



## Drighlington Parish Council

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### Leeds Local Plan Update Consultation

**Date submitted: 11 September 2025**

**Consultation period closing: 15 September 2025**

#### **Purpose of this Draft:**

This document constitutes the formal representation of Drighlington Parish Council's Planning Committee to the Leeds Local Plan Consultation. It has been reviewed and approved by the Committee and reflects the Parish Council's position on the proposed allocations and policies affecting Drighlington.

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#### **1. Strategic Planning Context:**

This representation is submitted in response to Leeds City Council's consultation on its emerging Local Plan, open until 15 September 2025. Leeds City Council is reminded that the Local Plan must comply with the National Planning Policy Framework (NPPF) (December 2024) and associated regulations and legislation.

- Ensure a sufficient supply of homes (Chapter 5);
- Create well-designed and high-quality places (Chapter 12)
- Promote development that respects local character and protects valued landscapes (paragraphs 133 and 187)
- Can designate areas as Local Green Space (paragraphs 106 and 107)
- Conserving heritage sites (paragraph 202)

Drighlington Parish Council's Planning Committee submits that several of the proposed development sites affecting the village fail to comply with these national planning principles and offers constructive proposals for revision before the plan is finalised.

The Planning Committee has identified a total of 12 sites for consideration. Of these, 9 fall within the Drighlington parish boundary. An additional 3 sites, while situated in Gildersome, would have a direct impact on Drighlington and have therefore been included in this response to ensure relevance and thorough representation.

Furthermore, the Planning Committee is concerned about how the proposed development Of 1000 housing units in Tong (within the Bradford Local Authority Boundary), may impact on Drighlington and urges a strategic review across the whole area.

Piecemeal development in the way proposed in the Leeds local plan implies that Leeds

City Council has failed to grasp and drive forward the regeneration of areas of brownfield land. This would be enabled by the appropriate development of infrastructure to deliver the required housing numbers.

The proposed Leeds local plan traffic light system (which identifies which sites are more appropriate for building) identifies the following sites in Drighlington:

2 sites falling within the green traffic light system

3 sites falling within the yellow traffic light system

4 sites falling within the orange traffic light system

With the 3 Gildersome sites identified as falling within the yellow light traffic system

The Planning Committee also notes the housing targets of Leeds City Council for the Outer South – Main Urban Area table for Drighlington are:

Low – 143 homes      Medium – 386 homes      High – 514 homes

The Planning Committee also identified two sites—LPS00402 and LPS00760—where housing capacity could be increased. The current draft allocation significantly underestimates the potential of these sites, suggesting a total of only 21 homes, despite the possibility that they could accommodate more housing units.

Furthermore, in response to Leeds City Council's Call for Sites, the Planning Committee has identified two additional locations that may fulfil the criteria for inclusion within the proposed Leeds Local Plan.

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## **2. Preserving Village Identity:**

Drighlington is a long-established independent village within the Leeds district, with its own social, architectural, and geographical identity. Large-scale development threatens this identity, particularly by:

- Eroding the green separation between Drighlington, Gildersome, and Morley;
- Contributing to suburban sprawl, which is inconsistent with a rural village setting.
- Placing additional strain on services, e.g. Drighlington Primary School, which as of June 2024 was already operating at 86% capacity (Ofsted report).

Relevant NPPF references include:

- NPPF paragraph 88(d), which states that planning policies should enable the retention and development of accessible local services and community facilities.
- NPPF paragraph 187(a & b), which requires policies to "protect and enhance valued landscapes, sites of biodiversity or geological value and soils... recognising the intrinsic character and beauty of the countryside."
- NPPF paragraph 7 reinforces the need for sustainable planning.
- NPPF paragraph 192(a) safeguarding of local wildlife-rich habitats

- Chapter 16 Conserving and enhancing the historic environment.
- NPPF paragraph 61, which requires local plans to meet the needs of groups with specific housing requirements.
- NPPF paragraphs 42 and 129 require that no development should proceed without the advance delivery of necessary infrastructure.
- NPPF paragraph 196 requires that local plans take into account any risks arising from land instability and contamination.
- NPPF paragraphs 142 and 143 continue to emphasise that the fundamental aim of Green Belt policy is to prevent urban sprawl.

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### **3. Housing Need and Local Demographics:**

Drighlington Parish Council's Planning Committee supports measured, needs-led development; however, housing growth must be:

- Proportionate to infrastructure capacity;
- Focused on local housing need—especially for:
  - Affordable rented homes;
  - Bungalows and accessible accommodation for older/disabled residents;
  - Extra care. To include: supporting people living independently in the community, provision for those with complex needs and residential facilities.

The recommendation is:

- 50% affordable housing on all sites of 10+ units;
- Within this, 45% affordable rent;
- 15% of all homes as bungalows or accessible units;
- Extra care housing is required on any site exceeding 50 homes.

This approach would comply with NPPF paragraph 61, which requires local plans to meet the needs of groups with specific housing requirements.

