

From:
To: [Site Allocations Plan; Stuart Andrew.MP](#)
Subject: PDE01185_Response to Leeds Site Allocations Plans
Date: 15 November 2015 20:29:07

Inspector

Site HG2-12 (4254)

I bought a house on 5 Southlands avenue 2 years ago. The reason for moving to this street was that it was surrounded by Green belt and bordering a conservation area, as opposed to the other houses available in Horsforth at this time. I reviewed the site allocations plans (June 2013) and noted HG2-12 was not included in the site allocations plan presumably due to its important setting, and the fact it clearly falls within the definition of Green Belt. It is such a characterful area, and enjoyed by a lot of people accessing the Cragg Wood conservation area from Knott Lane.

However..

This site (along with HG3-2 and HG3-3) has subsequently been proposed for housing and materially and fundamentally alters the character of the area, with the proposals being to surround Southlands Ave on all sites by volume housing . 131 houses into site HG2-12 is the definition of volume housing, not sustainable development. This site was a very late addition to the allocations plan yet no consultation with the community was made, and we only became aware of this due to the work of the community groups in bringing these sites to the residents attention about six months ago. This is surely a failing of LLCs duty of community involvement.

A local land owner has advised that he has been approached to sell the private unmade Knott lane, for access to these sites. No doubt this will form part of the planning application however this would be a material change to the setting and character of our community by providing a direct link between the A65 and the ring road cutting off the notorious Horsforth round-about.

Having felt obliged to read the national planning policy, my interpretation is that allocating these Green belt sites, bordering a conservation area, for housing contravenes planning policy, and the shows a disregard for the purposes of green belt land.

My objection is based on the following points;

- Development can not be justified on this special landscape area bordering (and in the case of HG3-3 forming part of) a conservation area. The impact on Rawdon Cragg Wood conservation area has not been assessed nor has a comprehensive greenbelt review been undertaken. We do not want to merge and sprawl into Horsforth and Yeadon, which LCC seem to be proposing with the cumulative nature of the allocations plan. Whatever happened to brown field first!
- The impact on local native wildlife has not been assessed. These sites include UK Biodiversity Action Plan Priority habitats due to the special flora and fauna. Mature and protected trees are within HG2-12, along with areas of high risk flooding according to environment agency information. These water courses contribute to the wildlife witnessed and enjoyed in the area.

- More developments along the A65 is dangerous and unsustainable. This road is notorious and the 18 months pain endured whilst the Horsforth roundabout was 'upgraded' has not improved the situation. As a user of this road everyday (either in car or cycle) common sense would state there is no capacity for more traffic along this road. This is compounded with LCC proposals for the airport link road to connect opposite the Crematorium no doubt resulting in thousands more cars merging into the gridlock. Daily I witness drivers attempting 'rat-run' short cuts down Knott lane to avoid the congestion, and having to U-turn when they realise it is a dead end. When the funerals are concluded at the crematorium, local residents can simply not exit the street in a reasonable time frame.
- Access to Knott lane is already dangerous with 40mph traffic braking hard and sounding horns despite clear and appropriate turning off the A65. If traffic is travelling up Knott lane (or the road is restricted due to cars parked on it), it is just a matter of time until there is an accident. When I cycle I use the crossing to stop the traffic (which results in irate drivers). This signal was installed due to the death of a child when crossing the road, however use of the signal is not possible when in the car. Basically this junction does not safely work now, and certainly will not serve the volume housing proposed. There are only so many near misses that I can get away with.
- Errors in the assessment methodology; HG2-12 has been allocated for housing despite a very low sustainability appraisal score and high greenbelt impact score. Also it has not been recorded as agricultural land, and it is recorded that it is bordered on 3 sides by development. I would inform the assessor this site is border on 1 side by development, the other boundaries being conservation areas and the Leeds Country Way.
- The conclusion on the site allocations form was 'less sequentially preferable than other sites' however it has still been allocated for housing.

Site HG2-41 (4240), Site HG2-42 (1016), HG2-43 (5009)

The size of these combined proposals is deeply concerning. The A65 is over capacity and compounded with Riverside Mill, Horsforth Vale and Kirkstall Forge (and airport link road) shows an appetite from LCC to release valuable sites to developers without any thought to the impact on the communities. I am not aware of any proposals to address the traffic and/or improve infrastructure in the plans, and indeed a parish council commissioned a highways engineer report (in 2011) summarising that the A65 was 'simply unfit for the volume of traffic using it'.

As a final point I believe there is an agenda by LCC to deliver housing for developers not to deliver housing needs for the community. This is highlighted by the overall number of 70000 houses despite the ONS projections of 45000. Common sense states this volume of housing will not be built however it means the loss of the most valuable sites (environmentally) due to higher profits targeted by the house builders. To this end LCC has not adequately consulted on the proposals, in fact I have witnessed a lack of openness from the planners I have tried to engage with on this matter. I believe communities have been left short changed by LCC as they attempt to deliver their plan, with consultation being a check-box rather than a way to inform the plan. I am also staggered that responses are not recorded in an open forum - surely this is fundamental to open

community engagement?

Regards

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