

LEEDS SITE ALLOCATION PLAN CONSULTATION

**COMMENTS ON
SITE REFERENCE HG2-3 (1255B)**

SUBMITTED BY

**A.R. OLDFIELD,
47 COPPICE WOOD CRESCENT,
YEADON.
LEEDS LS19 7LH**

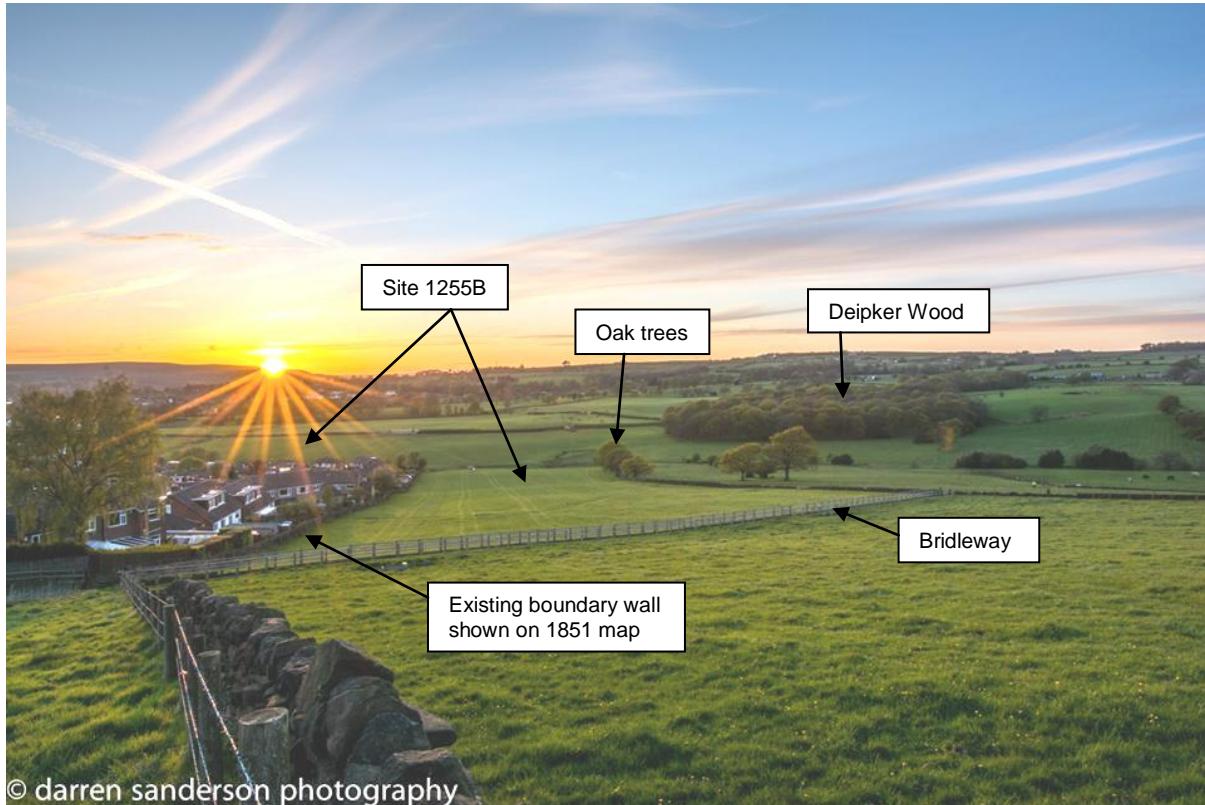
Tel 01943 870414

e-mail address

a.r.oldfield@btinternet.com

10th November 2015

**I submit the Plan is NOT sound.
I submit the Plan is NOT legally compliant.**



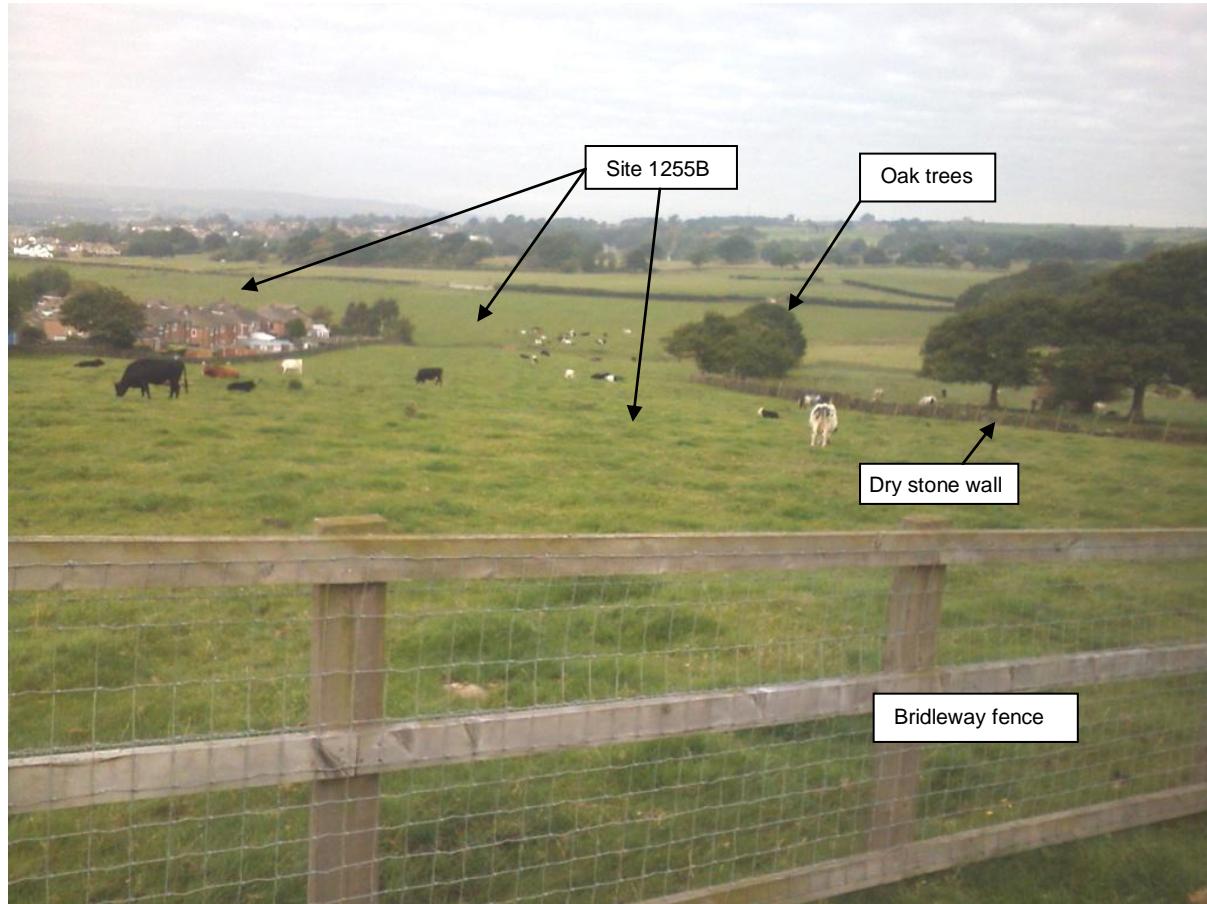
Photograph No 1

View of part of Site 1255B looking towards Carlton Lane

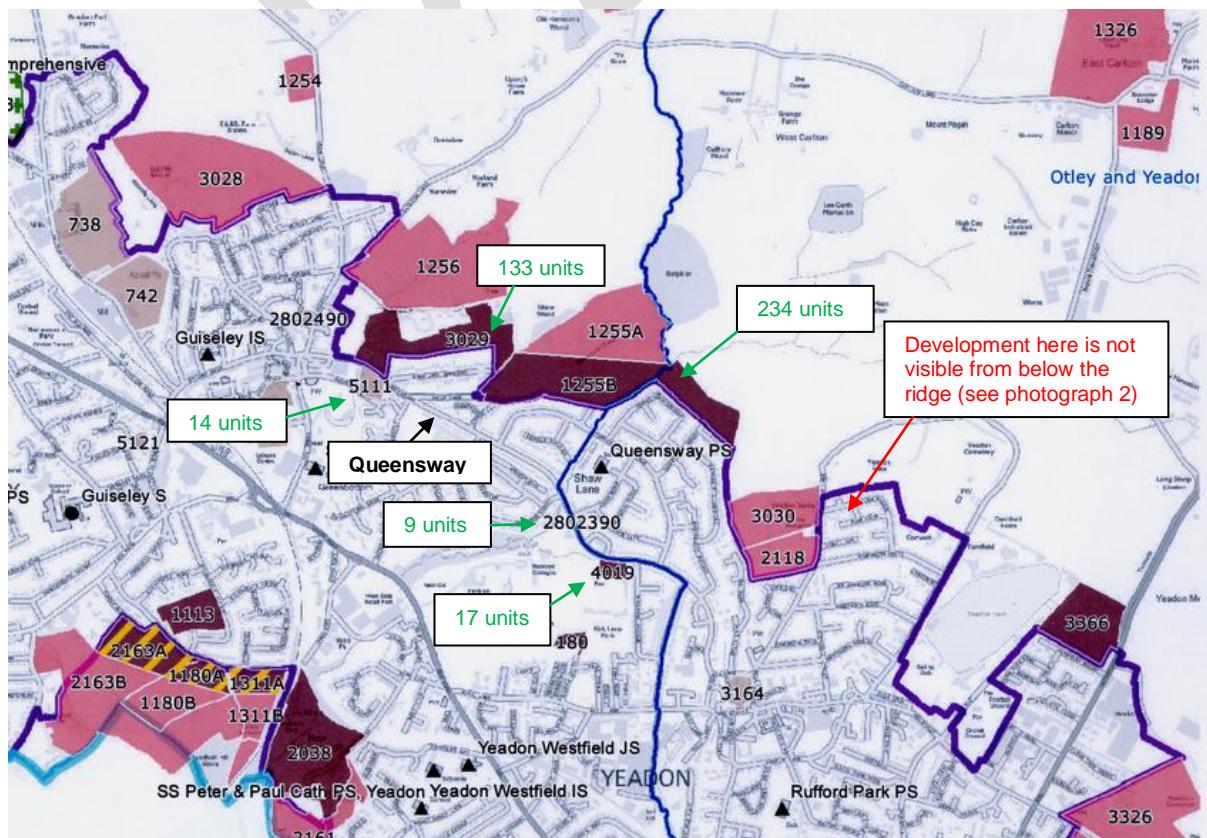


Photograph No 2

View of part of Site 1255B looking towards Yeadon Banks



Photograph No 3
View of Site 1255B from bridleway looking north west



Part of Aireborough Site Allocation Plan

1. Landscape, Environment & Amenity

- 1.1. At present the land is agricultural used as pasture for cattle and sheep which drink from the stream (Shaw Beck) flowing across the site after merging with Calfhole beck. The watercourse provides a rich habitat for insects attracting a variety of birds that would not be present without the stream and cattle. The action of the cattle walking on the soft ground at the edges of the watercourse results in mud being available for nest building by swallows, house martins etc.
 - 1.1.1. Shaw Beck from its merging with Calfhole Beck is the boundary between Guiseley and Yeadon and was the ancient boundary of Guiseley Liberty.
- 1.2. Many species of birds are seen on the field including curlew and lapwing which are in declining numbers in the UK. In hard weather lapwing have often been seen resting and feeding by the stream when other ground is frozen.