This recommendation is consistent with data from the Office for National Statistics, which estimates that by the year 2050, approximately 25% of the UK population will be aged 65 or older. This demographic shift underscores the growing importance of planning for an ageing society—particularly in areas such as healthcare, housing, and community support services.

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### **4. Infrastructure and Sustainability:**

Drighlington is already severely constrained in terms of:

- Education provision – Drighlington is currently served by a single educational institution, Drighlington Primary School, which, according to the Ofsted report dated 12 June 2024, is already operating at approximately 86% capacity.

The UK Government's publication *Fact Sheet 5: New Homes and School Places*

outlines the methodology used by local authorities to calculate the projected number of school-aged children arising from new housing developments. This projection is referred to as the “pupil yield.” According to the Department for Education’s national average pupil yield estimates, the following ratios have been identified:

- 100 new homes typically generate approximately 25 primary-aged pupils;
- 500 new homes typically generate approximately 125 primary-aged pupils;
- 1,000 new homes typically generate approximately 250 primary-aged pupils.

Applying these national benchmarks to Drighlington and drawing upon Leeds City Council’s housing targets for the Outer South Main Urban Area, it is reasonable to anticipate a significant increase in demand for primary school places.

The current data indicate that Drighlington Primary School accommodates 435 pupils (Ofsted, 2024) and has a maximum capacity of 490 pupils. Depending on the scale of housing growth, the projected number of pupils could rise to between 460 and 560. This would result in demand exceeding existing capacity, thereby increasing the risk that local children may be unable to secure a place.

Furthermore, the village lacks a secondary school, necessitating travel to neighbouring areas for continued education. For those without their own transport, accessing secondary education could be problematic because of inadequate public transport services.

- Healthcare provision - Drighlington is served by a single dental practice, which operates privately and currently has no capacity to accept NHS patients. In terms of general medical services, there are two GP surgeries located within the village. While specific data regarding these practices is not available, broader national trends reported by the British Medical Association (BMA) as of 31 July 2025 provide important context.
  - The overall number of General Practitioners (GPs) has shown minimal growth since 2015, indicating stagnation in workforce expansion.
  - The number of GP partners has declined significantly, with a reported loss of 6,228 partners over the same period.
  - Between June 2024 and June 2025, approximately 370 million standard GP appointments were booked across the UK, reflecting sustained demand for primary care services.

These figures suggest increasing pressure on general practice provision nationally, which may have implications for service accessibility and continuity of care at the local level.

- Transport - Drighlington faces notable transport challenges, particularly in relation to road congestion and public transit accessibility. The A58, a primary route serving the area, experiences frequent and heavy traffic congestion, which already impacts travel times and overall connectivity. Public transport options are limited, with service constraints that affect evening mobility; for example, public transport from Leeds City Centre to Drighlington is hourly from 6.50pm and the final scheduled bus departs at 11.00 p.m., potentially restricting access for residents reliant on public transit during later hours.

While public transport frequency and times do not form part of a planning application or planning decision, in accordance with NPPF paragraphs 7, 42, and 129, no development should proceed without advance delivery of necessary infrastructure. Infrastructure provision must be proactive, not retrospective.

Drighlington Parish Council's Planning Committee therefore maintains that no development should be permitted unless essential infrastructure is secured and delivered in advance of first occupation. Systemic grabbing of medium to small sites will result in a pattern of urban development that is unsustainable, lacking in infrastructure, and most likely not viable, resulting in poor quality development.

Infrastructure delivery must therefore be proactive and not deferred to mitigate post-development pressures, ensuring that any new development is genuinely sustainable.

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## **5. Site-Specific Representations – Drighlington:**

### **Whitehall Road Area:**

LPS00402, LPS00990, LPS000640, LPS00991, LPS00165 and LPS00760, LPS00125, LPS00615.

Summary of proposed development:

Highlighted in green in the proposed Local Plan

- **LPS00402:** 13 housing units
- **LPS00760:** 8 housing units

Highlighted in yellow in the proposed Local Plan

- **LPS00990:** 160 housing, commercial and industrial units
- **LPS00640:** 14 housing units
- **LPS00615:** Industrial Units

Highlighted in orange in the proposed Local Plan

- **LPS00991:** 129 housing, commercial and industrial units
- **LPS00125:** 337 housing units
- **LPS00165:** 28 housing units

### **Between Drighlington and Gildersome:**

Highlighted in orange on the proposed Local Plan

- **LPS00508:** 518 units, including housing, industrial, and commercial

## **Whitehall Road Area:**

### **Key Concerns: Green Sites**

- Located off the A58 corridor, these sites would intensify congestion and strain infrastructure;
- The local primary school is at 86% capacity (Ofsted Report June 2024)
- The nearest secondary school is difficult to reach by public transport
- 2 sites LPS00402 and LPS00760 have been highlighted as green in the local plan.

