

From:
To: [Site Allocations Plan](#)
Subject: PDE01961_FW: Local Development Framework
Date: 12 November 2015 17:15:46

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From: Greg Mulholland
Received: Thursday, 12 Nov 2015, 16:00
To: Hill, Tim
Subject: RE: Local Development Framework

Our Ref: GM/LDF/DJ

13 November 2015

Dear Mr Hill,

I am writing to submit my comments on Leeds City Council's Site Allocations Plan.

I have written previously to express my concern about the extent of new housing land that is proposed, which makes the use of green field and indeed Green Belt land virtually unavoidable. I have questioned the methodology that has been used to arrive at the requirement and remain of the view that the volume of housing development is too high – overall and in my constituency – and that this will prove unsustainable.

Given the nature of my constituency and the location of the sites that have been earmarked in the SAP I would anticipate that the volume of large detached homes that developers will seek to build will predominate even though the primary need locally is clearly for smaller and more affordable housing. Such a mismatch between need and proposed development is of great concern to me. In my view the plan is unsound in not including mechanisms that will ensure that the type of housing in highest demand is given the highest priority.

A second issue that I raised in an earlier consultation is that of creating more sustainable communities, where the need to travel is minimised. The proposed scale of housing in Otley, Adel and Bramhope is out of proportion to the allocation of employment land in those settlements and will mean that residents will have to travel out of the areas where they live to pursue employment. In those settlements there are already more people who work outside the area than in it and this will be exacerbated by the level of housing in the plan.

This will inevitably result in significant increases in the volume of traffic, particularly in view of the current, inadequate public transport in the area. Sadly, the capacity of the roads in my constituency to carry this additional traffic must also be questioned. Otley is notoriously a traffic 'bottleneck' with very significant delays occurring at junctions in the town centre and the difficulty that arises from the single bridge over the River Wharfe. Both the hospital and the town's secondary school are on the opposite side of the river to the most of the proposed housing, so the capacity of Otley Bridge must be addressed if many hundreds of new homes are to be built in the town. Without realistic plans to manage the additional traffic that will inevitably result from the additional homes and in the absence of sufficient local employment sites, I believe that the plan does not make for sustainable development.

Another part of my constituency that currently experiences heavy traffic congestion is the A660 road through Headingley. Additional pressure will result on this route, already severely congested, from the housing developments proposed in my constituency, where there is poor access to rail services and a less than adequate bus service. I question the wisdom of development on the envisaged scale in Otley, Bramhope and Adel without first having secure plans in place for an effective, efficient public transport system in the A660 corridor.

In summary therefore, it is my view that the Site Allocation Plan, as it affects my constituency of Leeds North West, is currently unsound and unsustainable for the following reasons:

1. Leeds City Council have used incorrect methodology to determine the future demand and housing need across the City, and the plan is therefore fundamentally flawed.
2. The nature of the housing will not meet the identified need and there will be insufficient affordable housing.

3. The allocation of employment land is inadequate and will not meet the needs of the number of new residents envisaged.
4. There is already poor public transport in the constituency with inadequate rail links and unreliable bus services. Insufficient thought has been given to the need for greatly improved public transport, given the lack of local employment resulting in a much higher number of commuters.
5. The capacity of the road network falls far short of what will be required by the increased population.

Thank you for your attention.

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Yours sincerely

Greg Mulholland

Member of Parliament for Leeds North West

Whilst Greg Mulholland will treat as confidential any personal information which you pass on, he will normally allow staff and authorised volunteers to see it if this is needed to help and advise you. He may pass on all or some of this information to agencies such as the DWP, HMRC or the local Council if this is necessary to help with your case. Greg Mulholland may wish to write to you from time to time to keep you informed on issues which you may find of interest. Please let him know if you do not wish to be contacted for this purpose.