 - 1.2.1. Blackbirds, hedge sparrows, robins, blue tits, great tits, wrens, bullfinches, woodpigeon, collard doves, little owls, tawny owls, greater spotted woodpeckers, jays, pheasants, heron, mallard, red kite and buzzards along with more common species are frequently seen (or heard) in or over the site. Winter visiting waxwings and field fares are seen on the field.
- 1.3. Bats are seen regularly over the site but it is not known where the roost is.
- 1.4. Roe deer are regularly seen in the fields close to Deipkier wood and young (kids) have been seen indicating that births have taken place in the wood. The deer are very wary and always on the alert. Noise from the existing housing or the footpath or dog walkers disturbs the deer when grazing in the open and results in them moving to the wood for cover.
 - 1.4.1. Development in closer proximity to the wood would result in greater disturbance of the deer both during and post construction resulting in loss of presence of this wonderful deer.
- 1.5. The proposed site is an attractive component of open agricultural landscape with an established boundary to the existing development (see photographs 1, 2 & 3). The character of the landscape, including the topography and presence of trees, is an amenity for the residents, visitors and the many users of the bridleway/footpath.
 - 1.5.1. For many residents the location in which they have their home is affected by the amenities in the area and, to some, the open agricultural land with livestock grazing and the ever changing colours of the fields, hedges, trees and woods are as much an amenity as the supermarket, pub or shopping centre is to others. It was certainly a major factor in our selection of where we now live and having established that the adjacent land was Green Belt felt confident we could enjoy the location for the remainder of our lives. This is now in doubt.
 - 1.5.2. The entry from the south to the bridleway/footpath at the south eastern corner (above Banksfield Grove) of the proposed site is a sudden transfer from urban to rural landscape with views over agricultural land with trees, hedges and woodland on the sloping banks and more level ground to the north west with views over the Guiseley urban area to the hills and moors beyond. It is countryside and once lost it is lost for ever.
 - 1.5.3. The boundary between site 1255B and Coppice Wood Crescent and Banksfield Grove is a dry stone wall (one of the decision making criteria in SA19) and I believe it is shown on Ordnance Survey Six-inch map of 1851. This is an attractive landscape feature which has stood the test of time and questions why Leeds Site Information Green Belt Assessment sheet is left blank at the question "Do natural/physical features provide a good existing barrier between existing urban area and undeveloped land?"
- 1.6. On the north east boundary of the proposed site is a section of dry stone wall in addition to mature oak trees and large hawthorn bushes which are a rich habitat for wildlife in addition to being attractive landscape features.
 - 1.6.1. The attractive setting of the trees with the open ground around them forms part of the characteristics of the landscape and would be lost for ever if site 1255B is developed.
 - 1.6.2. The root systems of the trees are at risk of damage due to ground works and lopping may be required to permit machinery to work on the site during construction.