The 2 sites LPS00402 and LPS00760 could be supported if the following are in place.

- Evidence of infrastructure delivery in advance of occupation;
- Community consultation and safeguards on local character.
- Could be supported in principle, subject to the submission and approval of an appropriate planning application. Any such application must demonstrate full compliance with relevant national and local planning policies, including the NPPF and address key considerations such as sustainable development, infrastructure capacity, transport impact, environmental protection, and community needs. The Parish Council's final position would be contingent on a thorough review of the detailed proposals and the outcomes of statutory and community consultations.
- These sites are brownfield land.
- The proposed Leeds local plan states that it may need to identify additional land for development. Sites LPS00402 and LPS00760 are suggested as the land.
- The proposed Leeds local plan states the types of sites or development that could be suggested:
  - Housing (which could include market-led housing)
  - 100% affordable housing
  - Older persons' housing
  - Self-build housing
  - Other types of specialist housing

The draft housing capacity figure of just 21 homes seems to seriously undervalue the potential of this site. The total area of brownfield land—including plots LPS00402 and LPS00760—is estimated to be around 4.5 to 6 acres, which could reasonably support a higher number of dwellings.

The land was previously listed for sale as a single, complete site and has now been split into separate plots; however, the development may have been assessed.

Existing Land LPS00402 & LPS00760:



## PRELIMINARY ANNOUNCEMENT

TO LET

### WELL LOCATED INDUSTRIAL/STORAGE & OFFICE PREMISES

OLD MILLS, MOOR TOP, OFF WHITEHALL ROAD,  
DRIGHLINGTON, WEST YORKSHIRE, BD11 1BY

7,229m<sup>2</sup> (77,808 sq. ft) on 4.5 acres or thereabouts



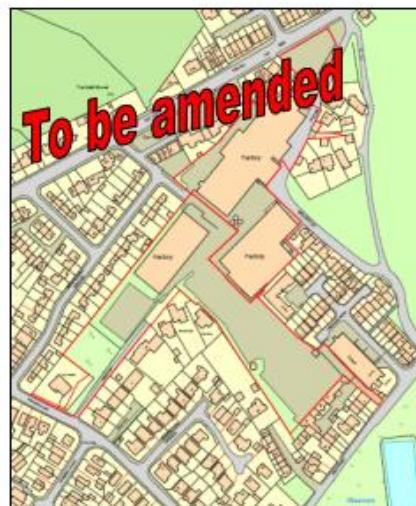
- Substantial principally single storey industrial/storage premises, including large office block (13,500 sq. ft) and land/yard
- Strategically located off Whitehall Road benefitting from accessibility to both Junctions 26 & 27 of M62
- Available as a whole from Q1 2025 with up to 1 acre surplus yard and may split

For further information please contact Alec Michael ([alec@michaelsteel.co.uk](mailto:alec@michaelsteel.co.uk))  
or Ben Preston ([ben@michaelsteel.co.uk](mailto:ben@michaelsteel.co.uk))

Our Ref: 3571/A/M

November 2024

Subject to Contract



**Michael Steel & Co**  
PROPERTY CONSULTANTS

**0113 2348999**  
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North View:



West View:



South View:



East View



## Potential:

According to the UK Parliament, a common benchmark for housing density in the UK is around 30-50 dwellings per hectare (approximately 12-20 per acre). Which potentially means a 6-acre site could accommodate between 72 and 120 housing units, depending on the chosen density.

If the proposed two sites can be argued to become one site, this will be more viable for a National House builder to take an interest. A National House builder will have capital to develop the site and, more importantly, be able to deliver a scheme that has huge potential.

For example:

- Mid-density: For two to three-story apartment complexes, Projection Hub (Court of Protection Made Clear: A user's Guide from start to Finish) estimates between 20 to 25 units per acre. This suggests a 6-acre site could potentially accommodate 120 to 150 housing units.
- Higher density (if allowed and feasible): In some urban or suburban areas with favourable zoning, 3-story village cluster or urban-suburban homes can achieve a density of 26 to 40 units per acre. This would equate to roughly 156 to 240 units on a 6-acre site.

## GARDEN APARTMENTS

Garden apartments are what is currently thought of as the “typical” suburban multifamily structure. They are a good option for larger sites and can fit between around 19 to 25 units per acre.

- Not inherently walkable
- Smaller buildings, with 4 units per level around stairways
- Two to three stories; walk-up with open-air stairways
- Organized with surface parking in front and around



## VILLAGE CLUSTER OR URBAN-SUBURBAN HOMES

Village clusters or urban-suburban multifamily homes are a hybrid option between garden-style apartments and structured parking solutions. This type can generally fit between 26 to 40 units per acre.

