rates Retention Scheme (BRRS) was introduced in April 2013 to provide Councils with stronger financial incentives to support property development and boost the local economy in their local areas. The proportion of business rate retention by each council was initially set at 50% across England with the Government retaining the other 50%.

10.76. The Wakefield District has a long tradition of attracting business investment which has resulted in the growth of the total rateable value in the district. As business investment continues to grow, the Council has anticipated approximately £4m growth in rateable value over the years 2020/21 and 2021/22.²⁸

²⁸ Wakefield Council, Medium Term Financial Strategy 2019/20 – 2021/22.

Disposal of Assets

10.77. The Council owns a significant amount of land. Proceeds from the disposal of any surplus owned assets can form a source of funding and be used to pay for infrastructure works.

Joint Ventures

10.78. The use of a partnership approach is a mechanism the Council has used previously to develop sites and infrastructure in the district. Such partnerships can include the public sector vesting land and/or equity alongside a commitment by a commercial partner to deliver a development or regeneration scheme.

10.79. The site is developed together through this vehicle by leveraging development capital using the public sector assets. The profits are then shared between the two parties or reinvested in further schemes.

11. SUMMARY

Highways and Transportation

- 11.1 Highway and transportation infrastructure is delivered by a range of organisations, including the Council, Highways England, West Yorkshire Combined Authority, public transport service providers and private developers.
- 11.2 This infrastructure is funded through direct government funding, the Council, additional government grants, service providers and developer contributions.
- 11.3 The Draft Local Plan sets out the required infrastructure in the form of Transport Schemes, Local Road Network Schemes and Public Transport Schemes in Volume 1 and 2 of the Publication Draft Local Plan. These are reflected in the settlement based tables in chapters 5 to 9 of this document. These schemes are being led by, or in partnership with the Council, developers and government organisations. The tables provide information on how well these schemes are progressed in terms of funding and timescales for delivery.
- 11.4 Some of the more significant schemes such as the Knottingley Southern Link Road will be delivered over the plan period and will require further work to secure the funding from developers and future transport funds. However, there is a corporate commitment from the Council to the delivery of this scheme, as detailed in the Options Assessment Report.²⁹
- 11.5 Planning Practice Guidance recognises that where plans are looking to plan for longer term growth through significant extensions to existing towns, there may not be certainty and/or the funding secured for necessary strategic infrastructure at the time the plan is produced. In these circumstances, strategic policy-making authorities will be expected to demonstrate that there is a reasonable prospect that the proposals can be developed within the timescales envisaged.
- 11.6 Further site specific transport infrastructure and mitigation is also set out in the Draft Local Plan, which states if it is to be funded and/ or delivered by developers as sites are brought forward.

Utilities

- 11.7 Electricity, gas and water supply is delivered by utility providers in the district with funding normally set out in their own asset management plans.
- 11.8 In the first five years of the new Local Plan period, Northern Powergrid has identified work to replace and upgrade their existing electricity infrastructure

²⁹ Jacobs, Knottingley Link Road Options Assessment Report, March 2021

across the district. More details of this planned work can be found within the settlement tables in chapters 5 to 9.

- 11.9 The investment by Northern Powergrid will help to ensure the district has sufficient electricity supply and capacity whilst contributing to meeting its future energy needs.
- 11.10 The Council will continue to engage with infrastructure providers to ensure there are no constraints associated with water, gas or electricity network in the district and it supports the growth planned in the Draft Local Plan.

Communications

- 11.11 Digital communication infrastructure is provided by range of providers in the district. Currently, businesses in Wakefield City benefit from access to CityFibre's full-fibre infrastructure³⁰, which offers high speed broadband connections. CityFibre is the UK's third national digital infrastructure platform and provides homes and business with connections to a full fibre infrastructure network.
- 11.12 At the time of writing, the Council is in a live procurement for a new provider to build a full fibre wide area network to support its services across the district. If implemented, this proposal could also provide the opportunity for access to homes and businesses as well. This approach would align with aspirations in the Draft Local Plan for the provision of high quality digital communication infrastructure and support economic growth and social well-being in the district.

Flood Risk and Drainage

- 11.13 The Council, as Lead Local Flood Authority, is responsible for managing local flood risk, including from surface water, ground water and ordinary watercourses and for preparing local flood risk management strategies.
- 11.14 The Council will also work with its partners, particularly the Environment Agency, to ensure that development proposals including those on allocated sites in the Draft Local Plan do not give rise to an unacceptable level of flood risk to the safety of existing and future occupants, the wider community and the environment.
- 11.15 The Council has identified schemes it proposes to take forward in terms of flood risk and alleviation over the next five years. This includes existing flood defences along watercourses across the district.
- 11.16 Funding for these schemes will be provided through the Council's capital programme, government grants and developer contributions. Further details of these schemes can be found within the settlement tables in chapters 5 to 9.

