

**From:** [briony](#)  
**To:** [Site Allocations Plan](#)  
**Subject:** PDE02926\_Response to Public Consultation  
**Date:** 16 November 2015 14:28:31

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I wish to object to Leeds City Council's proposed plans to build on the following sites

HG2-12 Field at Woodlands Drive, Rawdon

HG3-2, HG3-3, HG3-4, Fields off A65 Rawdon

HG2-41 Fields south of A65, Horsforth roundabout to the crematorium

These sites are all identified in Leeds City Council's own Core Strategy as "Strategic Green Infrastructure" and they are all part of an area which has "Special Landscape Character". All of this only goes to enhance their Green Belt status.

Neither HG2-12 nor HG2-41 were included in the 2013 Public Consultation and were therefore never in the Leeds City Council's Issues and Options document so how can it be legal ?

The use of Green Belt sites like these also goes against the government's National Planning Policy Framework (NPPF) which states that Green Belt is protected and needs "exceptional circumstances" to be built on. Housing targets, and especially the very high targets set by Leeds City Council can in no way be deemed as an exceptional circumstance. The NPPF states .... "the essential characteristics of Green Belts are their openness and their permanence".

The NPPF also states that Green Belt should check unrestricted urban sprawl and to prevent adjacent settlements from merging. All of these sites lie on the border of Rawdon and Horsforth, and if built on this would lead to a merging of Rawdon and Horsforth which therefore again goes against National Policy.

The NPPF also promotes the development of brownfield sites for housing before greenfield, and it is sad that many brownfield sites in Leeds are not used simply because the developers say they are uneconomical to build on. Leeds City Council should be actively incentivizing developers to use brownfield first to save the city's precious Green Belt.

It seems to me that the whole of Leeds Core Strategy is based on flawed numbers. The council tells us that it needs 70,000 new homes by 2028, and that this number has been ratified by a government inspector. That however DOES NOT make it right !! All indications from the 2011 census and even an earlier

version of Leeds Core Strategy say that 45,000 is nearer the mark. If this was the case then Leeds City Council would not need to use any Green Belt in its Site Allocations Plan.

I understand the Leeds City Council will look at its housing targets again but that this will not take place in time to affect this Site Allocations Plan, so that valuable Green Belt land could be lost in the meantime. Leeds City Council should put a moratorium on any development of Green Belt until they have completed any review of their housing numbers.

The Council does not seem to have considered the impact that the combined development of these sites will have on road traffic along the A65. New traffic light systems have just been finished at the Ring Road Horsforth and Rodley roundabouts, just to cope with the existing congestion, yet we still see tailbacks for a mile or more up the A65 every working day in the mornings and evenings at peak times. Now if the council backs plans to build on HG2-12, HG2-41, HG3-2/3/4 and goes ahead with its so-called airport link road joining the A65 in the very centre of these housing developments, then inevitably, it will end up in complete and utter chaos.

The development of sites HG2-12, HG3-2/3 would also seriously impact Knott Lane . This is a narrow road, which is the only access to the A65 for residents living on Southlands Avenue, Woodlands Drive and New York Lane. It also provides the exit route for all Crematorium traffic. Funerals take place daily, Monday to Friday (even sometimes Saturday morning) and can result in severe queues of cars trying to feed out onto the A65. Congestion on Knott Lane is also made worse by people parking all day on Knott Lane and taking the bus into Leeds.

The Council seems to have given little thought to the infrastructure in general in this plan. Apart from the road network, the schools and medical facilities are all currently oversubscribed in the Rawdon and Horsforth area and it seems to me that the Council's policy is to build first then try to fix any infrastructure issues afterwards, which can hardly be described as a the basis for a sustainable plan.

I am very reliably informed by a friend who works in the Council, that developers and their consultants have been frequently visiting the Council planning offices. They have been regularly involved and consulted over the last few years. Why has this not happened in our community?

I would also like to be kept informed on when the Public Examination will take place.

My Personal Details are :-

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