

From: [REDACTED]
To: [Site Allocations Plan](#)
Cc: [REDACTED]
Subject: PDE00925_Leeds City Council Site Allocation Consultation
Date: 16 November 2015 11:40:53
Attachments: [Barbara Bracken planning objection.docx](#)

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LDF Publication Draft Consultation
Forward Planning & Implementation
Leonardo Building
2 Rossington Street
Leeds
LS2 8HD

Dear Sir/Madam

Leeds City Council Site Allocation Consultation

Summary

Please please please do not allow these sites to be developed. I want to remain proud of living in this area, and not in the car park it will become if current proposals go ahead.

If you do not exclude them from development please extend the consultation and use some up to date traffic and housing allocation data. And then reconsider. Once they are built on we cannot get them back.

Detail

I am writing in response to the above consultation with respect to the following Green Belt sites;

HG2-41
HG2-43 (green belt)

I firmly believe that the plan to develop these sites:

<!--[if !supportLists]-->1. <!--[endif]-->is not positively prepared. This is because it:

<!--[if !supportLists]-->a. <!--[endif]-->conflicts with the priorities in Leeds Core Strategy document (s1.8) to plan for provision of homes in sustainable locations whilst minimising greenfield and greenbelt

release

<!--[if !supportLists]-->b. <!--[endif]-->the infrastructure cannot possible be objectively assessed until the new roundabouts at Horsforth and Rodley have been shown to both improve the traffic situation and have capacity.

<!--[if !supportLists]-->c. <!--[endif]-->the infrastructure cannot possible be objectively assessed if proximity to Horsforth Station is given as grounds for a sustainable option to support more capacity. The station does not currently have enough manpower or enough infrastructure provided to issue tickets on a weekday morning. The parking is very poor.

<!--[if !supportLists]-->d. <!--[endif]-->At a minimum there will be at least 2 car movements per house a day at peak, if not more. The assumptions made in any impact assessment need to be on public record.

<!--[if !supportLists]-->e. <!--[endif]-->The proposed plans to build a by pass to the airport should not be included as they will not impact regular day to day commutes, which make up the bulk of movement.

<!--[if !supportLists]-->f. <!--[endif]-->The express bus to Leeds along the A65 (X33) has been cancelled , meaning a 40 minute trip into Leeds from Horsforth (bus timetable journey times are wildly optimistic). Hardly a “ sustainable location” as per s 1.8 of the Leeds Core Strategy document

<!--[if !supportLists]-->2. <!--[endif]-->is not justified. This is because it:

<!--[if !supportLists]-->a. <!--[endif]-->is based on providing 70,000 new houses. However government success metric for 2020 is 1 million homes, of which Leeds ‘share by population would be circa 45,000 homes. The current proposals need review in light of this updated info

<!--[if !supportLists]-->b. <!--[endif]-->HG2-41 is included as a proposed site. However this would not be an option for many in Horsforth due to its impact on the A65 and the stunning views, and the number of suggestions backing this site should be reviewed and its inclusion reconsidered.

<!--[if !supportLists]-->c. <!--[endif]-->Will adversely impact traffic on the A65. Recent improvements on the Horsforth and Rodley roundabouts would, in my opinion and as someone who uses these roads daily, provide no relief with these sites developed.

<!--[if !supportLists]-->3. <!--[endif]-->will not be effective. This is because it:

<!--[if !supportLists]-->a. <!--[endif]-->is based on outdated info - see 2a)

<!--[if !supportLists]-->b. <!--[endif]-->fails to be in line with both local (see 1)) and national plans (see 4)).

<!--[if !supportLists]-->4. <!--[endif]-->is not consistent with National Policy Framework Document (as well as not consistent with Leeds Core Strategy document). This is because it:

<!--[if !supportLists]-->a. <!--[endif]--> plans to use the abovementioned Green Belt sites for housing and a school – whereas the NPF states Green Belt should only be used in very special

circumstances. Unmet housing needs does not meet this description

<!--[if !supportLists]-->b. <!--[endif]-->The development of Green Belt land for housing - in particular HG2-43 – will not prevent its stated aim under the NPPF of preventing sprawl or merging of neighbouring towns but actively encourage the opposite

<!--[if !supportLists]-->c. <!--[endif]-->The development of Green Belt land for housing will not encourage a stated aim under the NPPF of encouraging recycling of derelict and other urban land

<!--[if !supportLists]-->d. <!--[endif]-->The number of homes needs to be reassessed per 2a) , in order to comply with the National Policy Framework Document para 153 which allows for Local Plans to be reviewed in order to respond flexible to changing circumstance

<!--[if !supportLists]-->5. <!--[endif]-->is legally dubious. This is because it:

<!--[if !supportLists]-->a. <!--[endif]-->conflicts with Leeds Core Strategy (see 1))

<!--[if !supportLists]-->b. <!--[endif]-->HG2-41 is included as a proposed site on dubious grounds - see 2b)

<!--[if !supportLists]-->c. <!--[endif]-->Should have a robust sustainability appraisal. Any sustainability appraisal needs to take into account points 1 b) and c). I have seen no document which addresses these in a more than desultory piecemeal fashion.

<!--[if !supportLists]-->d. <!--[endif]-->Does not take into account developments in neighbouring areas Bradford, Aireborough, Klrkstell Forge etc. Cumulatively the impact along this corridor will be massive.

<!--[if !supportLists]-->6. <!--[endif]-->will seriously impact the feel and use of the surrounding area and make me reassess my decision to settle here.

<!--[if !supportLists]-->a) <!--[endif]-->**Any one who drives around east Leeds will know about the beautiful view out between Horsforth, Rawdon, Yeadon, Calverley and Bradford. As well as giving a physical view of the heritage of Leeds arising from its small independent and varied townships it gives a real sense of well-being. Walking around this area - from the canal up to the A65 and environs – is a much used resource for myself and my family as well as other runners and walkers, and makes me proud of Leeds’ ability to maintain its big city status and facilities alongside its green spaces.**

<!--[if !supportLists]-->b) <!--[endif]-->**Please please please do not allow these sites to be developed. It would be a loss both personally and for everyone who drives along the A65. Traffic would get even worse around Horsforth, in fact it has already, since the roundabouts were completed. Public transport is not adequate. I want to remain proud of living in this area, and not in the car park it will become if current proposals go ahead.**

<!--[if !supportLists]-->c) <!--[endif]-->**If you do not exclude them from development please extend the consultation and use some up**

**to date traffic and housing allocation data. And then reconsider.
Once they are built on we cannot get them back.**

Yours faithfully

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