³⁰ www.cityfibre.com/gigabit-cities/wakefield

- 11.17 Northern Powergrid has also identified a commitment to flood defence works across its existing infrastructure in the district and details of these schemes can also be found within the settlement tables in chapters 5 to 9.

Waste

- 11.18 The Council's Waste Evidence Base Report³¹ provides data on the total amount of waste produced and how waste is currently managed, along with future requirements for increased capacity and new waste management facilities in the district.
- 11.19 Based on this evidence, the Draft Local Plan confirms there is further operational capacity at the existing South Kirkby Strategic Waste Management Facility for municipal, commercial and industrial waste management. However, further capacity, will be needed for commercial and industrial waste.
- 11.20 Welbeck Landfill Site in Normanton will continue to be protected for commercial and industrial and for inert and non-hazardous landfill.
- 11.21 Further capacity for commercial and industrial and construction, demolition and excavation waste could be accommodated through a planning permission on an employment allocation.

Green Infrastructure and Public Open Space

- 11.22 The Council created a Park Investment Programme in 2021, a new initiative to revitalise the existing parks and greenspaces in the district whilst responding to the climate and biodiversity challenges.
- 11.23 Projects identified include The White Rose Forest, which is a partnership of local authorities, community groups, businesses and charities, working together to plant millions of trees and help combat climate change. This involves planting 240 hectares of woodland on Council land by 2025.
- 11.24 Funding for the White Rose Forest will be provided through the White Rose Forest partnership who issue this via a series of grants available mainly through the Department for Environment, Food and Rural Affairs (DEFRA).
- 11.25 Other projects identified in the Park Investment Programme include Countryside Management Plans for Local Nature Reserves and the creating Biodiversity Recovery Networks. Further details about these schemes including funding and timescales are provided in chapters 5-9.

³¹ Wakefield District Council, Waste Evidence Base Report, September 2018.

- 11.26 The Draft Local Plan also includes areas designated for conserving and enhancing the natural environment. These include Special Areas of Conservation, Sites of Special Scientific Interest, Local Nature Reserves, Local Geological Sites, Ancient Woodland, Wakefield Local Wildlife Sites and Wildlife Habitat Networks.
- 11.27 The Council is reviewing the open space it owns and maintains and developing Management plans for its country parks, urban parks and Local Nature Reserves. The Council will ensure these areas are protected for their nature conservation value, support vibrant wildlife and offer the chance to study, learn or simply enjoy nature.

Education

- 11.28 The Council has a statutory obligation to provide school places for children in the district. In Wakefield, state education is provided in academies and maintained schools. The Council produces an annual Schools Organisation Plan to predict the future pupil numbers in each school year across the district. This is informed by planning permissions, much of which will relate to allocated sites in the current adopted Local Plan and the emerging Local Plan once adopted.
- 11.29 The Council's Education Service has been engaged in assessing the need for school places in catchments across the district. This has informed the Publication Draft Local Plan and the Infrastructure Delivery Plan, as set out in the settlement tables in chapters 5 to 9.
- 11.30 School places are funded through a combination of basic needs grant allocation, capital funds, prudential borrowing and developer contributions. In the majority of cases, developer contributions for education will be in the form of Community Infrastructure Levy, unless a development is of a significant scale to generate its own on site need. In these instances, developer contributions may be required towards onsite delivery in the form of land or financial contributions through a Section 106 Agreement. This is the case for a number of the larger Special Policy Areas in the Draft Local Plan, and is indicated in the site allocation policies.
- 11.31 The Council's Education Service is consulted on planning applications that include housing, in order to provide up to date comments on the potential impact of development on the need for school places. This will enable the appropriate developer contributions to be secured at the time of the application.

Sport, Leisure and Recreation

- 11.32 The Council owns and maintains sports facilities, pitches and recreation facilities across the district. It is committed to raising the quality of existing

sports and leisure provision as well as investing in new facilities across the district in the Draft Local Plan.

- 11.33 Current proposals for the district include building a replacement leisure facility at Thornes Park Athletics Stadium following a fire in February 2020, improvements to Featherstone Sports Complex and the refurbishment of St John's Welfare Centre in Normanton. Funding for these projects is predominately secured via the Council's Capital Programme.
- 11.34 The Council will continue to support and provide advice to local clubs seeking improvements to existing facilities such as the Sea Cadets in Castleford. Details of these projects are included in chapters 5 to 9.
- 11.35 The Draft Local Plan includes site allocations for Sport Facilities where there are proposals to enhance existing facilities and/or provide new facilities.
- 11.36 Strategic Leisure Corridors also identified which includes safeguarded existing routes and proposed new links for cycle routes, footpaths and bridleways. The Wakefield Cycle Strategy³² and Rights of Way Improvement Plan³³ identify proposed new/enhanced routes. It is impossible to allocate all of these in the Local Plan but they will be enhanced and developed as transport funding becomes available and wherever opportunities arise through the planning process.
- 11.37 Having good quality, accessible sports and recreational facilities is crucial to the infrastructure of sport and physical activity in the new Local Plan. It will enable participation, rehabilitation, development and improvement in health and mental well-being for residents in the district.