- Multifamily buildings oriented towards streets in a walkable settings
- Typically three or four stories; walk-up or limited elevators
- Corridor style buildings, either open-air or conditioned
- Organized with parking courts behind, and/or tuck-under rear parking, with parallel on-street parking

Access:

- Wakefield Road via Whitehall Road
- Wakefield Road via Moortop (north)
- Hodgson Lane via Moortop (west)
- Station road via Moortop (south)

Power: The Electrical substation originally served Drakes Factory ( Moortop North)



If this alternative proposal can be considered, Drighlington will be close to reaching the smaller housing unit of Leeds City Council's Outer South – Main Urban area table target of 143 housing units.

As the village continues to grow, it is important that new housing meets the needs of a wider demographic—offering more affordable options and a better mix of homes. This approach not only supports local families and older residents, but it also encourages further investment in the area, helping the village thrive both socially and economically.

## Key Concerns: Yellow Sites

- Located off the A58 corridor, these sites would intensify congestion and strain infrastructure;
- The local primary school is at 86% capacity (Ofsted Report June 2024)
- The nearest secondary school is difficult to reach by public transport
- 3 sites LPS00990, LPS00640 and LPS00615 have been highlighted as yellow in the local plan, which highlights potential issues with drainage, public transport issues and being greenfield land.
- LPS00990 forms part of the historic Battle of Adwalton Moor Battlefield, which has national heritage value.

Additionally, site LPS00990:

- Forms part of the historic Battle of Adwalton Moor 30<sup>th</sup> June 1643
- Is registered by Historic England as a 'Battlefield' because of its special historic interest (Historic England and The Battlefields Trust) and was the most important battle fought north of the River Trent during the first Civil War (Historic England)
- There is also documentary evidence of ironstone and coal working in this vicinity predating the 17th-century battle (Archaeological Watching Brief, WYAS)
- The presumed line of the north-east to south-west Roman Road 712 also crossed the site of Hodgson Lane Farm. The latter is a Class III Site of Archaeological Interest (National Heritage List for England NO 1000000 and West Yorkshire Historic Environment Record MWY2612 and MWY4233) (Archaeological Watching Brief, WYAS)
- Landscape integrity - Despite later development having taken place within parts of the battlefield, enough of the landscape survives to secure legibility, particularly to the areas around The Plantation and the common land at Adwalton Moorside (Historic England)
- Is cited as Green Belt by CPRE, The Countryside Charity
- Species from badgers to bats have been reported by members of the community
- The link provided within this submission:

### Adwalton Moor Battlefield Document

further demonstrates the site's importance not only as one of the 43 important battlefields identified on English Heritage's Register of Historic Battlefields, but also provides further evidence to support this. The Planning Committee's concern is that this site has been considered for potential development by Leeds City Council.

NPPF chapter 16: Conserving and enhancing the historic environment.

English Heritage has registered the area as a Battlefield. Paragraph 202 of the NPPF identifies that heritage assets should be conserved, so that they can be enjoyed for their contribution to the quality of life for existing and future generations (Listed Buildings and Conservation Areas) Act 1990.

## Key Concerns: Orange Sites

- Located off the A58 corridor, these sites would intensify congestion and strain infrastructure;
- The local primary school is at 86% capacity (Ofsted Report June 2024)
- The nearest secondary school is difficult to reach by public transport
- 3 sites LPS00991, LPS00125 and LPS165 have been highlighted as orange in the local plan, which indicates that developing these sites would be problematic to develop due to access from Whitehall Road and ongoing issues with surface and sewage problems
- LPS00125 Access to the site would have to be either from the bypass or through the Moorside Estate, but the feasibility and safety of access via the latter is unclear.
- LPS00125 Has detrimental impacts on both biodiversity and ecological health.
- LPS00165 Issues with increased traffic on Whitehall Road, which is currently heavily congested.

Additionally, site LPS00125 is located adjacent to the Drighlington Bypass and the M62, resulting in potentially high levels of traffic-related noise.

According to the World Health Organization's Environmental Noise Guidelines for the European Region (2018), prolonged exposure to road traffic noise above 53 dB Lden (day-evening-night average) or 45 dB Lnight (night-time average) can cause adverse health effects, including sleep disturbance, cardiovascular issues, and reduced quality of life.

The Planning Committee is concerned about the impact on the residents and would encourage the Local Planning Authority to fully research and evidence the potential impact as part of the planning process.

Additionally, the proposed allocation of this site for residential development is fundamentally unsound due to its historic use as a landfill. This is evidenced by the presence of visible gas venting chimneys on the site, designed to release methane and other landfill gases, and corroborated by mapping that identifies both authorised and historic landfill deposits within and adjacent to the site boundary. Images have been provided below

The NPPF (December 2024) sets a clear requirement that planning decisions must ensure a site is "suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination" (paragraph 196(a) and paragraph 196(b)). Paragraph 196 (a) further requires that decisions ensure development is not put at unacceptable risk from pollution. These provisions place a direct responsibility on decision-makers to avoid approving development on land that presents unresolved contamination, subsidence, or gas-emission hazards.

Given the site's landfill history, the Planning Committee proposes that the site fails to meet the safety and suitability criteria set out in the NPPF.