- 1.6.3. Further development will put this habitat at risk due to disturbance during construction and everyday noise and movement following construction.
- 1.7. An Appeal case concerning proposals for a development of 52 dwellings on a site in Southampton was reported in "Planning Resource" 12 November 2004. (See also 3.3 below concerning traffic.

Proposals for a development of 52 dwellings on a site in Southampton have been rejected on the grounds that the scheme would spoil the character of the area and the ambience of a cul-de-sac.

The inspector found this argument unconvincing and decided that the methodology used was somewhat crude in its ability to predict the likely impact on the amenity of the residents. The cul-de-sac was currently quiet and secluded and the additional traffic would be disruptive by virtue of a combination of noise, fumes, headlights and general intrusiveness, he ruled.

- 1.8. **The failure to consider the amenity value of the landscape which would be lost results in the Plan being not "positively prepared".**
- 1.9. **The Sustainability Appraisal Framework for Site Allocations Plan, Objective 19 is "Maintain and enhance landscape quality". The proposal would destroy the existing landscape for many residents and users of the bridleway. The requirement of Objective 19 has been ignored in the site assessment making the Plan not "positively prepared" or "justified".**
- 1.10. **The Sustainability Appraisal Report in the Summary of Significant Effects of the site Allocation Plan gives a "0" score with a "Neutral effect". This is incorrect and unacceptable when the site would be built on; it must have some effect and that effect would be detrimental! This appraisal makes the Plan not "positively prepared" or "justified".**
- 1.11. **The Southampton appeal demonstrates that amenity of existing residents is relevant to proposed new development but such consideration is absent in the Leeds proposals reinforcing that the Plan is not "positively prepared" or "justified".**

2. Loss of Green Belt

- 2.1. Site 1255B is Green Belt land and therefore construction of new buildings should be regarded as "inappropriate" except in certain specified exceptions (National Planning Policy Framework 2012). In March 2014 the Government published new web-based Planning Practice Guidance to accompany and give further detail about the policies in the NPPF. This guidance makes clear that unmet housing need in a particular area is unlikely to meet the "very special circumstances" test to justify green belt development (House of Commons Library SN/SC/934 dated 10 December 2014).
 - 2.1.1. Paragraph 80 of National Planning Policy Framework sets out the purposes of Green Belt and this site contravenes three of the five purposes.
 - 2.1.2. To check the unrestricted sprawl of large built up areas;
 - 2.1.3. To prevent neighbouring towns merging into one another;
 - 2.1.4. To assist in safeguarding the countryside from encroachment;
- 2.2. Part of the site was part of an Outline Planning Application for housing development in 1993 (ref 28/11/93/OT). The application was refused for the following reasons:-
 1. *The site lies within an area defined as Green Belt and the proposed development would, if permitted, conflict with the principles of Green Belt control according to guidance given in Government Circulars 42/55 and 14/84 and Planning Policy Guidance Note PPG2. These state that no new building or material change of use should be allowed in the Green Belt except in very special circumstances, for purposes other than agriculture, sport, cemeteries, institutions standing in extensive grounds, or other uses appropriate to a rural area. The Local planning Authority does not consider that there are substantial or compelling reasons to justify setting aside the Green Belt policy in this case.*
 2. *The Local Planning Authority consider that the proposed development would constitute a significant visual intrusion into this part of the rural area, in particular, the development in the area E which would be prominent when viewed from Carlton Lane to the north of the site. In*

addition, the proposed development in both areas “W” and “E” would prejudice the retention of the Green Belt status located to the south of both sites.

