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9th November 2015

Re: Site Allocations Plan (HG2-9 (3366)).
Land at Victoria Avenue Yeadon LS19
Proposed homes 102

Dear Sir or Madam,

I first discovered that Leeds City Council were doing an SAP in July 2013 by accident when the Aireborough Neighbourhood Forum posted a leaflet through my door, up until the start of the consultation period in September 2015 Leeds City Council have done very little to make the public aware of the plans. I have received better support from the ANF and their co-ordinator than from anyone else.

I wish to make my comments known to the Planning Inspector with regard to the site mentioned at the top of this letter.

1. The proposal to include this site in the SAP is NOT consistent with the national policy.
2. The use of Green Belt land before using Brown Field sites is NOT JUSTIFIED.
3. The proposal to use this strategic green land infrastructure goes against the Leeds Core Strategy.

There are also additional points which I would like to raise and make the council aware of as to why I see that the site is not suitable for building.

Historic refusal for building of homes on site.

I have received information from Historic England which indicates that there are grounds for refusal of planning permission on this site.

Mr Ian Smith of Historic England has actually written to Leeds City Council with this information in October 2015 and covers not just this site but others which are included in the SAP.

I urge the inspector to take note that Historic England quotes the site proposals as "Unsound".

Access to Site.

Surface level access to this site is very restricted, and my understanding is that a new roundabout would have to be created on the A658 to the south side of the Airport tunnel.

Currently there is a 40 mph limit through the tunnel which drops to 30mph when travelling from north to south and 30mph from south to north.

As the council is well aware it is dual carriageway through the north and south bores of the tunnel.

Due to the high volumes of traffic flow on the A658 this leads to a lot of congestion, and queues of traffic particularly heading south, towards the junction of Victoria Avenue and Bayton Lane / High Street / Harrogate Road.

Drivers regularly flout the 30/40 mph speed limits and travel at much higher speeds.

In September 2015 in the space of 2 days there were two separate accidents on the A658 by the entrance to Multiflight.

The council highways department I understand already object to building on this site due to the access issues and the impact on the A658/A65 Corridor which is already stretched to capacity.

Are the council prepared for the first accidents which will occur with 2 roundabouts just about 100 meters apart and connected via a dual carriageway to single A road on the south side?

Adding 102 homes will add around 200-250 cars (most people have 2 cars in this day and age).

This will mean an average of six extra journeys per car per day if the plans went ahead.

The site is enclosed on 3 sides and so would only have vehicular access from the A658, to the west of the site is Yeadon Tarn and the wild flower meadow, part of the facilities offered to all residents and visitors to Yeadon.

This increase in traffic will also mean an increase in pollution and noise and safety for foot pedestrian access to the airport.

Leeds City Council have also in September announced the proposals to increase access to the airport using one of three possible routes, one of which would connect to the A658 on the opposite side of the road from this site. This would increase the traffic flow to an unacceptable level which would lead to more congestion on the south side of the airport with traffic joining from the new link road and A65 traffic joining the A658.

The costs of these plans have been revealed as £75 million, £50 Million and £15 Million pounds.

Homes

The council proposes 102 homes on this site, with the location next to Leeds Bradford International Airport runway 14/32 the reasons why this site should be kept as is is outlined below.

1. Building homes so close to a live operational runway is asking for trouble. If there was to be an incident with a plane landing or taking off, there would be no space available for an aircraft to ditch when in distress.

Leeds Bradford Airport is the highest commercial airport in the UK, and is known by pilots to be the most challenging one to land at, with the altitude of 204 metres above sea level.

This has been documented in various television programmes and one even rated LBIA as the sixth most challenging in the world, due to the way the wind changes direction so frequently.

The council advise in their own documents that consideration should be given at the planning stage to aircraft noise mitigation (particularly in bedrooms) and alternative means of ventilation and soundproofing to BS8233 in bedrooms.

Glenmere Mount residents frequently notice the smell of burning rubber and avgas (aviation fuel) depending on which way the wind is blowing, from burst tyres on landing and excess fuel which is dumped on landing. And this can stay around for some time in the local area. The smell can sometimes mean that the windows have to remain closed for durations of 30-60 minutes until the smells have cleared.

2. Schools, currently the local ones are at full capacity and there is nothing spare for any new families who would purchase any new properties. One of my neighbours had to send her son to the fifth choice of local school as the first four choices were oversubscribed when they wanted to send their four year old son. This point will not just affect this site but probably all the sites in the SAP for the Leeds area.
3. Due to the 102 homes proposed what green space would be available for children to have access to play and use? This is really a nonstarter, as being so close to the airport runway would mean that any green space would be unusable due to the high noise levels encountered by aircraft taking off and landing and taxiing, along with the smells of aircraft operation previously mentioned.
4. Saleability of homes, how do the council propose to market any new homes on this site? Any potential occupiers who viewed a property would be put off by the close proximity to the runway.

