

Added congestion

Overwhelming local opposition

TATE ACTION GROUP  
**TAG**

Gridlock on the bridge again

Does this look like brownfield to you?

**TAG - THORP ARCH TRADING ESTATE ACTION GROUP  
OBJECTION TO PLANNING APPLICATION 16/05226/OT**

Contact: Peter Locke, Chairman. 14 Thorp Arch Park, Thorp Arch, LS23 7AN

**VOLUME 5**

**NON-COMPLIANCE WITH CORE  
STRATEGY ACCESSIBILITY  
CRITERIA**

**Objection to Planning Application 16/05266 for 874 dwellings etc.**  
**Volume 5**

**Objection based on non-compliance with Core Strategy Accessibility Criteria.**

TAG object to the above application, on the grounds that the bus and walking provisions completely fail the Core Strategy accessibility criteria. There is no train service.

Accessibility is one of the prime requirements of the NPPF, and part of the 'golden thread' for sustainable development. Appendix 3 of the Leeds Core Strategy, table 2, covers 'Accessibility Standards for Housing Developments in Leeds (5 dwellings or more)'.

The comparison below compares what the Core Strategy requires for accessibility, and the delivery in the planning application. Virtually every requirement is failed **by a factor of x2 or more.**

This makes it impossible to claim that this is a sustainable development on accessibility grounds alone. As the many volumes being submitted by TAG show, there are similar failures on many other grounds too.

We have compared the requirements given in that table, with what is delivered in the planning application. The results are presented in the table below:

<b>Requirement of Accessibility Table</b>	<b>Planning Application delivers:</b>
Local Services. 15 minute walk (at 3mph).	No services on site initially. Very few services on site (which could be up to 10 minute walking) once fully developed. No guarantee that convenience store will be operated. Good services in Boston Spa, but over 2.5kms average distance = 30 minutes plus walking. Nothing closer.
Employment. Within 5 minutes' walk to a 15 minute bus service to an MPTI, travel time under 40 minutes.	Up to 10 mins walk to a 30 minute bus service taking over 1 hour to MPTI. (A very limited numbers of residents will be employed on site, but this is NOT a criteria).

Primary Health Care/Education. Within a 20 minute walk, or a 5 minute walk to a bus stop offering a direct service at 15 minute intervals.	30 minute plus walk to Boston Spa (but surgery cannot cope with the increased numbers). 40 minute plus walk to Wetherby. Nothing closer. Premises provided onsite suitable for health use, but no indication of any prospective health occupancy. Bus stop greater than 5 mins walk, and a 30 minute service.
Secondary Education. Within a 30 min walk, or 5 minute walk to a bus stop offering a 15 minute service to an MPTI.	Approximately one hour walk to either Boston School or Wetherby High. 30 minute service to MPTI, but it takes over one hour journey time.
Town/City centres. 5 minute walk to a bus stop offering a direct 15 minute service	10 minute plus walk to bus stop offering a 30 minute service with over 1 hour travel time to MUA,
Accessibility indicators are number/size of facilities within 30 minute journey time.	Result - only Wetherby counts - very poor outcome. Not a 15 minute service.

Note: Major Public Transport Interchanges (MPTI) are defined in the Core Strategy as the city centres of Leeds, Bradford and Wakefield.

TAG also question the distances indicated in Figure 24 : Existing bus stops and walking catchment areas in the `Design and Access Statement` which are wrong.

**Walking distances should be measured on the footway network, not as the `Crow Flies`.**