Community and Cultural

- 11.38 Investment in community and cultural facilities will continue to support the economic regeneration in the district.
- 11.39 The district currently houses internationally acclaimed cultural attractions such as the Yorkshire Sculpture Park and The Hepworth Wakefield.
- 11.40 The Council seeks to further enhance the district's wealth of cultural and community assets through the new Local Plan.
- 11.41 This aspiration has been demonstrated through the Council's commitment to the redevelopment of the historic Rutland Mills complex at Wakefield Waterfront. This scheme will provide a new creative hub for music, film, TV, design and media, whilst creating new job opportunities, business relationships and networks in the district.

³² Wakefield District Council, Cycle Strategy for Wakefield 2013

³³ Wakefield District Council, Rights of Way Improvement Plan, September 2007

11.42 Phase 1 of this scheme is anticipated to be completed by December 2022 and Phase 2 in December 2024. It will part funded by the Council, grant funding and a private developer. Further details of this project are provided in chapter 6.

Health

11.43 NHS Wakefield Clinical Commissioning Group (CCG) work together with patients and GP practices to ensure the right NHS services are in place to support the population's health and wellbeing.

11.44 The CCG is responsible for planning and buying (commissioning) the following local healthcare services.

- Hospital services
- Mental health services
- GP services
- Community services
- Some voluntary community sector services
- Some nursing home beds

11.45 The main providers in Wakefield District are:

- 37 GP practices
- The Mid Yorkshire Hospitals Trust (acute and community)
- South West Yorkshire Partnership NHS Foundation Trust – mental health and learning disability

11.46 There has been ongoing engagement with NHS Wakefield Clinical Commissioning Group since the Local Plan Early Engagement, which has informed the Local Plan and the Infrastructure Delivery Plan, as reflected in chapters 6-9.

Emergency Services

11.47 The Council will continue to maintain dialogue and share knowledge with emergency service providers in the district to ensure their future demands can be proactively managed and are planned for during the new Local Plan period.

11.48 The responsibility for the funding and delivery of these services will be the responsibility of the different service providers.

Funding Mechanisms

- 11.49 The delivery of various infrastructure in the district will depend on the timely release of relevant funding and investment mechanisms made available to the Council. More information about this is provided in chapter 10.
- 11.50 Public sector funding will underpin much of the infrastructure delivery to support the planned growth in the Draft Local Plan.
- 11.51 The Council will also continue to work with commercial and private sector organisations, such as utility providers responsible for different infrastructure categories, to ensure that the necessary infrastructure is provided in a timely way.

12. CONCLUSION

- 12.1 The purpose of this study is to identify new infrastructure planned across the district over the new Local Plan period from 2017 to 2036. Where the information is available, it includes details of how this infrastructure will be funded, which organisations will be responsible for delivering it and the timescales for achieving this. However, given the timescales of the Local Plan, and the infrastructure planning and funding cycles, it is recognised that this information cannot always be provided as a complete picture. Therefore, this document will continue to be refined by the Council, to ensure the infrastructure needs for the district are continually reviewed and identified.
- 12.2 A number of key pieces of infrastructure, which are required to support the delivery of the Local Plan, have been included in the Plan. It is recognised the Council is generally responsible for leading on the delivery of local infrastructure relating to highways and transportation, education, flood risk, waste, leisure, open space and culture. This may be in partnership with other developers and organisations. The report demonstrates how the Council will approach this in terms of funding and delivery, where this is known.
- 12.3 Some of the infrastructure referenced has committed funding. Some infrastructure may require further government grant funding or developer contributions, either through the Community Infrastructure Levy or S106 Planning Obligations. However, it should be recognised that developer contributions will remain a small proportion of funding for infrastructure, and in many case the responsibility for funding and delivering infrastructure does not lie with the Council.
- 12.4 The Council recognises the importance of a fully co-ordinated approach to planning and delivering infrastructure through the new Local Plan. It will continue to work with its partners on an on-going basis, to ensure new infrastructure can be delivered in the most sustainable locations and in a timely fashion, to unlock and support the development set out in the new Local Plan.
- 12.5 The Council considers there are no significant obstacles / barriers relating to the delivery of infrastructure required to support the growth set out in the Local Plan.

APPENDIX A – BIBLIOGRAPHY

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