

From: [REDACTED]
To: [Site Allocations Plan](#); [REDACTED]
Subject: PDE02539_FW: Response to Leeds Site Allocations Plans
Date: 16 November 2015 16:43:51
Attachments: [2dd1b0.png](#)
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[df8178.png](#)
[105ac7.png](#)
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[f4259c.png](#)

I live at 5 Southlands Avenue and would like to register my objection to **Site HG2-12 (4254)** on the following basis:

- 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? Why are brownfield sites not being used first before Greenbelt. Are the developers too powerful in the process? We know it is more profitable for them to build on greenfield sites but surely the consideration should be what is best from a planning point of view. Surely it is better to regenerate areas and land?
- 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.

Regards,

Abigail Furniss
5 Southlands Avenue

Leeds Rhinos 2015 First:Utility Super League

Next Home Game: Festive Challenge, 26th December 2015, kick off 11.30am



Yorkshire Carnegie

Next Up: Yorkshire Carnegie v Ospreys, Sunday 15th November 2015, kick off 1.30pm (at Huddersfield YMCA)