2.3. Existing development shown to the east of Site 1255B on the Site Allocations Plan is not visually related to the site as the topography of the area includes a ridge considerably higher than the site (see Photograph No 2).

2.3.1. This means that Site 1255B, as proposed, is a straightforward **protrusion** into the Green Belt and an extension of the developed land into agricultural land with no “rounding off” of the developed area.

2.4. “Site Pro-forma” – **Greenbelt Assessment:- (Question 1)**

2.4.1. *Check the unrestricted sprawl of large built up areas*

2.4.2. *Is the site well connected to the built up area?*

2.4.2.1. The Leeds answer is “Yes”.

2.4.2.2. This is disputed. There is no connection to the built up area except the farm access (Shaw Lane) through the farm yard. This access is described by Leeds as unsuitable so how can the site be well connected?

2.4.3. *Would development round off the settlement?*

2.4.3.1. The Leeds answer is “Partial”.

2.4.3.2. The site as proposed does not “round off” the settlement. A large part of the proposed site is a straightforward protrusion into the agricultural land of the Green Belt.

2.4.3.3. The Site Allocations Map is misleading as no account is (or can on a map) be taken of the topography of the area. The existing development to the east of site 1255B cannot be seen from the proposed site due to the levels of the area (see photograph No.2), therefore, the impression of “rounding off” the settled area is false and there is no “rounding off” by developing this site as shown.

2.4.3.4. The absence of “rounding off” is even more apparent if the colouring of sites “not proposed as housing allocations” is removed from the map.

2.4.4. *Is there a good existing barrier between the existing urban area and the undeveloped land?*

2.4.4.1. The answer by Leeds is “No”.

2.4.4.2. This is incorrect. There is a stock-proof barrier between the site and the developed land. The southern site boundary is a fence with, in places, Shaw Beck. The north east boundary is a dry stone wall (one of the decision making criteria in SA19) with a barbed wire wall top wire. A field boundary is shown on the 1851 six inch OS map which is, as far as can be determined on such a small scale map, in the position of the present boundary between Coppice Wood Crescent and the proposed site.

2.4.5. *Unrestricted Sprawl Conclusion*

2.4.5.1. The answer by Leeds is “High potential to lead to unrestricted sprawl”.

2.4.5.2. It is considered that there is a very high potential for unrestricted sprawl as the development would eliminate the existing farm yard and buildings and isolate land in the present farm unit.

2.4.5.3. The viability of the farming enterprise must be questioned without the farm buildings and without access to the remaining land putting more land, including Site 1255A, at risk of future development.

2.5. “Site Pro-forma” – **Greenbelt Assessment:- (Question 2)**

2.5.1. *Prevent neighbouring towns from merging*

2.5.2. *Would development lead to physical connection of settlements?*

2.5.2.1. The answer by Leeds is “No”.

2.5.2.2. This is wrong. Shaw Beck, which crosses the site, is the boundary between Yeadon and Guiseley. As development of the site as proposed is on both sides of Shaw Beck and as any estate road would cross the beck the two settlements would be merged.

2.5.3. *“Coalescence Conclusion”*

2.5.3.1. The Leeds answer is “No merging but there is no defensible boundary”

2.5.3.2. This again is wrong. Yeadon and Guiseley would be merged.

2.6. **“Site Pro-forma” – Greenbelt Assessment:- (Question 3)**

2.6.1. *“Assist in safeguarding the countryside from encroachment”*

2.6.2. *“Strong defensible boundary between site and urban area”*

2.6.2.1. The answer by Leeds is “No”.

2.6.2.2. This is wrong. As noted at 2.4.4.2 above there is a strong boundary between the site and urban area.

2.6.3. *“Are these buildings used for agricultural purposes?”*

2.6.3.1. The answer by Leeds is “Yes”.

2.6.3.2. It would appear that the proposed site includes the site of the farm buildings and yard meaning the agricultural land would be without buildings. This would impact upon future agricultural activities by preventing housing of livestock in winter when grass is not growing and the land is too soft/wet for animals to graze without damage to the land. Storage for livestock winter feed and bedding would be lost.

2.6.3.3. A requirement for new agricultural buildings in a new location may necessitate a new access to the highway and possibly a new house close to the buildings for husbandry and safety purposes.

