

From: .
To: [Site Allocations Plan](#)
Cc: [Collins, Cllr Dawn](#)
Subject: PDE00903_Objections - Site Allocation Plan
Date: 16 November 2015 12:10:19

To Whom It May Concern,

Please find below my strong objections to the proposed development of Green Belt and green field sites included on the Site Allocation Plan. The proposed developments will have a serious negative impact on local residents' standard of living, safety of highways, landscape and conservation of the natural environment.

HG2-41 (4240) South of A65 from Horsforth & Rawdon - Development on this large site is not based on positively prepared plans as it's inconsistent with Leeds Core Strategy, which identifies this area as Green Belt. The Core Strategy defines Green Belt as an area where strict planning controls apply to keep this land permanently open or largely underdeveloped. It mentions a key priority is to maximise opportunities to recycle previously developed land whilst minimising greenfield and Green Belt release. LCC should be following their Core Strategy to build affordable homes on brownfield sites across West Yorkshire and protect Green Belt as per the NPPF guidelines to maintain its essential characteristic of openness and permanence.

This plan is not consistent with national policy, as combined with use of sites HG2-12, HG3-2 and HG3-3 it would almost merge Horsforth and Rawdon. One of the main purposes of green belt as outlined by NPPF is to prevent urban sprawl. This plan is not justified because the NPPF also states Green Belt development should not be approved except in very special circumstances, which does not include the requirements of meeting housing targets. The use of Green Belt to meet housing numbers is unjustified and inconsistent with national policy. The inclusion of this site in the allocation plan has also not been previously consulted on which isn't legal.

The plan to build a school on this site is short-sighted and not justified as there is an alternative site HG2-43 already available. This ignores the NPPF guideline to assist in urban regeneration by encouraging the recycling of derelict and other urban land before considering Green Belt development.

The plans will not be effective because they will have a huge negative impact on the highway safety and traffic at this already congested section of the ring road/A65. The recent development / signalling of Horsforth roundabout did not take into consideration the impact of thousands more houses at this development and others planned along the A65, which goes against NPPF guidelines that infrastructure must come first.

HG2-43 (5009) Horsforth Campus - The plans are not justified for this site because existing policy adopted into the Leeds Core Strategy allowed change of use for the college buildings only, therefore not for the development of houses. The plan to build a school on the nearby site HG2-41 is not justified as this site would be suitable for this change of use purpose. This site is predominately greenfield, so any development plans are inconsistent with Leeds Core Strategy

and NPPF to keep Green Belt permanently open or largely underdeveloped.

It is also not sustainable because the NPPF states the planning system should contribute and enhance the natural and local environment, protecting and enhancing valued landscapes and minimising the impact on biodiversity. This site is part of the Leeds Habitat Network with an area of ancient woodland and natural wildlife habitat which should be protected. Development on this land would have a significant negative impact on the biodiversity of the area.

HG2-44 (235) Clarence Road - Although this site has been listed as brownfield, it sits within Newlay Conservation Area. Great care should be made to maintain and enhance the character of the area and protect existing original buildings as per NPPF policy. The area was originally woodland, so there substantial tree cover which should be maintained to follow the NPPF guidelines to protect valued landscapes. The plan may not be effective because of the impact of increased levels of traffic on such a narrow heavily parked street which also includes a school.

Kind Regards
May Barnes
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