Empirical research substantiates the range of hazards associated with former landfill sites, including groundwater contamination, soil instability, and long-term emission of gases:

- Groundwater contamination: A 24-year longitudinal study found that landfill leachate discharges both legacy and elevated inorganic pollutants into groundwater, with pollution persisting long after landfill closure, rendering water unsafe for human use (Johansson et al., 2021, *Science of the Total Environment*).
- Human health impacts: A systematic review highlighted that landfill leachate frequently elevates heavy metals such as lead and nickel in nearby soils,

groundwater, and crops, creating carcinogenic risks to human populations (Sarker et al., 2021, International Journal of Environmental Research and Public Health).

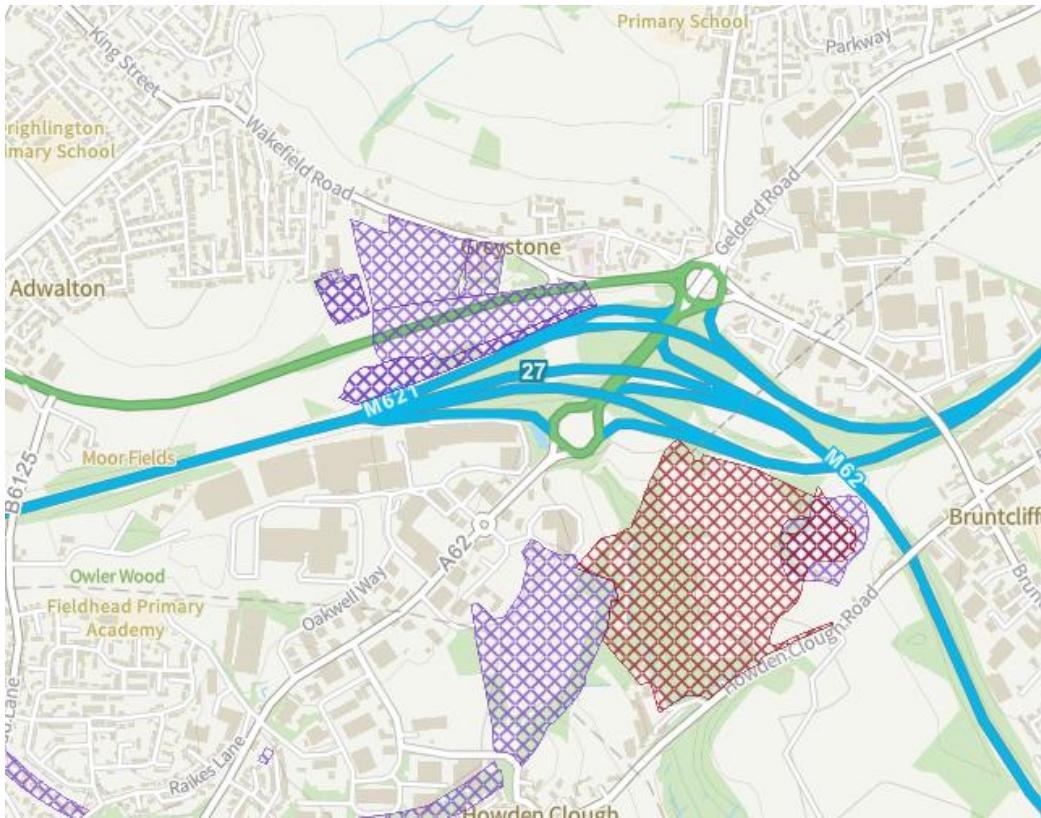
- Geotechnical instability: Case study evidence demonstrates that poorly contained landfills generate unstable slopes, ponded leachate, and uncontrolled runoff into surrounding wells and ponds, undermining hydrological and structural stability (Ramachandra et al., 2018, Environmental Systems Research).
- Soil weakening: Recent experimental research confirms that landfill leachate significantly alters soil geotechnical properties, reducing shear strength, increasing permeability, and undermining the stability of foundations and surface structures (Alhassan et al., 2025, International Journal of Environmental Science and Technology).

The academic evidence reinforces that the risks associated with historic landfill use are not merely theoretical, but are empirically observed and enduring. The cost and complexity of remediation to render such a site “safe and suitable” for residential occupation would be prohibitively high, and even then, no remediation scheme can guarantee the elimination of all risks associated with landfill gas migration, soil settlement, and groundwater pollution.

In light of the NPPF (December 2024) requirements, and supported by substantial academic evidence, it is clear that this site is wholly unsuitable for residential development. Approving housing on a historic landfill would expose future residents to unacceptable environmental, geotechnical, and health risks, directly contravening the NPPF’s policy objectives of ensuring safe, sustainable, and viable places to live.

The Planning Committee recommends that the site should therefore be removed from the proposed Leeds Local Plan.