2.6.4. *“Encroachment Conclusion”*

2.6.4.1. The answer by Leeds is “Site does not perform an important role in safeguarding from encroachment”.

2.6.4.2. This is disputed. As the site is an extension of the developed land into undeveloped Green Belt agricultural land it is, if allowed, a very major encroachment.

2.7. **“Site Pro-forma” – Greenbelt Assessment:- (Question 4)**

2.7.1. *“Character Conclusion”*

2.7.1.1. Leeds answer is “No effect on the setting and special character of historic features.”

2.7.1.2. It appears that the wording of the question and the limitations contained therein are designed to minimise possible adverse comments and indicates an urban perception of what is historic or special.

2.7.1.3. This is disputed as the whole landscape including the trees and wood are historic features which would be changed by the development of this site including the “setting” of Guiseley when viewed from Yeadon Banks.

2.7.1.4. The site contains evidence of “Rig and Furrow” cultivation indicating a long history of agricultural use and a feature of the historic background of the site.

2.8. **“Site Pro-Forma” - Overall Conclusion from assessment against all 4 purposes of green belt and essential characteristics of openness and permanence.**

2.8.1. Leeds answer is “Green Belt site which after splitting, site B relates well to the existing settlement”.

2.8.2. This answer is disputed for the reasons given above. The current Green Belt site is important in restricting urban sprawl, preventing Guiseley and Yeadon towns from merging, safeguarding the countryside from encroachment and preserving the setting of Guiseley when viewed from Yeadon Banks.

- 2.9. The target number of houses is based upon outdated information, despite the requirement that Local Plans should be regularly reviewed to ensure they are up to date and that housing needs assessments should be informed by the latest available information. If the housing requirement was reduced, in line with the latest information, the pressure to develop Green Belt land would be reduced.
- 2.10. The allocation of the Aireborough target number of houses appears to ignore the number of houses built on “brownfield” sites in the recent past and results in an unacceptable and unsustainable number of units having to be accommodated on Green Belt Land.
 - 2.10.1. Of the target of 2,300 to be built between 2012 and 2028, 967 have been built or are planned leaving 1,333 to build. Of these 1,215 are on Green Belt; 32 on green field; 30 on brownfield and 56 Low Mills; meaning **93% of the houses to be built are on Green Belt Land.**
- 2.11. A full Green Belt review, required by the Core Strategy Inspector, has not been carried out.
- 2.12. The inadequate Green Belt Assessment within the Site Assessment is flawed with incorrect information included, it appears, to suit an agenda.
- 2.13. The disregarding of NPPF requirements together with the reasons for the earlier Outline Planning Application refusal are not justified or explained.
- 2.14. The failure to maintain the previous refused outline planning application reasons regarding the Green Belt and visual impact, which are as valid now as in 1993, and results in the Plan being not “positively prepared” or “justified”.**
- 2.15. The incorrect Green Belt Assessment answers by Leeds results in the Plan being not “positively prepared” or “justified”.**
- 2.16. The failure to adjust the target number of houses in line with the latest information and the failure to carry out a full Green Belt review may be causing development of Green Belt Land making the Plan not “positively prepared” or “justified”.**

3. Highways/transport

- 3.1. Traffic generated by the sites shown (Part of Aireborough Site Allocation Plan), totalling cumulatively 407 units, would have to use Queensway which is already heavily congested and frequently used as a “rat run” to avoid the congested A65 which, at peak times particularly, is “gridlocked” due to the volume of traffic.
 - 3.1.1. Heavy congestion at peak times occurs at the Queensway junction with Hawthorn Lane, Yeadon and at the War Memorial at Guiseley in addition to the Queensway traffic calming chicanes.
 - 3.1.2. Additional vehicle movements from the proposed development would be unsustainable on the already heavily used estate roadway system with major on-street parking and increase the accident risks and dangers due to delays to emergency vehicles.
- 3.2. The Site Allocations Plan – Site Requirements states:-
 - 3.2.1. *Highway Access to site:*

Access should be taken from Banksfield Mount, Coppice Wood Close or Howson Close. Shaw Lane is unsuitable due to the junction with Queensway. Provision should be made for a vehicular and pedestrian link to site HG2-2 to provide further access options.
 - 3.2.2. Banksfield Mount was identified as the access point to a proposed development Outline Planning application in 1993 (ref 28/11/93). The application was refused and reason 4 stated:-
 - 4. *The Local Planning Authority consider the means of access on the site marked “Area E” in the submitted plan is unacceptable as the proposed development would generate an additional flow of vehicular traffic through an existing residential estate, which would lead to a loss of residential amenity by reason of noise and disturbance and would be detrimental to highway and pedestrian safety given the existing problems of on-street parking within the estate.*

3.2.3. The Application was rejected in 1993 and the traffic volume and on-street parking has increased substantially in the intervening years. It is impossible to accept that the resulting traffic flow, should the development proceed, will not result in an increased loss of the amenities referred to in the refusal reasons together with greater congestion and probable accidents on the existing estate roads.

