



8 Fieldway Chase Oulton
Leeds
LS26 8HL
15th November 2015

Leeds City Council
The Leonardo Building,
2 Rossington Street,
Leeds,
LS2 8HD

POH 01595.

Dear Sir/Madam

Re: Site Allocation Plan Consultation HG2 -180

We are writing to submit our comments in relation to the site allocation plan which affects our local area.

1. HG2 -177 Alma Villas

Part of the proposed site includes green belt and this should not be released to preserve the limited green space in this area. Access in and out of this site is also poor and restrictive. It would be difficult to envisage how this could be made acceptable without significant investment and engineering which is likely to make this economically prohibitive.

2. HG2-178 Glenoit and Minerva brownfield site

This site should be utilised in preference to alternative green field sites in the village as this is an opportunity to reinvigorate this area. However, due consideration should be given to the vision splay regarding the access in and out of this site which is adjacent to a bridge and busy roadway. There is a real danger that accidents are extremely likely if adequate thought is not given to suitable road measures in this location. It is likely that developers may be reluctant to develop this land due to the proposed location of HS2 which is in clear sight of this area. However, they must use brownfield land before any consideration is even contemplated regarding the development of the green belt land.

3. MX2-14 77/79 Aberford Road

As far as can be ascertained from the current owner of this land this land is not for development and will remain Cooper's garage for the foreseeable future. How can this therefore form part of the proposed development plan.

In the unlikely event this was to be released for the development then there is a concern regarding vehicular access in and out of this site especially for the proposed number of units indicated (50 units of mixed development). This is not viable in this location and is likely to give rise to further need for road calming measures. If not, a complete review and re planning of the vehicular access and road organisation in this locality should be undertaken.

4. HG2 179 – Fleet Lane/Eshalt Land 40 Units

We object strenuously about release of this land from the greenbelt. This is an area of special interest and the limited greenbelt areas within Leeds should retain their protected status to preserve the assets of the village/city.

Has there been adequate consideration of the greenbelt sites across the whole of the Leeds area?

For a small area such as Oulton and Woodlesford there does seem to be a disproportionate amount of greenbelt land being considered for release. This does not appear to be adding any value to the village, but appears to be stealing the assets of the village to increase the profitability of speculative developers. This should be considered very carefully. This is neither a sound decision or justified nor is it required. We do not believe that this also meets the necessary exceptional requirements for the release of this greenbelt land. The road network and services, (sewers etc.) are also inadequate to cope with the number of properties and vehicles that this size of development would create. Furthermore there is an adverse impact on local services which are also currently stretched to breaking point (Doctors, schools etc.).

5. HG2-180 Fleet Lane and Methley

The release of this land from greenbelt is totally unjustified especially as this is land is of special interest. There will be a very real negative impact on wildlife and local habitat. The exceptional conditions for release of land from greenbelt are not met in any way for this proposed development. The extensive proposed development is disproportionate when compared to the size of the small village settlement (Oulton) and in effect would create a satellite community which works against enhancing the local neighbourhood. In fact it creates urban sprawl and again the reason quoted for the development is disingenuous as it will work against the cohesion of the existing local community.

There are also insufficient local services to cope with a development of this size without significant investment in the local infrastructure first (sewers and drainage). This also will include the Doctors, Dentists, local schools and the road network.

The access between Fleet lane and Methley lane is not a viable option as this will in effect create a short cut through or rat run between the two villages of Oulton and Methley. This will result in increased road accidents both vehicular and pedestrian. This will adversely affect the local amenity of the neighbourhood and turn the public highway in to a race track.

We trust that you will give due consideration to our comments and valid objections in relation to the proposals being made.

You

Mr Paul Gardner and Miss Helen Chadwick