#### Historic Landfill

Remove X



#### Authorised Landfill

Remove X



Furthermore, to reinforce the recommendation for the removal of site LPS00125 from the proposed Leeds Local Plan, it is important to note that the site now comprises active agricultural land supporting a diverse range of wildlife species. Members of the community have submitted documented observations confirming the presence of various wildlife, geological value, indicating potential ecological sensitivity.

The proposed development of 337 housing units would likely result in the irreversible loss of these habitats, undermining Leeds City Council's statutory duty to conserve biodiversity under the Natural Environment and Rural Communities Act 2006 and the Conservation of Habitats and Species Regulations 2017.

Additionally, Paragraph 192(a) NPPF explicitly highlights the importance of safeguarding and enhancing local wildlife-rich habitats. Given the significant development potential of up to 337 housing units on the site in question, it is evident that the level of protection and enhancement required by this policy would be fundamentally compromised and could not realistically be achieved.

### **Between Drighlington and Gildersome:**

LPS00508: Identified as an orange site on the proposed Local Plan

LPS00508: 518 units, including housing, industrial and commercial use.

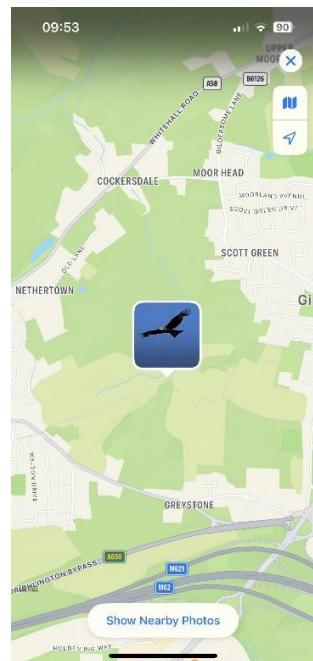
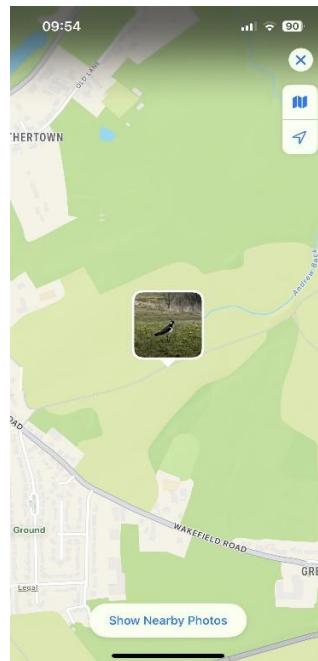
- Is cited as Green Belt land, CPRE, The Countryside Charity
- Exceeds road capacity, notably at M62 Junction 27;
- Limited available capacity in schools and potentially health services;
- Public transport does not support sustainable commuting or access to services.
- LPS00508 - 518 units including housing, industrial and commercial use and is a piece of countryside (known as Brownhills) which is highly valued by both the communities of Drighlington and Gildersome.

Potentially developing LPS00508 will lead to the loss of farmland, disrupt local wildlife habitats and eliminate the natural heritage of the area. The vibrant green landscape will be completely transformed.

Brownhills plays a significant role in enhancing the environmental well-being of both Drighlington and Gildersome, particularly through its contribution to air quality improvement and climate change mitigation. As noted by the Institute for Local Government (ICLEI), natural landscapes such as forests, parks, and green open spaces function as 'carbon sinks', effectively sequestering greenhouse gas emissions that would otherwise exacerbate global warming. The vegetation within site LPS00508 actively absorbs atmospheric carbon dioxide, thereby reducing local air pollution levels. Furthermore, the development of this area would likely accelerate urban sprawl, leading to increased vehicular traffic and associated emissions. Such changes would diminish air quality and contribute to congestion, ultimately impairing the overall quality of life for both communities of Drighlington and Gildersome.

It is cited as Green Belt land by CRPE, The Countryside Charity. Paragraphs 142 and 143 of the NPPF (December 2024) continues to emphasise that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Site LPS00508 is only 12.5% of the land in England that has been designated as Green Belt (Ministry of Housing, Communities & Local Government. Local authority green belt: published December 2024)

Site LPS00508 also serves as a vital grazing habitat for deer and lapwings. Notably, the lapwing is classified on the Red List due to significant population declines, with numbers having decreased by approximately 55% since the 1960s, according to data from the Royal Society for the Protection of Birds (RSPB). The lapwing is a species of conservation concern that relies on this habitat for feeding and breeding.



Given these facts, the proposed development at Site LPS00508 is not only inappropriate due to its location within this ecologically sensitive area but also unsustainable in the long term. Beyond concerns related to habitat loss and fragmentation, the development poses potential health risks to the surrounding environment and wildlife populations. Any disturbance or degradation of this habitat could exacerbate the decline of these species and undermine ongoing conservation efforts.

