

From: [REDACTED]
To: [Site Allocations Plan](#)
Subject: PDE00931_LDS consultation 22nd Sept-16th Nov
Date: 16 November 2015 11:28:57

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16th Nov 2015

e mail [REDACTED]

2:1 My comments refer to Leeds Site Allocation Plan

2.2 a. :-

I do not agree with:

HG2-55

HG2_41

HG1-96

HG2-43

HG2-56

themes:

ecology/landscape trees

conservation heritage

highways transport

loss of greenbelt

other: air/dust pollution

Section Three Soundness of plan:

3:1 No

3:2 effective: justified

3.3 The plan is unsound due to overdevelopment in an area of greenbelt disturbing sensitive ecological balance. In addition places extraordinary pressures on surrounding already overburdened transport routes which add to air, noise and land pollution.

Evidence:Attached map

NOAA Map of air pollution affecting Leeds. The emissions are from Edgar v4.2 by European Commission Joint Research Centre and the trajectories were modelled using the U.S. NOAA HYSPLIT trajectory model and GDAS meteorological data. What you have is basically all of coal, traffic and industrial pollution from Benelux and France being brought to UK where they have combined with the UK's own traffic (especially in Leeds notice the red trajectory) and weather conditions that cause local emissions to accumulate. The impact of coal plants and other industrialisation in the North East flows down to Leeds faster along with the constant northerly winds that are active in that region.

Leeds area is already dangerously assaulted by mass air pollution coming over from Europe, in addition to heavy pollution flowing down from Newcastle. Adding more traffic pollution in the airport part of Leeds City with these proposed developments (and others I haven't referenced) with industrialising and irreversibly infringing upon previously designated greenbelt

sites, is unacceptable in an area of Leeds already having to deal with massive noise, air and traffic pollution resulting from the airport and overburdened major arterial routes and other industrial pollutants. In addition the new railway at Apperley Bridge will massively increase traffic noise, air and wear and tear pollution to the area while the residential development proposed at:-

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will only escalate these **abuses of the environment**.

In addition the **development of these green areas conflicts with the needs** and rigid constraints already assaulting natural reserves at **Rodley wetland conservation** area along the canal, and in **Calverley and Swaine and other smaller woods** nearby these developments, used by **precious deer and other vulnerable woodland wildlife**. Wooded habitats nearby these proposed developments, also need extra protection as these help with offsetting already dangerous air pollution. The council should be seeking to preserve and conserve vibrant ecological wildlife and wetlands that should be protected for all to enjoy. Potentially these developments **threaten loss of recreational amenity** as well as **loss of protections for wildlife habitats** and boundaries of safety for them in such sensitive areas.

3.4 These proposed sites on greenbelt should be withdrawn from the plan to reduce impacts outlined at 3.3 **brownfield sites should be used instead**.

Part 4 Legal Compliance

4.1 **Air pollution limits** are already dangerously high as indicated in NOAA mapping (attached map)

Please would the inspector check **compliance with EU laws and other statutory bodies** on this issue.

However, I would add on a more experiential level, after living in Leeds well over 60 yrs, in an area nearby these developments, **it is alarming, dangerous, restricting and unhealthy living with excessive traffic constantly** encouraged into the area, as well as the noise, prohibition in movement due to constant queuing at pedestrian or traffic lights along the Ring Road and other roads surrounding the above proposed sites. Added to which **Air traffic constantly increasing continues to deliver higher levels of air and noise contamination which should be properly measured and scrutinised** before adding any more to the environment. National levels of acceptable pollutants have not been clearly defined by any body in the UK and shows **lack of local and national governmental duty of due care and concern for the welfare of the public, putting industry needs above those of humans and wildlife they affect**, which long term costs the economy more to recover from than any short term profit made. We can't "buy" wildlife, healthy environments and treasured green belt that has taken millennia to evolve, so why is it's value being eroded by developments such as these?

4.3 Environmental/ecological laws seem to be violated in terms of impact upon wildlife and nature conservation areas nearby these areas:

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Levels of acceptable limits of pollution need establishing and agreed and properly legislated for before new developments are rolled out. It may be these already exist, if so, they should be clearly published before asking the electorate to participate in such consultations as these, especially in regions where air traffic operates a base.

Flooding is an issue in the Aire Valley, and with the predilection of new homeowners for hassle free concrete car parks surrounding their homes, adding to large non permeable surfaces taken up for roads and drives in this region, heightened flood risks will be raised along the Aire, which we

saw this weekend 14th-16th to be alarming in nature.

Part Five

5.1 Yes to take part in public examination

Part six

6.1 No to both submission and adoption of plans

signed

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16th November 2015

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