

From:
To: [Site Allocations Plan](#)
Subject: PDE01484_Leeds Site Allocation Plan
Date: 15 November 2015 12:04:10

Plan Ref HG2-17 SHLAA 1080 3367A Breary Lane East

Submitted by:

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I do not agree with the the above site being used for housing.

Local Services

Local services are unprepared for a development of this size. The doctor's surgery is already overstretched. There are only two small 'corner shops', no post office, convenience store, petrol station. The car will be used to access everything but the basic needs and even then will probably be used to cross the A660 further adding to congestion.

Schools

Local schools are already full or over-subscribed, both in Bramhope and neighbouring areas. There is a particular problem with secondary school capacity which would mean that many children will have to travel out of the area to be educated. (See comments re transport links).

Conservation / Heritage

This proposed site is adjacent to a listed building and impacts on a key mid-distance view. Some land would need to be taken out of green belt and put into green field. The Core Strategy identifies Bramhope as a Smaller Settlement. A development of this scale is incompatible with this recognition. The site is partly within, and adjacent to, the Bramhope Conservation Area. Building on the other three sites in Bramhope should allow the parish to meet it's obligations without materially affecting it's sustainability.

Loss of Green Belt

There is some loss of green belt involved in this plan which is unnecessary.

Highways / Transport

The A660 Otley Road is already very busy with difficulty accessing it during peak times. The only regular bus route is the X84 along the A660. This is infrequent (every 20 minutes) and unreliable, particularly in the morning. One missed Leeds bound service means that buses are often full before reaching Bramhope and therefore do not stop. Catching a bus is not an option if you must arrive punctually at your destination. There are no buses towards Bradford or Harrogate from Bramhope. The nearest rail services are Weeton or Horsforth, but there is inadequate parking at these stations. Commuters will inevitably use cars which will significantly increase traffic and congestion Leeds bound on the A660. Busing of children to distant schools will only add to this congestion as well as creating non-beneficial long 'commute' times for children.

IS THE PLAN SOUND?

Positively prepared?

NO - the plan does not take into account the (lack of) infrastructure, particular transport, health and schooling. All of these issues need to be addressed before a development of this scale can take place.

Justified?

NO - There should be no need to use green belt / green field sites ahead of brownfield. Leeds, like most areas, needs affordable housing. Building multi-bedroom expensive housing in Bramhope will not help address this need, only maximising the profits of the

developers and massively increasing the population of Bramhope.

Effective?

NO - The vast majority of the occupants of these houses will need to travel (by car) to work or (by bus) to school. All access must be onto the already congested A660. Leeds bound traffic already queues back from Leeds to Adel in the morning rush hour. This additional development, together with others, will cause queuing back to Bramhope - a distance of 8 miles resulting in journey times approaching 90 minutes. The lack of infrastructure and public transport links North / South plus already heavily congested roads means that the plan is not deliverable and cannot be considered effective.

Consistent with National policy?

NO - Development of this size in this location cannot enable the delivery of sustainable development in accordance with the policies of the National Planning Policy Framework as the above tests have not been satisfied.

Public Inquiry

I would like to nominate Councillor Barry Anderson as my representative at the Public Inquiry.

Chris Amos
15th November 2015