It is, therefore, proposed that Site LPSS00508 be formally designated by Leeds City Council as a Local Green Space, in accordance with the criteria set out in paragraphs 106 and 107 of the NPPF. Such a designation would recognise the site's demonstrable value to the local community, its special character, and its contribution to the area's environmental and recreational quality. In line with the Framework, this status would afford the site protection from development, thereby ensuring its long-term preservation for the benefit of current and future generations.

### **The 3 Gildersome Sites:**

Located between Drighlington and Gildersome

Summary of proposed development:

- **LPS00747 (yellow site):** 357 housing units;
- **LPS00898 (yellow site):** 97 housing units;
- **LPS00536 (yellow site):** 32 housing units.

## **Key Concerns:**

- All 3 sites are identified as a yellow site on the proposed Local Plan
- Yellow sites have potential issues with drainage and public transport issues
- All 3 sites are greenfield sites
- LPS00747 – It would be a huge cost to make the site viable
- LPS00747 – A major upgrade of the sewage pumping station on Dale Road would be needed.
- LPS00747 – There is a natural water course (Andrews Beck), which would be disturbed.
- LPS00747 – Access to Wakefield Road/Street Lane would involve a complete traffic management scheme to be put into place.

## 6. Call For Sites:

### Additional Site Number 1:

The Planning Committee has identified an additional site; however, no substantive information regarding its size, characteristics, or suitability is available. Nonetheless, the site may, in principle, meet the criteria for potential development, subject to further assessment by Leeds City Council.

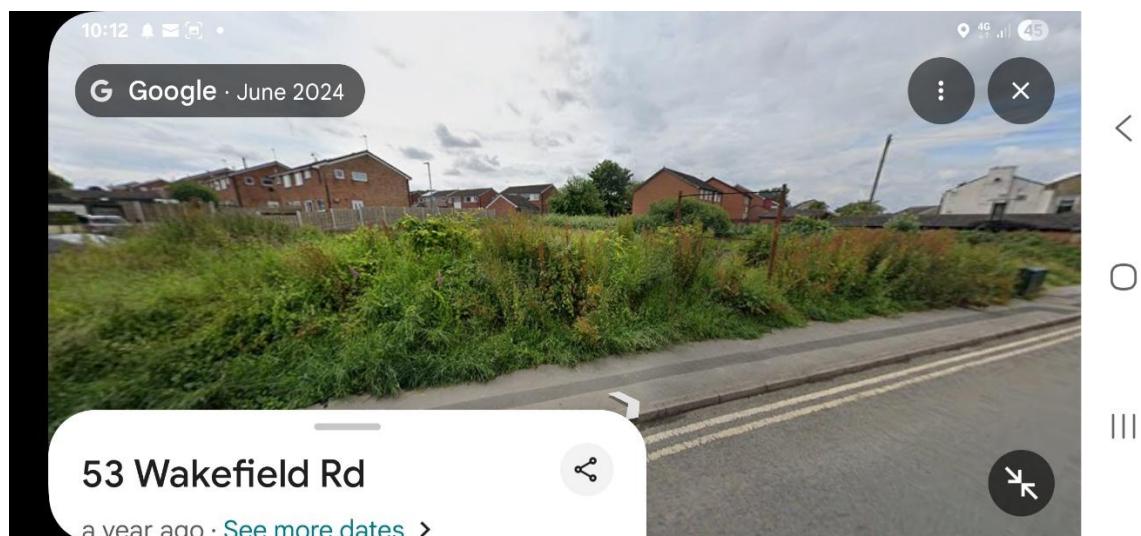
The site's location is:

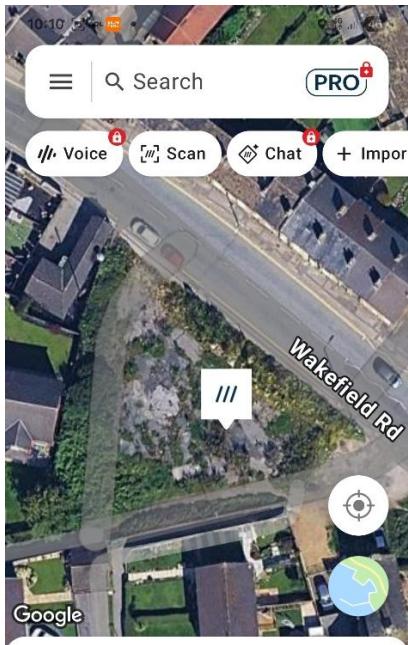
53, Wakefield Road

Drighlington

BD11 1DH

What3words: hunt.trips.evenly





[///hunt.trips.evenly](https://www.hunttrips.com/trip/353550)

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## Additional Site Number 2:

Currently, Leeds City Council are considering the following planning application:

25/02241/FU

Demolition of the existing car garage and service station, and totem sign. Erection of two new retail shops, four new storage units with a new gate, boundary wall to the front.

The application proposes the demolition of the existing car garage, associated service station, and totem signage, to enable the erection of two retail units and four ancillary storage units. The scheme also includes a new boundary wall and gated frontage. The site is located between existing residential dwellings, which raises significant questions regarding the compatibility of the proposed land use within a predominantly residential environment.

