

From:
To: [Site Allocations Plan](#)
Subject: PDE00964_Objection to site HG2-10(1221)
Date: 16 November 2015 10:43:14

Mr Gary Linsell
29 Gill Lane
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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- c) Out of date housing numbers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

- <!--[if !supportLists]-->i) <!--[endif]-->Stop unrestricted sprawl of large built up areas, This site is the last farmland for 4 miles going out of Leeds on the A65.
- <!--[if !supportLists]-->ii) <!--[endif]-->Stop neighbouring towns merging, This site is part of the greenbelt between Leeds and Bradford, The use of this would also merge the communities of Neather Yeadon, Guiseley and Henshaw.
- <!--[if !supportLists]-->iii) <!--[endif]-->Safeguarded the country side for encroachment, This site as over 21 mature trees, habitat for wildlife including Owls and Bats(are Bats and their environment protected), and is the only farmland for a further 4 mile up the A65.
- <!--[if !supportLists]-->iv) <!--[endif]-->Preserve the setting and character of historic towns, This site is surrounded by many listed historic buildings, though this was omitted from the Leeds City Council report
- <!--[if !supportLists]-->v) <!--[endif]-->To encourage the recycling of derelict and other urban land. Even in the local area there are many brown field sites that have not been considered.

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

It is widely acknowledge that the basis for the housing target is based on out of date estimates for the whole of England, as reported on the BBC national news. If the latest OMS 2011 census figures were used and not a guessed at estimate from before this time Leeds City Council would be working towards a growth in **population** of 64,000 people before 2028.

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 Greenbeltbelt 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:

- <!--[if !supportLists]-->▪ <!--[endif]-->An over ambitious housing target;
- <!--[if !supportLists]-->▪ <!--[endif]-->A highly aspirational job growth target;
- <!--[if !supportLists]-->▪ <!--[endif]-->The inclusion of too much Green Belt to accommodate the first two points.

Thank You

Gary Linsell