

From:
To: [Site Allocations Plan](#)
Subject: PDE01867_HG2-41 and HG2-12
Date: 13 November 2015 10:30:12

Dear Sirs

I write to object strongly to the proposed building of circa 900 houses on the above sites.

I would begin by saying that I take an interest in all local development applications and local news. I was therefore very surprised to hear of these developments through local action groups and campaigns relatively recently rather than the through Leeds City Council directly. Can you please outline to me the communication outlets that you have used to inform local residents and businesses of these housing proposals.

My understanding is that there should have been consultation process for the site HG2-12 and indeed this was not included in the Issues and options consultation in June which I saw at a local meeting in the summer.

I am sure this omission of consultation and lack of providing details of the plans in itself demonstrates procedural flaws, which I have no doubt can form the basis of a strong legal challenge if these plans come to pass. I very much doubt that this plan is legally compliant.

I also believe that Leeds Core Strategy dictates that brownfield sites must be developed before greenbelt land, Brownfield sites generally have better access and it is surely a more practical approach to allow these often unsightly areas to address the housing shortfall and improve the visual appearance of the sites at the same time. This is inherently more sensible than destroying beautiful green belt land which provides character and open countryside in the area, which is used by many people for walking, cycling and jogging to name but a few uses.

I would also like to address the affectivity of this plan.

My main concern with these proposals is that the A65 simply cannot cope with more traffic. This road is the main road into and out of Leeds for Rawdon, Guiseley, Yeadon, and Menston.

Tonight I have spent 5 minutes trying to exit Knott Lane to turn right to go into Horsforth.

After joining the main road I spent 30 minutes in crawling traffic before reaching the Horsforth Roundabout. This was not due to any single incident but just the sheer volume of traffic and the actions of the newly installed traffic lights at and on the roundabout. It is also worth noting that this traffic was going towards Leeds at 5.45pm ie against the busier returning commuter traffic, which was also nose to tail Along the A65.

It is abundantly clear that this stretch of road and roundabout is at absolute capacity and the building of a school and 770 houses would have a great negative impact on the traffic volume and probably be the basis for many accidents.

In the same vein, the access to the area HG-12 is severely limited. From the plans that have now been published it seems that the access to this field would be down Knott Lane and then along Southlands Avenue. Knott Lane is a small almost country road with houses on one side. Consequences of vehicle ownership and small driveways on this road has meant that cars are virtually always parked on the road adjacent to the houses which means that Knott Lane is effectively a narrow one lane road. There is frequent emerging traffic from the exit to the Crematorium - usually 20-30 cars at a time which obviously causes great difficulty for residents entering Knott Lane to access their own properties if they happen to do so at the conclusion of a funeral service.

Hence the junction of Knott Lane and the A65 Rawdon Road will cause great problems to the highways department, It is an oblique junction at present with only room for one emerging car at a time. Hence if the front car wants to turn right and has a long wait it will cause a large build up behind of cars wanting to turn both right and left. These will inevitably back up down Knott Lane and will cause blockages for those cars needing to enter Knott Lane due to the narrow nature of the road.

As a resident in this area with frequent use of Knott Lane, there will need to be significant investment into the drainage infrastructure in the area as there is significant surface water flooding at times of high rainfall.

There are many other reasons that these developments should not proceed but I have chosen to concentrate primarily here simply on road use.

I would also highlight that the Office of National Statistics has revised its projections for housing requirements in the City of Leeds from the councils quoted figure of 70,000 to 45,000.

45,000 is easily achieved using brown field sites and would allow green belt to remain untouched, hence the proposals are not justified.

If the plan is to make "affordable" houses on this greenbelt land, then the farmers that are looking to sell their land at some £1m per acre clearly do not understand this concept.

HG-12 is a 12 acre site and using the old simplified house builders formula of thirds (House price = one third land cost, one third build cost and one third profit) This would equate to the house values to be in total £36 million and this divided by 130 houses would give an average house cost of £275,000. This is not affordable housing!

I would therefore sum up by saying that these plans are not legal, nor are they justified and in a practical sense are not deliverable, and would cause misery and mayhem for all road users in the area

I look forward to receiving confirmation of receipt of this email and acknowledgment of its contents.

I am unsure whether you are able to reply but I would be keen to hear your observations on these matters.

Kind Regards

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