



Drighlington Parish Council

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Drighlington Parish Council – Formal Response to the West Yorkshire Mass Transit: Spatial Development Framework joint development plan document (the Plan) Consultation

Drighlington Parish Council welcomes the opportunity to comment on the Publication Draft of the Plan (the Plan). Drighlington sits directly between Leeds and Bradford and is adjacent to both the M62 and M1, which creates significant cumulative transport pressures. Public transport can be unreliable, adding further strain, and it is important not to underestimate the impact this has on residents. It is therefore essential that the Plan fully reflects the needs of communities like Drighlington as the Mass Transit programme develops.

The Council's response to the consultation questions is below:

1. Is the Plan legally compliant?

- 1.1. Drighlington Parish Council, made up of residents rather than planning or legal professionals, based on the information provided, considers the Plan to be legally compliant.
- 1.2. Required earlier consultation at Regulation 18 has taken place, and statutory assessments—including the Sustainability Appraisal, Habitats Regulations Assessment, Equalities Impact Assessment, and Viability Assessment, appear to have been completed.
- 1.3. The Councils in West Yorkshire seem to have worked together to consider the Plan across the whole Region. This is important particularly for Drighlington, given its location within Leeds and proximity to the boundaries with Bradford, Kirklees and Calderdale.

2. Is the Plan sound?

- 2.1. Based on what can be reasonably understood from the documents provided, Drighlington Parish Council considers the Plan to be sound.
- 2.2. The Plan does provide a clear strategic framework to support the delivery of Mass Transit across West Yorkshire. Mass Transit is understood to mean a large-scale public transport system designed to move significant numbers of people around, using one or more modes of transport and associated technology, including bus rapid transit, light rail and ultra-light rail).
- 2.3. The Plan appears to support coordinated decision-making on issues such as land use, regeneration, development and transport, all of which are essential for maximising the benefits of major transport investment. The parish Council notes

that there is a funding gap which is a concern however also recognises the this is an early stage of the whole planning process.

- 2.4. The Plan appears to be supported by a comprehensive evidence base include background papers, a sustainability appraisal and viability work to demonstrate why the proposed approach is being taken. The Parish Council supports the recognition that Mass Transit must be integrated with housing, employment and infrastructure planning.
- 2.5. The Plan appears to consider the importance of a west Yorkshire wide approach that supports coordination across boundaries. The Parish Council acknowledges that the Plan has been prepared collectively by the five West Yorkshire Local Planning Authorities support by the West Yorkshire Combined Authority. It is hoped that during delivery of all phases of West Yorkshire Mass Transit, a coordinated approach will be taken to land use, growth, regeneration and transport policies and decisions across local Planning authority boundaries. This is particularly important for a village such as Drighlington and is a major concern for residents. Cumulative development and transport pressures require strategic regional consideration across local authority planning boundaries in conjunction with other relevant organisations and agencies.
- 2.6. The Plan appears to align with national policy objectives relating to sustainable transport, climate resilience, placemaking (understood to mean making places more attractive, safer and more useful for people who live there) and integrated spatial planning. It also appears to support modal shift which the Council understands to mean encouraging people to switch from car travel to buses, trams, trains, cycling or walking, to reduce road congestion, lowering emissions and improve access to work and education.

At this stage, Drighlington Parish Council does not seek any specific modifications to the Plan however does request continued attention to the following issues relevant to Drighlington and the surrounding areas:

1. Traffic Pressures on the A650 and surrounding transport routes.
2. The cumulative impact of new development on local roads and connecting routes.
3. The importance of protecting green spaces and village character and identity
4. Ensuring local services keep pace with development and transport changes.

Kind regards

Jill Davis

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Proper Officer to Drighlington Parish Council