

From:
To: [Site Allocations Plan](#)
Subject: PDE01049_Comment on Leeds Site Allocation Plan
Date: 16 November 2015 00:09:36
Importance: High

Comment on Leeds Site Allocation Plan, 15th November 2015

Name and address

*Mr E J Carter
1 Woodstock Close
Adel
LS16 8LD*

Dear Sir/Madam,

I wish to comment on the Leeds Site Allocation Plan.

Comment on sites already in the plan

Phase Plan Ref. SHLAA Address Capacity Type

Already in Plan HG1-72 1033 Government Buildings Site, Lawnswood 130 Brown field

Already in Plan HG1-73 1299a Bodington Hall 126 Brown field

Already in Plan HG1-74 687 Dunstarn Lane 28 Green field

Already in plan HG1-60 685 Tile Lane, Eastmoor 67 Brown field

Comment

The traffic on all local roads: Otley Road (A660), Adel Lane and the Long Causeway is busy throughout the working day and particularly during the morning and evening "peak periods". The amount of additional traffic at school (Adel Primary and St John's) start and end times is a major problem particularly on sections of Tile Lane, Sir George Martin Road and the Long Causeway. I have recently observed an accident at the junction of Tile Lane with Sir George Martin Road.

The plan for Eastmoor (HG1-60) and Dunstarn Lane (HG1-74) developments of 67 and 28 units (plus plan ref. HG2-38 below) take traffic loads beyond an acceptable and safe level.

Where development is to be progressed it should provide affordable through to sheltered housing to support a whole-life sustainable community.

Plan ref. HG2-34 Farrar Lane

Plan ref. HG2-30 Site of the Eyrie Pub, Holtdale Approach

Plan ref. HG2-31 Land at the corner of Otley Old Road and Holtdale Approach

Plan ref. HG2-32 Cookridge Fire station, Otley Old Road

Comment

Where development is to be progressed it should provide affordable and sheltered housing to support a whole-life sustainable community.

Sites that I am opposed to for development

Comment on Plan ref. HG2-18 Church Lane Adel

The traffic on all local roads: Otley Road (A660), Church Lane and Adel Lane are busy throughout the working day and particularly during the morning and evening "peak periods".

The HG2-18 Church Lane development of 58 units would take traffic loads beyond an acceptable level. With the Adel church this is an area of historic interest and cherished by the community.

Where development is to be progressed it should provide affordable and sheltered housing to support a whole-life sustainable community.

Comment on Plan ref. HG2-38 Dunstarn Lane

The traffic on all local roads: Adel Lane and the Long Causeway are busy throughout the working day and particularly during the morning and evening "peak periods".

The proposed plan ref. HG2-38 Dunstarn Lane developments of 68 units would take traffic loads beyond an acceptable level.

Where development is to be progressed it should provide affordable and sheltered housing to support a whole-life sustainable community.

Unallocated sites

Site Address

Site ref. 1243 Back Church Lane former -Rectory Paddock

The traffic on all local roads: Church Lane, Back Church Lane (Headingly Golf Club and York Gate), Adel Lane and the Long Causeway is busy throughout the working day and particularly during the morning and evening "peak periods". The amount of additional traffic is further increased at school (Adel Primary and St John's) start and end times.

The proposed site ref. 1243 Back Church Lane former -Rectory Paddock would take traffic loads beyond an acceptable and safe level. With the Adel church this is an area of historic interest and cherished by the community.

Site ref. 1246 Back Church Lane- Former Rectory Paddock

The traffic on all local roads: Church Lane, Back Church Lane (Headingly Golf Club and York Gate), Adel Lane and the Long Causeway is busy throughout the working day and particularly during the morning and evening "peak periods". The amount of additional traffic is further increased at school (Adel Primary and St John's) start and end times.

The proposed site ref. 1246 Back Church Lane former -Rectory Paddock would take traffic loads beyond an acceptable and safe level. With the Adel church this is an area of historic interest and cherished by the community.

Site ref. 1299B Otley Road, Bodington Hall

No comment.

Site ref. 2052 Tile Lane

The traffic on all local roads: Otley Road (A660), Adel Lane and the Long Causeway is busy throughout the working day and particularly during the morning and evening "peak periods". The amount of additional traffic at school (Adel Primary and St John's) start and end times is a major problem on sections of Tile Lane (in particular), Sir George Martin Road and the Long Causeway. I have recently observed an accident at the junction of Tile Lane with Sir George Martin Road.

The proposed site ref. Tile Lane would take traffic loads beyond an acceptable and safe level. There is insufficient road width to allow cars to pass during school pick up and drop off times.

Site ref. 3360A Cookridge Golf Club (s)

No comment.

Site ref. 3360B Cookridge Golf Club (n)

No comment.

Site ref. 4157 Land East of Sadler Way

No comment.

Site ref. 4153 Eccup Lane

An area of rural beauty.

Site ref. 4159 Otley Road, Adel

I am not sure precisely the area referred to here.

Site ref. 4160 Adel Mill

Again this is an historic area with the old Roman fort and road.

Site ref. 4161 Otley Road

I am not sure precisely the area referred to here.

Site ref. Lawnswood Arms

This is the only Pub in Adel.

Site ref. 4251 Land at Eccup Lane

An area of rural beauty.

Site ref. 1079 Long Causeway

The traffic on Long Causeway is particularly busy during the morning and evening "peak periods". There is a blind bend where the Long Causeway meets Sir George Martin Road. The proposed site ref. 4251 would take traffic loads beyond an acceptable and safe level. There is insufficient road width to allow cars to pass during school pick up and drop off times.

Site ref.1178B Dunstarn Lane (Land South)

The traffic on Long Causeway is busy throughout the working day and particularly during the morning and evening "peak periods".

Is the plan Sound?

I believe the overall plan is NOT Sound particularly the justification to change Green Belt area to Greenfield.

Please note I would like to take part in any forthcoming Public Examination relating to these developments.

Regards

E.J.Carter

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