

**From:**  
**To:** [Site Allocations Plan](#)  
**Subject:** PDE02543\_LDF Publication Draft Consultation - Aireborough  
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I am writing as I feel that the proposed plans that are being put forward for the Aireborough area are flawed and do not address the issues that the area faces going forward. In particular the lack of any strategy on the supporting infrastructure that will be needed to support the further housing development in the area, such as transport, education and health, and that the overall number of houses required may be wrong based on other information that is in the public domain.

Although these plans may primarily be about the housing that the Leeds Area needs there should be more consideration on where this should be located in relation to where the proposed areas of employment are located. As there is no new land allocated for future employment within the district, with the exception of the new business park by Leeds Bradford Airport, and it is highly unlikely that the residents of any new housing would all work here, it would follow that the residents of the new housing planned for Aireborough will need to travel to other parts of Leeds or into other districts to their place of employment. This would add to the existing traffic already using the roads that pass through the area, in particular the A65 and A658 which are often at capacity, at times outside the normal recognised rush hour periods during the working week. Although there are plans for a link road from the A65 to the A658 by the airport this would do little to relieve the traffic flow travelling along the A65 or along the A658 towards or from Bradford. Ideally any new housing within Leeds should be planned to fit with employment developments.

There is also the issue of access to some of the sites proposed as some require access through existing estate roads, an example of this is site HG2-3 (1255B) which would require traffic to use roads which are close to being single track by virtue of the amount of on road parking that is done due to the lack of off road parking available to the existing housing. Another problem site would be HG2-9 which would have restricted access (if not significant safety concerns based on its location).

I also would take issue with the description of sites and in particular, HG2-10 (SHLAA ref 1221) which was described as being flat, the profile of this site is such that there is pronounced slope across the site as it drops to a small valley running across the site caused by a small watercourse before climbing again at the other side. Along with this the level is below that of the main road where access to the site would be. Were the site to be developed then it is most likely that that considerable ground works would be required to make the site suitable and to allow building. The site itself should not be looked at in isolation but as part of the package of land that includes the sites identified as SHLAA ref 2162/1104/3033 which were removed from the site allocations shown in the previous draft allocations. It is noted in the draft SAP that this site 'is in the setting of Nether Yeadon Conservation Area. Any development should preserve or enhance the character or appearance of the Conservation Area.', surely any such

development would have an impact on this setting and such a requirement would not be achievable.

This site is also the last open green field site on the A65 as it passes through Aireborough from Rawdon to the Menston area, providing a greenway into the area and providing a connection to the surrounding countryside and green belt that separates Aireborough from the conurbations of Leeds and Bradford. The building on this would be going against the principles of the greenbelt designation. This is particularly important considering the proposal to designate land between Rawdon Crematorium and the A6120 at Horsforth for development which would remove greenbelt and add to the encroachment and potential joining up of the areas of Horsforth and Rawdon leading to a ribbon development.

Any proposed developments in the area should be halted or declined until such time as full evaluation of the impact of developments which are either ongoing or are proposed in Bradford are done, as continued development in wharfedale along the A65 will only add to the traffic using the corridor causing further issues for the Aireborough district. Particularly considering the developments that are planned in the Apperly Bridge/Greengates area of Bradford which will add to the traffic using the A658 through this area and which at present levels now creates flow problems back towards Rawdon and Yeadon.

Also the sites proposed for development within the Aireborough area should not be submitted for inclusion in the plans until such time as further evaluation has been made as to the full suitability of each has been undertaken.

As a long term resident of Yeadon I understand the need for development and have accepted the regeneration that has gone before through the use of brownfield sites, though this is now changing the whole feel of the area as the old mills that existed, providing employment have now become housing estates to give a 'dormitory town' feel, however the encroachment into the surrounding greenbelt with the use of greenfield sites is likely to take the current setting of the area into that of the overdeveloped and again feel that the plans should not go forward in their current state.

Regards

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