Representation from the Morley Borough Independent Group on Leeds City Council to the initial proposals on the Local Development Plan.

These are the formal representations from the Morley Borough Independent Group whose Councillors are members of Leeds City Council and Morley Town Council. It is their response to the consultation process that was confirmed by Leeds City Council to gauge reaction to their Local Development Plan.

There are general representations the Group makes on specific issues followed by direct comments on a site-by-site basis on all sites proposed across the Morley North and Morley South Wards which include Churwell, Drighlington, Gildersome, Morley and Tingley.

Both Morley Wards suffer from an undersupply of affordable homes to rent. There is a clear under provision of affordable properties for older and disabled people, especially bungalows, older persons homes and especially extra care accommodation. Ward Members have raised these concerns consistently over the last 20 years, regarding the lack of bungalows and Extra Care Accommodation and it remains a disappointment that little if any progress has been made on these issues through previous Development Plans. Our representations include an obligation on any sites above 10 homes to provide 50% of homes on such sites as affordable homes – with 45% of such homes to be to rent at affordable rents. Within this 45% - 15% should be split between bungalows and specific age/disability related fully accessible apartments with warden assistance provided. Any future planning process must deliver a significant extra care development to accommodate Morley residents who are living longer with more complex health needs. A specific levy should be imposed on volume housebuilders building more than 50 homes on a site to contribute, via a legal agreement, towards extra care accommodation.

Many of the proposed sites are not sustainable and can only be made so by significant finance to deal with infrastructure demands such as additional school places, better roads network, additional health centres, better public transport links and improved community facilities. Our representation concludes that such infrastructure must be in place prior to development commencing and not, as at present, as an afterthought. It should be a condition of all developments that infrastructure should not only be financed but should physically be in place before any development

commences. Only though such concerted action can any new development be considered as sustainable.

We would also state that our position of abandoning the sale of all council and housing association homes under the right to buy scheme remains the same as it has been for over 20 years. Social Housing numbers have haemorrhaged through the right to buy era worsening an already dire housing situation by reducing the number of social housing units while demand for housing, especially for the young on low incomes, increases significantly.

We note the targets set in the Outer South – Main Urban Area table. We note the figures for Morley vary from 3,153 to 918, for Drighlington between 514 and 143, for Gildersome between 544 to 190, and Tingley from 1434 to 345.

We propose adopting the lower targets across the Morley North and South Wards. Our lower targets still generate a new housing target for our communities of around 1600 new homes.

We believe the lower targets are the only ones sustainable within our communities because of demands on already congested roads such as Elland Road, Dewsbury Road, Wide Lane and Bradford Road in Morley, Gelderd Road and Asquith Avenue in Gildersome, Whitehall Road, Drighlington Bypass and Bradford Road in Drighlington and Sykes Road and Westerton Road in Tingley. In most cases it is recognised the roads are at full or above full capacity and the aforementioned roads already have recorded higher levels of congestion.

The lower target of 1600 new homes would still generate over 400 additional primary aged children without the capacity in local primary schools to absorb such numbers. We note the lower target also generates an additional 160 pupils for the secondary sector with no clear indication of how local high schools could absorb the students generated by such developments.

The impact on local health centres, even with the lower targets and assuming household of 4 person or less, is significant and would generate an additional 6000 new patients. This is at a time when local health centres do not have the capacity to absorb such numbers without patients having to wait longer times to see a GP or a practise nurse. There is no coherent

plan to address this issue anywhere within the document. The same arguments can be made about local dentists and the problem of finding any dentist across the Morley area prepared to take NHS patients.

The proposed targets, either the higher or lower targets proposed, are likely to be reached only by the release of greenfield sites. Such greenfield sites are precious to local communities and deliver a useful and strategic barrier between communities. Subsequent development plans have seen urban crawl as communities merge closer and closer together, especially with Morley's village structure. The green barrier between Gildersome and Drighlington decreases with each development plan, while the green barrier between Tingley and Morley also erodes, as it does between Woodkirk and Morley.

Our representation also focuses on the need to put infrastructure in before any significant development commences. Across Morely, over the last 25 years, we have seen infrastructure, such as local roads, schools and health centres, struggle to cope with new volume house building to accommodate the needs of new residents who come to live in our communities. This has led to higher level of congestion and pollution, schools having to accommodate students in temporary classrooms and waiting times for health centres and dentist increasing significantly. Community Infrastructure Levy monies have been taken out of Morley and used elsewhere. It is our recommendation that at least 50% of all CIL monies such be ringfenced to address the development issues generated within those communities where the development takes place. We also reconfirm our view that the 15% payment to local Parish and Town Councils should increase to 20% regardless of a neighbourhood plan or not. The other 30% of CIL receipts should go to support the wider strategic infrastructure needs generated by large-scale volume house building.