3.3. An Appeal case concerning proposals for a development of 52 dwellings on a site in Southampton was reported in "Planning Resource" 12 November 2004.

Proposals for a development of 52 dwellings on a site in Southampton have been rejected on the grounds that the scheme would spoil the character of the area and the ambience of a cul-de-sac.

The scheme involved accessing part of a development from a cul-de-sac, which contained 21 houses. The appellants argued that the environmental capacity of the road was approximately 200 passenger cars per day. Since neither scheme would lead to more than another 28 cars using the road daily, they claimed that its environmental capacity should not be breached.

The inspector found this argument unconvincing and decided that the methodology used was somewhat crude in its ability to predict the likely impact on the amenity of the residents. The cul-de-sac was currently quiet and secluded and the additional traffic would be disruptive by virtue of a combination of noise, fumes, headlights and general intrusiveness, he ruled.

The objection was of sufficient weight to overcome the advantages of redeveloping a brownfield site in a sustainable location, he determined.

3.4. If a vehicular link with HG2-2 (3029) Wills Gill is made the volume of traffic using site 1255B road system and Banksfield Mount would potentially be far higher due to the additional number of units (133) on site 3029.

3.5. If Banksfield Mount is used as an access road and a link with site 3029 is made together with access via Coppice Wood Close and Howson Close there is a very high risk of these roads being used as a "rat run" to avoid congestion at Queensway Primary School on Coppice Wood Avenue and the traffic calming chicanes on Queensway.

3.6. It is unsatisfactory that the Plan has reached the stage of consultation prior to the Examination when access options are not finalised. Depending upon the access options chosen the traffic flows will have different impacts on different parts of the community making it difficult to make final comments at this stage.

3.7. Within the site assessment form the LCC Highways Comments are of great concern and appear to have been varied from an earlier version.

3.7.1. Public transport accessibility comments initially stated "*Only 65% of this site is within acceptable access to Public Transport and only approx 55% of site is within acceptable distance to School and Health facilities.*" but the later version Public transport accessibility comments stated "*The site is reasonably served by Public Transport and other local services.*"

3.7.1.1. Why were the comments changed to give a more favourable impression of the site?

3.7.2. Access comments initially were "*Shaw Lane has a very poor junction alignment with Queensway and is not acceptable for vehicular access to the site. Other access options include Bansfield Mount, Coppice Wood Close and Howson Close all of which have existing on-street parking issues which could be resolved by Traffic Regulations Order or the provision of off-street parking spaces for existing residents. Site could be connected in part to adjacent site 3029A depending on overall number of dwellings.*" but the later version stated "*Site access available from A638.*"

3.7.2.1. Why were the comments changed to give a more favourable impression of the site? The A638 runs from Dewsbury to Doncaster and most certainly has no connection with this site! How can such an error/distortion have persisted when it was reported to Leeds at the previous consultation?

3.7.3. Local network comments initially were "*Traffic management issues on Queensway. On-street parking issues.*" but were changed to "*Full development may cause issues on local network.*"

3.7.3.1. What “traffic management issues” solutions that can be introduced to overcome the volume of traffic resulting from the cumulative total of proposed development that must use Queensway? What solutions to on-street parking can be imposed and where would these apply? What effect would these solutions have on residents?

3.7.4. Mitigation measures on the earlier version of the site assessment stated “*Traffic calming on Queensway and provision of TRO’s and off-street parking for existing residents.*” but is blank on the later issue.

3.7.4.1. What are the details of these mitigation measures?

3.7.5. Highways site support is “*Yes with mitigation.*”

3.7.5.1. No “mitigation” can get a quart into a pint pot!

3.7.5.2. What mitigation is planned? No details are given meaning no informed comments can be made

3.8. The absence of firm access details makes the Plan is incomplete and vague meaning that any comments can be questioned. However, the end result would be a large increase in traffic flow and disruption for residents. Are existing residents to be prevented from parking on the roadway even if there is no, or inadequate, parking space at their property?

3.9. Can the Local Authority compel developers provide access over land which is not theirs or public land in order to facilitate private development?

