

From: [REDACTED]
To: [Site Allocations Plan](#)
Subject: PDE00560_Site Ref HG2 - 17 (1080 3367a) - Land at Breary Lane East, Bramhope
Date: 09 November 2015 09:48:58
Attachments: [image88ca6b.jpg@63bcaa72.2b744a12](#)
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[imageb7f5cf.jpg@2e116ca4.130e4160](#)
[image92ba1f.png@c9bf5bcb.66844a6e](#)

Dear Sir / Madam,

Leeds City Council Site Allocation Plan

Site Ref HG2 – 17 (1080 3367a) – Land at Breary Lane East, Bramhope

This is a formal objection to the proposal by Leeds City Council to allocate the above site for Housing development in the Leeds Site Allocation plan.

My grounds for objection are as follows :

- I have been commuting into Leeds City Centre from Bramhope for approximately 8 years, and the congestion has significantly and unequivocally worsened over the past 12-18 months.

The A660 Leeds Road has always been a main route well used by those living north of Leeds, and generally used to cope with the volume of traffic. Tailbacks only started in Headingley, or at the very worst at the Weetwood roundabout. However, the traffic is now regularly coming to a standstill at Golden Acre Park/ The Parkway Hotel.

There can be absolutely no coincidence that the recent housing developments in the area have significantly contributed to the problems already.

Allowing yet another large scale development would simply cause the A660 Leeds Road to fail. It wont cope.

- I often walk in the fields subject to this proposal and I have spotted many species of wildlife, including many rare birds and fauna. I also remember, although I never got a name, a historian taking a keen interest in the fields in question. Although I am unsure as to what that survey involved or if indeed if it was official, from a moral and legal point of view, I would strongly urge that the Council takes this into consideration.
- Bramhope has always been a jewel in Leeds' crown. Its well known as a characterful and unique area of the city.

- Allowing this development would irreversibly ruin the character of the village. And once they're built there is no going back.

I have many friends who live in other areas of the country, and the one thing they comment on about Leeds is the abundance of green space and countryside. We take for granted the nature of our city but its the green and open spaces that set Leeds apart from other cities such as Manchester, Birmingham and London. The Council really does have a duty to recognise, and protect that

- The notion of “green belt” was brought in to prevent urban sprawl and to protect our open spaces. By allowing such building we are going against the whole purpose of the policy. I work in Commercial Property and can say for sure that there is an abundance of brown field sites in and around the city much better placed to be built on, and where infrastructure can be provided alongside it to ensure sustainable development
- There is no suitable access/ egress from the site, and no space in which to build the required traffic management systems, roundabouts etc
- Bramhope does not have the facilities nor infrastructure to support such a development. Furthermore, access to those services would involve crossing an extremely busy road.
- A development on this site would not be sustainable
- The site adjoins a conservation area (on Breary Lane East), and would certainly have a negative impact on that.
- There are no “special circumstances” as defined by Government Policy which would justify taking the site out of the Green Belt and Greenfield site protection.
- There are inadequate schools within Bramhope. Even if a school were to be provided as part of the development, this would be likely to attract pupils from Adel, which also has inadequate schools, so it would not serve its purpose of

meeting the increased demand for school places caused by the Development.

- Development of the scale indicated cannot achieve satisfactory standards of design landscaping and residential amenity and provision of on-site Greenspace.
- It would be impossible to achieve suitable means of access into the Site and the proposal would be detrimental to the free flow of traffic and Pedestrian and cycle user convenience and safety

Kind Regards, Tom Broadley

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