We make representations on the type of housing required. We note that the significant volume of new homes across Morley, over 2000 new homes mainly on greenfield sites, are of a larger 4 bed executive style of housing. This does not meet the housing needs of our communities. As has previous be confirmed earlier in our representation, additional homes, especially bungalows, need to be built to accommodate an older demographic and to also accommodate many of our disabled residents. New homes for families need to be embedded with higher targets for terraced and

semidetached homes with 2 parking spaces and a garden being the norm to include a bedroom range of between 2 and 6 bedrooms being recognised and embedded into targets. Special attention should be given towards the numbers on the official council housing list for the Morley area and their specific housing needs.

Specific Site representations.

Sites LPS00616,00370,0051,00662,00013,00394,000444,00379,00446 are all clustered along the Dewsbury Road corridor. All of these sites are already impacted upon by the local highway's infrastructure. It is the case that Dewsbury Road has high levels of congestion, made worse by many of the 2000 new homes which have bene built on sites close to or adjacent to the Dewsbury Road corridor. The congestion on the ring road, with junctions over capacity, as they are on the Elland Road/Dewsbury Road junction, has still not been addressed. The proposals for a trolley bus service, proposed by the Metro Mayor, will take up more valuable road space and is likely to see congestion, along with pollution, increase on present levels.

The combined housing numbers on these sites would require, at the very least, a new primary school to accommodate the hundreds of new children the sites would generate. Newlands Primary, the most local primary school, is presently 3 form entry and has not the capacity to accommodate these additional children. It is also unclear that local Secondary Schools could accommodate the additional pupils generated at the secondary level. There is no recognised health centre anywhere need the proposed sites, with the nearest likely to be in Churwell. There is no recognised dental surgery along this corridor anywhere near these locations.

The sites referenced as LPS 00604, 00440, 00744,00783,00303 are based around the Gelderd Road locations with the same concerns relevant to these sites as the ones previously mentioned. Gelderd Road has a dearth of relevant facilities to support communities such as schools, health centres and dentists, with Gelderd Road itself offering high levels of congestion. Local primary schools in Gildersome do not have the capacity to accommodate children generated by these sites. All sites are poorly

serviced by Public Transport and cannot be regarded a sustainable site because of these limitations.

The sites designated as LPS 00990, 00402, 00760, 00640,00991,00165 are all based around the Whitehall Road area. All sites would generate significant vehicle movements along the A58 which already suffers from high levels of congestion. Drighlington has 2 health centres, already struggling to offer residents early appointments, and one primary school which doesn't have the capacity to accommodate the additional children generated from the proposed sites. The nearest secondary school cannot be reached via a bus service and the area is poorly served by public transport.

Sites LPS 00508,00747,00898,00536 are clustered between the villages of Drighlington and Gildersome. They are on Greenfield sites which would generate additional traffic running though Junction 27 of the M62 which is already overloaded with traffic from many sources. The sites would feed into the single primary in Drighlington along with the 2 primaries in Gildersome without the capacity to accommodate the children generated from these sites. The local health centres, 2 in Drighlington and one in Gildersome, could not accommodate the significant number of new patients these sites would generate. There are no dentists registered in either village which takes NHS patients.

The site LPS00125 is adjacent to Drighlington Bypass and the M62 with significant noise impact if homes are placed there. Access to the site would need to be either off the bypass or through the Moorside Estate with access at this location being unclear.

Sites LPS 00221,00661,00253,00050 are all based along the Dewsbury Road corridor close to the Kirklees Council Border. There have already seen significant levels of development at Capitol Park in Morley and at Chidswell in Dewsbury which is a large housing and industrial site in Kirklees. This is and will continue to generate significant additional demand on limited roadway while also creating increased demand on local health centres, schools and dentists.

Sites LPS 00153, 00712,00904,00235,0012300781, 00264 and 00374 all aline along the A650 Bradford Road – a location already impacted by several industrial estates and its proximity to Junction 28 of the M62. Local

roads are congested, especially Bridge Street, Bradford Road, Britannia Road and Fountain Street with local primaries close to being full and little if any capacity for the local high schools to accommodate students generated by such sites. Local Health Centres do not have the capacity to accommodate the new patients generated by such sites with similar limitations in provision of dental services.

To conclude our representations, we reconfirm the following.

- The lower targets for our communities should be confirmed to deliver sustainable communities.
- There needs to be an increase of the affordable homes target to 50%, embedded in statutory targets with the overwhelming majority of such homes for affordable rents.
- The type of housing delivered by volume housebuilders has to change to include a significant increase in the number of bungalows and homes for dole residents, homes for families with 2/3/4/5 and 6 bed properties in terraced and semi-detached properties being embedded in statutory targets for householders with targets to guarantee 2 parking spots and garden for each property.
- Infrastructure needs to be identified and completed before any significant development sites are agreed. CIL receipts should be allocated as confirmed with 50% ring fenced within the wards impacted by development and 20% ring fenced for Town and Parish Councils.
- The sites in the Morley North and Morley South Wards have been considered with most failing on sustainability grounds because of road congestion, impact on local schools and health centres and the inadequacy of public transport and community support services such as parks and dentists.

  This is the formal representation of the MBI Councillors on Leeds City and Morley Town Council completed in July 2025.