

From: [REDACTED]
To: [Site Allocations Plan](#)
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PLAN REF HG2-3 / Site 1255B. COPPICWOOD CRESCENT/BANKSFIELD MOUNT

Randolph Martin
61 Coppicewood Crescent
Yeadon
Leeds LS19 7LH

Tel: [REDACTED]
[REDACTED]

Below are my comments and objections to the plan in regards to Site 1255B.

The proposals would mean the loss of green belt. Building on this site is unsound, this would constitute urban sprawl and it would mean the physical joining of Guiseley and Yeadon. (photo attached showing the site.)

Paragraph 80 of the National Planning Policy Framework explains that the green belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas
- to prevent neighbouring towns merging into one another
- to assist in safeguarding the countryside from encroachment
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Shaw Beck is the boundary between Guiseley and Yeadon and throughout the years when there has been heavy rainfall it floods into the fields. I have attached a photo taken Saturday 15th November 2015, showing Shaw Beck spreading onto the fields after one night of heavy rain.

Any development on this site will also greatly reduce the present buffer the between housing and Deipker Woods. These ancient woods contain a diverse wildlife from small deer and fox to a huge variety of birds, including the beautiful red kite. This planning would be detrimental to the future of these woods.

The entrance and exit to this development would be through Banksfield Mount, impacting heavily on Coppicewood Avenue, Banksfield Crescent/Avenue and Queensway.

The traffic problem that already exists along Queensway because of motorists using it to avoid the congested A65 would become substantially worse.

Queensway Nursery and Junior School located on Coppicewood Avenue is already experiencing parking and extra traffic problems which in turn causes problems for Coppicewood Crescent residents. Congestion in and around Yeadon is already being experienced and will only get considerably worse and more dangerous to pedestrians and motorists if extra pressure is put on the road system.

The amount of housing being proposed in Aireborough is, by Leeds City Council's admission, inaccurate but they have not amended numbers required and have gone ahead regardless. This puts pressure on local areas to cope with extra housing and traffic that seems unnecessary. How can this plan be sound and justified?

Randolph Martin

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