

From: [REDACTED]
To: [Site Allocations Plan](#)
Subject: PDE02414_
Date: 16 November 2015 17:22:34
Attachments: [Complaint to leeds city council re housing development.doc](#)

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Site HG2-10 (1221) Gill Lane

With reference to the proposals for the development of the above site.

The need for affordable housing in Leeds as elsewhere cannot be denied. However the impact on an already congested area of the city can only have further damaging effects on the people who already live in the area and the environment they live in.

Aireborough has seen significant growth in the thirty six years I have lived in the area. In the last ten years alone over 2000 homes have been built in Aireborough. This has significantly added to the volume of traffic on all roads but especially the A65. Further development and hence greater increases in traffic would be dangerous and a disaster for the area.

The A65 has had no significant improvements. Journey times for people travelling into Leeds and beyond has increased with many people leaving home earlier in an attempt to avoid some congestion. Travelling back to Aireborough in rush hour is one long traffic jam. Another 155 houses will potentially result in over 300 more vehicles.

Lack of suitable employment in the area inevitably means most people have to travel from Aireborough. Congestion on early trains from Guiseley to Leeds has increased. The car park on Netherfield Road has proved a bonus but take a look at the A65 between the junction for Oxford Road and the exit to Ings Lane. Double parked cars, often on the pavement, causing congestion and limiting the flow of traffic. The same can be said of the section of the A65 from Rawdon lights to JCT. How long before a serious accident takes place there? Double parked cars near to a thriving primary school and also close to Benton Park High School.

Schools are already operating at or near capacity and the building of further houses will put greater strain on the educational establishments in Aireborough. The same can be said of local healthcare facilities.

The development of two retail parks in close proximity has also significantly increased the volume of traffic during the week but especially at weekends and holiday periods. This has increased the journey time for people wanting to travel out of the area.

There are fewer and fewer greenbelt sites remaining. The site bordering the A65 at Gill Lane is one of few between JCT roundabout and The White Cross. As far as I understand the land is still used for farming. It has a variety of mature trees providing habitats for birds and bats and other wildlife. With further development proposed between Horsforth roundabout and Rawdon our greenbelt sites are becoming even more threatened.

There are many brownfield sites within the city boundaries. Surely all of these have to be developed before greenbelt sites. Does LCC core strategy not state that all brownfield sites must be developed before greenbelt land?

Yours faithfully

D. Prince

