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| DEVELOPMENT DEPARTMENT | | | |
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31 Hall Rise,
Bramhope,
Leeds LS16 9JG

30 October 2015 3

Planning Services
Leonardo Building
2 Rossington Street,
Leeds LS2 8HD

Dear Sirs,

Site Allocations Plan: Bramhope

I wish to comment on and object to the plans for new housing proposed at the following site locations:

- Site HG2 - 16 (1002),
- Site HG2 - 15 (3400)
- Site HG2 - 17 (1080 and 3367A)

on the grounds of their undesirable impact on the local environment and on the consequences of the inevitable increase in traffic on the A660 not only in Bramhope but also along the whole stretch of that route from Otley into and from central Leeds.

To elaborate:

Impact on the character and environment of Bramhope and surroundings and particularly on the Green Belt

Numerous houses have already been built in Bramhope in recent years. Further large additions to the housing stock would completely destroy the semi-rural character of the village.

In particular exploitation of sites 1080 and especially 3367A would augment the development of urban sprawl and repeat an acknowledged error of the 1930s in contributing to ribbon development along the A660.

Most seriously such development would impact unacceptably on the Green Belt, so necessary to preserve the healthy environment of the district.

The claim of the city council that its overall plan increases the area of the city's green belt is disingenuous since most of that "increase" is intended to come from an area of agricultural land near Wetherby which is in under no danger at the foreseeable future of being built on and anyway is irrelevant as far as the retention of Bramhope's character and environment is concerned.

Creation of further traffic congestion

Bramhope lacks employment opportunities, adequate shopping and generally many facilities needed by individuals and families, as well as adequate public transport.

Expansion of housing on the scale suggested would lead inevitably to a great increase in commuting (largely by car) for work as well as for shopping and schools, etc.

The A660 is already unacceptably congested (particularly, but not only, at peak times and at weekends) following the increase of housing in Adel, Otley and Ilkley and the recent and projected development of Leeds/Bradford airport.

More housing in Bramhope on the scale envisaged would spawn an enormous addition to traffic using this road and affect not only Bramhope and Adel but also Far Headingley and Headingley (the A660/Headingley corridor already has the highest peak hour traffic volumes in Leeds) as well as the town of Otley.

Alternative routes from the vicinity of Bramhope, Adel, etc. into and from Leeds, such as the route Adel Lane to the Ring Road, and the route King's Road/Arthington Road/King Lane to the King Lane "Park and Ride" site and the Ring road, already quite inadequate for the amount of traffic using them, would certainly also be adversely affected.

Brown field sites.

Anyone travelling around already built up districts of Leeds will not fail to observe very large areas of unused and underused, often apparently derelict, land, and I would urge the Council to look much more seriously and energetically in the possibility of designating such areas for housing in place of the presently proposed developments.

Yours faithfully,

W.B.Stephens