At the time of writing, the application remains under consideration by the Local Planning Authority, with no published determination date. Material considerations relevant to this application include accessibility, flood risk, land stability, and compliance with national and local planning policies.

From a transport perspective, the site is served by nearby bus stops providing services into Leeds and the wider conurbation, consistent with NPPF (December 2024, paragraph 115, which directs development towards locations that can be accessed by sustainable modes of transport. Flooding is not identified as a constraint, with no recent recorded incidents at the site, aligning with the sequential, risk-based approach to flood risk management in NPPF (December 2024, paragraphs 171–172).

The Coal Mining Risk Assessment dated 27 May 2025 confirms that no fissures, faults, or subsidence features are present on or near the site, satisfying the requirements of NPPF (December 2024, paragraph 191), which ensures development is suitable for its location, having regard to ground stability and safety.

While the provision of small-scale retail and storage may offer limited commercial benefits, the proposed land use must be balanced against wider strategic planning objectives. The NPPF (December 2024, paragraph 61) stresses the national objective to “significantly boost the supply of homes,” with paragraphs 124–125 further requiring that previously developed (brownfield) sites in sustainable locations be used efficiently to deliver housing. The site is a previously developed brownfield plot, located within an established residential area, and therefore represents a highly suitable location for residential redevelopment.

The Planning Committee therefore submits that this application, in its current commercial form, is not the most effective or sustainable use of the land. In line with the housing delivery and land-use efficiency objectives set out in the NPPF (December 2024, paragraphs 15, 61, 124–125), the Planning Committee respectfully requests that the Local Planning Authority encourage the applicant to reconsider the scheme and resubmit the application as a residential development proposal. This would align more closely with both national planning policy and the established residential character of the locality.

### **Location of Planning Application 25/02241/FU**



## **7. Recommendations and Conclusions for Policy Revision:**

Drighlington Parish Council's Planning Committee makes the following formal recommendations for incorporation before the close of consultation on 15 September 2025 and requests Leeds City Council to amend the local plan to reflect:

1. The lower housing target for Drighlington (143 dwellings) is the only sustainable level of growth.
2. Strengthening housing policy to require:
  - o 50% affordable housing (45% affordable rent);
  - o 15% of homes as bungalows or accessible housing;
  - o Extra care provision on large-scale sites.
3. The requirement to have infrastructure to be completed before occupation, including education, health, transport, and community provision.
4. A full strategic review of the genuine housing needs of the local population of Drighlington
5. A comprehensive understanding the importance of village identity and the rural setting of Drighlington and avoid the coalescence with Gildersome, in accordance with open space policy.
6. An understanding and full consideration of the infrastructure constraints facing Drighlington
7. Removal all Greenfield and Green Belt sites from the proposed Local Plan
8. The allocation of 50% of CIL receipts to the local ward, with 25% ringfenced for Drighlington Parish Council, regardless of neighbourhood plan status.
9. To reflect the requirements of other pieces of legislation, such as the Conservation of Habitats & Species Regulations 2017, when considering LPS00990, LPS000125 and LPS00508 for inclusion into the local plan.
10. Recognition the historical significance of the Battle of Adwalton Moor (1643), with the site formally designated by Historic England as a Registered Battlefield.

### **The removal of the following Site Numbers:**

11. Remove LPS00747, LPS00898, and LPS00536 on environmental, infrastructure, and policy grounds.
12. Remove LPS00508 on environmental, infrastructure and policy grounds and designate the site as a Local Green Space. The site is designated as an orange site on the proposed local plan, which would be problematic to develop. The site is also cited as Green Belt land.
13. Remove LPS000125 (designated as an orange on the proposed local plan) due to its impact on both biodiversity and ecological health issues, and it would be problematic to develop. Also, the site is fundamentally unsound due to its historic use as a landfill.
14. Remove site LPS000991 (designated as an orange site on the proposed local plan) as it would be difficult to access from Whitehall Road, and has ongoing issues with surface and sewage problems.
15. Remove LPS00990 due to being registered as a Battleground by Historic England

### **To consider:**

16. The merging of sites LPS00402 and LPS00760 into 1 site, as these sites have been designated Green sites on the proposed local plan. Merging these sites could increase the housing capacity.

17. The sites LPS00402 and LPS00760 are brownfield sites.
18. Call for Sites – The potential development of: 53, Wakefield Road, Drighlington. BD11 1DH.
19. Call for Sites – Planning Application 25/0224 FU. For the local planning authority to consider encouraging the applicant to reconsider the scheme and resubmit the application as a residential development proposal.

With thoughtful revision, Leeds City Council has a real opportunity to promote sustainable, balanced development while preserving the essential character and function of Drighlington as a village.

Kind Regards,

**Drighlington Planning Committee  
Drighlington Parish Council**