

From: [DANNY ADAMS](#)
To: [Site Allocations Plan](#)
Subject: PDE02966_Objection: Leeds Site Allocation Plans: HG2-5 (sites 2163a/1180a/1311a) and HG2-6 (1113)
Date: 16 November 2015 14:03:30

Submitted by: Daniel Adams, 1 Silverdale Close, Guiseley, Leeds, LS20 8BQ

Sites: HG2-5 (sites 2163a/1180a/1311a) and HG2-6 (1113)

To whom it may concern:

I wish to raise objections to the following protected green belt sites, listed within your Leeds and Airedale Site Allocation Plans; and ask that they should be removed from the selection process:
Proposed Green Belt Sites that I wish to protect include:

HG2-5 (sites 2163a/1180a/1311a) and HG2-6 (1113)

My grounds for opposition include the following considerations from the National Planning Policy Framework:

1. Housing targets are not an exceptional circumstance needed for destruction of green belt
2. There is a major lack road development and infrastructure in the areas in which they are located
3. Leeds City Council's housing targets should be met by brownfield site developments
4. The green belt needs to provide habitats for wildlife and protect them from isolation
5. The above green belt provides us with a method to access and enjoy the countryside
6. If required, the housing target should be capped in line with the need to protect green belt sites.
7. Large proposed green belt sites do not justify proposed developed, in advance of brownfield
8. The above green belts provide separation between the communities which they divide
9. The above sites provide me with unique landscapes and views which I do not want to lose
10. There has been inadequate co-ordination with local councils to share housing targets
11. There has been inadequate pressure on developers to build on existing brownfield sites

The Coach Road sites are all within designated Green Belt & 'Special Landscape Area' as the Guiseley Conservation Area incorporates site 2163a; site 1180a and part of 1311a which are all within the 100m buffer zone. The allotment sites are designated as a Greenfield site and they have been in existence since 1921, therefore local heritage will also be destroyed by the proposal.

As over 90 % of the sites in Aireborough to be allocated are Greenbelt it raises the question as to why more brownfield sites elsewhere are not to be developed in order to assist in urban regeneration, by encouraging the recycling of derelict and other urban land instead of unjustifiably developing protected greenbelt sites which exist to fulfill the following criteria:

- To check the unrestricted sprawl of large built-up areas
- To prevent the coalescence of areas
- To assist in safeguarding the countryside from encroachment
- To preserve the setting and special character of historic towns

The plan does not seek to meet the local needs for community, education or transport. Following the meet and greet session held by the LCC at Guiseley methodist church on 23rd September I was advised that although one site allocation on coach road has been ear marked for housing and education, the council can not enforce a school is built.

There is currently over population/excessive demand on schools in Leeds and therefore additional housing with no education facilities would not meet the needs of the community. This said, the proposal of a school on coach road is not feasible due to poor access, which again would mean a shortfall in meeting the educational requirement that the proposal would create. With regards to transport, the excessive development in Aireborough & adjoining localities in recent years has put excessive strain on the local infrastructure. The roads can not cope with the current flow of traffic and there is no comprehensive plan proposed for how this will be addressed if additional housing is built. To date no traffic survey has been undertaken to assess potential impact which again serves to make the proposal unsound. There has also not been a flood assessment and as the A65 by the Westside retail park is currently susceptible to flooding, it should be imperative that this is undertaken.

From the meeting on 23rd September it was also not clear how the proposal in Guiseley compared with alternative considerations. Therefore it is not justified to progress with the proposal until sufficient research has been undertaken and a comparable conclusion reached.

It was advised that no collaboration with Bradford had been undertaken to see what other solutions could be reached or to look at the wider impact on infrastructure.

To summarise my objection is based on the fact that the proposal is not legally compliant as there has been no community involvement, there has been no collaboration with Bradford and there is little collaboration between the different departments of the LCC including highways, school planning and ecology.

Please keep me informed of the outcome and process for de-selecting the green belt sites, in line with my wishes, shown above.

Yours faithfully,

Daniel Adams

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