The Civil Aviation Authority has a requirement for Leeds Bradford Airport to remain fully operational 24/7 365 days a year for safety. This will mean that there will be maintenance and other movements on the runways and aprons during the night when flights are not currently handled.

But the airport has to be available for emergency landings.

During the winter the safety team are out all night when snow and ice are possible weather factors clearing the runway with large noisy equipment which would wake any sleepers due to close proximity of the runway and aprons.

5. There have been properties in the past built close to the runway site, which have been demolished; the most recent was during the construction of the airport runway extension in 1983/84 of a bungalow which was located within the boundaries of the proposed site.
6. On Victoria Avenue there is already one property which has been abandoned from when Leeds/Bradford/Kirklees and Calderdale council owned the airport before being passed into private hands.
This property is a semi-detached dwelling which is now in a dreadful state of repair and has been unoccupied for a number of years now.
The four semi-detached properties which run from the south of Victoria Avenue to the North bore of the airport tunnel under the runway are classified as too close to the airport boundary.
7. There is no mention of what type of homes may be built on this site, but I have concerns of how close any proposed development would encroach on the rear of the existing properties on Glenmere Mount and Victoria Avenue which would leave to loss of privacy and also loss of daylight.
8. Any potential properties which faced in a westerly direction towards Victoria Avenue would have 2 advertising hoardings facing their properties which are illuminated throughout the evenings 365 days a year with adverts for the airport services. Would you want a view of this all the time ?

Loss of Green Belt

Development of this site would have a detrimental impact upon the natural beauty of the area and would destroy the views afforded to the neighbouring Tarnfield Park and wild flower moist flower meadow, which sits to the North West corner of the site.

Our Son(s) Dain & Rowan frequently watch the wildlife which live around the site and draw pictures of what they see to take into school to use as part of their lessons for "Show and tell".

Additionally there have been sightings on a regular basis of Roe Deer from Otley Chevin grazing with young.

Building on the site would lose valuable space for wildlife to graze and thrive; there have also been sightings of the common mole in the field.

Ecology

The site as it currently stands offers a drainage facility for the rainwater off the runway embankment, which on the north side is constantly flooded and there are Deep Water notices in the area which advise this to keep the public out.

There is also a beck running through the site which feeds the wild flower meadow, and loss of this would destroy the work put in to start the thriving meadow which has been going for a good few years now.

Water from elevated bank of the runway at the airport would drain into the current site and any homes built there, causing distress and financial concerns for any occupiers of the properties.

There are several large mature trees to the north side of the proposed site, and these will provide natural greenery and oxygen release to the wider area. These trees also provide a wind break from the ever changing wind direction experienced at the airport.

Public Safety

As this site is next to an International Airport, there are concerns that any housing built so close to the airport would increase safety concerns for terrorism and threats to aircraft safety.

Currently the site offers a safety buffer and any people spotted entering the field are monitored very carefully as to why and what they are doing there.

Having homes so close could harbour terrorist organisations which would be undetectable in the community.

Airport users who want to avoid parking fees at the airport will park in the streets of any development.

Residents on Glenmere Mount currently have issues during the summer months when people park and leave vehicles unattended for periods of 1-2 days or sometimes 2-3 weeks.

If there was ever to be an incident with an aircraft on the runway, the current field offers space for aircraft to ditch in relative safety and in a fairly secure area which would allow rescue teams easy access.

Building homes on this site would increase the risk factors and make homes vulnerable to damage with people inside them.

Health

If any homes were to be built on this site, what about the health of residents who bought properties?

Noise which occurs as part of the normal operation of the Airport would be at an increased level not just in bedrooms, but all rooms within a property.

Noise outside would be intolerable for most people to withstand and would make gardens and patio's unusable due to jet blast turbine noise from aircraft operating.

Vapours from aviation fuel would stay around for some considerable time, and this would lead to serious breathing issues and cancer concerns.

As a registered disabled person with physical and mental health issues and eyesight issues I chose to live in my current home, because I can get the calming views across the current site as is, and obtain natural light which is required for my eyesight problems.

Also when I cannot get out and about during difficult times of mobility the calming influence of green field and trees improves my mental health by keeping me in a happier and stable state.

Losing the views and having properties built so close would increase my mental health stress levels and deprive me of the natural light afforded by the current site use.

Conclusion

Because of my concerns of the use of this site for housing I am registering my right as a citizen of Leeds to object to the future development of this site to the inspector.

One final question to the inspector:

Would you sir or madam buy a home if they are built on this site knowing the facts that I have pointed out as a member of the public would see them.

I wish to be updated on the outcome of any decision which is made about this site, and this can be delivered by email to shewitt@bcs.org.uk or letter by post to the address above.

Yours Sincerely

Mr Simon D. Hewitt

Mrs Renell Hewitt

Master Dain Hewitt (6)

Master Rowan Hewitt (4)

Residents of Yeadon since 2006, who love the location they live in.
Keep our Green Belt as Green Belt.