3.10. Failure to continue the principle of not developing this site established as a result of an outline planning application in 1993 is not acceptable and results in the Plan being not “positively prepared” or “justified”.

3.11. The absence of final access points/routes to the site prevents full comments on the Plan making it not “positively prepared” or “justified”.

3.12. The appeal in Southampton illustrates factors that have been ignored by Leeds in connection with the loss of amenity and increased traffic flow makes the Plan not “positively prepared” or “justified”.

3.13. The absence of “mitigation” details prevents full comments on the Plan making it not “positively prepared” or “justified”. Belief (trust) that “mitigation” will be put in place prior to any development is absent.

3.14. No assessment is given of the impact on the highway network of the increased traffic volume resulting from the proposed housing development in Aireborough and neighbouring areas which will pass through Aireborough. There appears to be no prospect of employment provisions locally to accommodate the proposed increase in population. This will result in increased commuting on already inadequate highways and rail services.

3.15. The failure to have positive plans for infrastructure (highways and rail services) improvements or alterations results in the Plan being not “positively prepared” or “justified”. Belief (trust) that “mitigation” will be put in place prior to any development is absent.

4. Sustainability Appraisal

4.1. The definition of the Sustainability Appraisal (1.3 Sustainability Appraisal Report (June 2015)) makes clear that the Council is not required to follow the requirements of the appraisal process. This makes questionable the purpose of the process as the effects and mitigations are clearly such “broad brush” factors that can be tailored to suit the aim of development meeting a target.

4.2. The following refer to scoring/effects in the Sustainability Appraisals of proposed housing allocations for this site.

4.2.1. SA3 – Without confirmation that schools have capacity for children from the additional houses it is unrealistic to score this site “0”. The capacity of existing schools has not been tested in this Plan.

- 4.2.2. SA4 – Score “+”. It is not clear from where the “accessibility zone” is measured or what access routes are considered however it is doubtful if the 20 minute target could be achieved by children or the elderly. It appears the ability of existing surgeries to accommodate additional numbers has not been assessed in this Plan.
- 4.2.3. SA9 – *Site size considered to be in scale with settlement scale*. This is subjective and no consideration has been given to the existing residents.
- 4.2.4. SA11 – The site is Green Belt. To show it as “Greenfield” is prejudicial as this does not have the protection given to Green Belt.
- 4.2.5. SA12 – Details of mitigation are not given.
- 4.2.6. SA13 – Scores “0”. An additional 234 houses cannot be considered as a “neutral effect” on a long term basis and when construction work and materials are considered it would be more appropriate to be a “Significant negative effect”.
- 4.2.7. SA14 – Scores “+”. The area adjacent to Shaw Beck is known to flood after even short spells of rain. Construction of roads and buildings will increase the speed of run-off of surface water and will not reduce the flood risk caused by rainfall in the catchment area upstream of the site.
- 4.2.8. SA15 – Scores “0” Rank 3. Only the circular busses (service 966) which run at infrequent times use Coppice Wood Avenue and Banksfield. “Normal” and frequent services run on Queensway but walking distance from the proposed site to Queensway is considerable and would be difficult for many of the elderly.
- 4.2.9. SA16 – Scores “0” Rank 3. It is not considered that any of the “Decision Making Criteria” will be met by the proposal.
- 4.2.10. SA19 – Scores “0”. See Section 1.

4.3. *The scoring is subjective and the interpretation of the scores is questionable. The Plan is not “positively prepared” or “justified”.*

5. Education

- 5.1. No details of how the necessary number of school places, resulting from the increased housing being proposed, are to be provided or when and where.
- 5.2. The perception, widely held, is that schools are at capacity and a substantial increase in the demand for school places without additional provisions will be detrimental to the population and area.
- 5.3. The locations required for additional school places, either extensions or new development, will impact on the immediate and wider area affecting traffic and road safety.

5.4. *The Plan is incomplete without such important information results in the Plan being not “positively prepared” or “justified”. Belief (trust) that further places will be put in place r to accommodate the scale of proposed development is absent.*

6. Duty to Co-operate

- 6.1. There is no evidence that co-operation with the neighbouring Bradford council has been undertaken in relation to highways infrastructure resulting from increased population in Aireborough and in the neighbouring authority much of which will commute to Leeds on existing over crowded roads through Aireborough.
- 6.2. There is no evidence that co-operation with Aireborough Neighbourhood Development Forum has taken place.
- 6.3. ***The failure to co-operate with other bodies results in the Plan not being “legally compliant”.***