

From:
To: [Site Allocations Plan](#)
Subject: PDE00939_Objection to site HG2-10(1221)
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Objection to site HG2-10(1221)

I am objecting to development of site HG2-10 on 3 main reasons

- a) Use of Green belt land
- b) Transport links.
- c) Out of date housing numbers

Greenbelt

The use of this greenbelt site for development contradicts the 5 key points in the National Planning Policy Framework. These being

- i) Stop neighbouring towns merging, This site is part of the greenbelt between Leeds and Bradford, The use of this would merge the communities Leeds and Bradford and also Neather Yeadon, Guiseley and Henshaw.
- ii) Stop unrestricted sprawl of large built up areas, This site is the last farmland for many miles going out of Leeds on the A65.towards Aireborough
- iii) Stop encroachment of the countryside, This site is the home to Owls, woodpeckers bats etc (are Bats and their environment protected), and has many established mature and rare trees on it.
- iv) Preserve the setting and character of historic towns, This site has already ben defended as a piece of Greenbelt land in 1994. What has changed since then to suggest that this could now be built on.
- v) To encourage the recycling of derelict and other urban land. Even in the local area there are many brown field sites that have could be considered for building

Transport Links

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The main road through the Aireborough area is the A65. This road is already well over capacity.

In 2011 the WARD report identified that the A65 as

“..... simply unfit for the volume of traffic now using it, whether on weekdays or at weekends, and any further increase in capacity will see further reductions in traffic flow speeds, higher levels of congestion and a

continuation of the practice of trying to make more rapid progress by “rat running” onto even less suitable roads through residential areas.” Para 4.11 Met Engineers A65/A658 (Leeds to Burley-in-Wharfedale) Transport Study for Wharfedale and Airedale Review Development (WARD) Revision C, December 2011

Since this report many new houses have been built in the area making the congestion worse, and no alteration have been made to the road except for the introduction of lights on the roundabout at Horsforth, this has not increased the flow of traffic, it has only made the entry and exit to the junction safer.

I need to bring to the attention of the planning authority that the recent traffic survey was performed during a school holiday and would suggest it is unethical to progress on such major developments based on data that has been manipulated in such a way.

Housing Numbers

As reported on the BBC national news for the whole of England if the latest OMS 2011 census figures were used and not a guessed at estimate from before the census then the requirement for housing is much less than was estimated. This census shows that Leeds City Council should be working towards a growth in **population** of 64,000 people before 2028 and not 70,000 new housing units.

If an adjusted figure was used based on the latest census then it is estimated that no greenbelt would have to used for building on especially site HG2-10.

My Objection to the development of site HG2-10 is based upon the above factors of Greenbelt usage, incorrect traffic data and over ambitious housing numbers. A precedent has been set for the rejection of planning on two of these three areas in Durham by Inspector Harold Stephens who rejected the Plan for Durham on three major points, namely:

- An over ambitious housing target;
- A highly aspirational job growth target;
- The inclusion of too much Green Belt to accommodate the first two points.

Thank You

Mandy Linsell