

From:
To: [Site Allocations Plan](#)
Subject: PDE00116_Objective to Housing Plans for Rawdon
Date: 31 October 2015 22:00:19

I am writing in connection with your proposed housing plans for Rawdon, namely site reference numbers HG2-12, HG3-2, HG3-3, HG3-4 and HG2-41.

I appreciate the need for new housing. However, I am extremely concerned about your proposals and would like to raise objections to them on the following basis:

- Vital Areas of Greenbelt & Designated Special Landscape Areas

Have you been to the sites concerned? I live on Woodlands Drive and would ask you to visit sites HG2-12, HG3-2 and HG3-3. These are beautiful areas of woodland and countryside and it would be a disaster if these were spoilt. There needs to be some areas such as these, otherwise our towns and cities would just blend into one. Areas would lose their distinctiveness and future generations would not have been able to see countryside, woodland and the wildlife in the areas where they live. In fact, I understand that the Council itself has designated these areas as Special Landscape Areas. Sites HG3-2 and HG2-12 would also border the Cragg Wood conservation area and would undoubtedly spoil this, with the increased noise, pollution, people and cars that would border this very special area.

Surely there must be other sites that would not involve the destruction of such a beautiful and special area?

- A65 Full to Capacity

I have the unenviable task of having to use the A65 to get to work. Having seen your plans, I can only assume that you don't have the same journey that I do! The A65 is already at over-capacity and a journey from the top of Knott Lane to the Horsforth roundabout regularly takes me at least 20 minutes before 7.15am on a morning. After 7.30am, it is grid-locked. The work that has been done on Horsforth roundabout has only made it harder to get from Rawdon towards Leeds city centre. It is often flagged on the BBC Travel website as being an area where there is major congestion.

I also have two friends and colleagues who live in this area and love it, but they cannot cope with the A65 and so are moving. It is virtually impossible to get a child to school/child minder and get into Leeds for 9am, even if you leave the

house at 7.30am.

Adding extra housing developments, extra access points and hundreds of extra cars would make the A65 unusable and little more than a car park. With the high volume of cyclists that also use this road, it would also be extremely dangerous and lives could be lost.

- Access onto A65 from sites HG2-12, HG 3-3 and HG3-2

I understand that access from these sites to the A65 is proposed to be via Knott Lane. This is currently a very narrow road which currently has very little traffic on it, other than when the crematorium is busy. This road is not suitable for development and was never designed to cope with such a large volume of cars.

It would also make getting onto the A65 impossible and dangerous. Again, it would increase a journey time into Leeds city centre enormously.

During the daytime, Knott Lane is often clogged up with funeral traffic and this would become impassable at these times.

There would also be the environmental impact of such a huge number of cars on Knott Lane and Southlands Avenue and there would be a detrimental impact on local wildlife around these areas.

- Impact on local services & amenities

Rawdon's doctors, schools, parks and other amenities such as cafes etc are already full to bursting. How would these services cope? Also how would you easily be able to get to these, given the increased traffic that this would place on the A65.

- Failure in Process

I understand that other potential alternative sites have been overlooked. These need to be considered again.

I also understand that there was no consultation on HG2-12 before it was located to the Site Allocation Plan. It was also not included in the Issues and Options Consultation in June 2015.

Is the Site Allocation Plan for Rawdon based on a comprehensive greenbelt

Review? If not, why not?

Finally, I understand that the Council has not revised its housing target in response to the revised ONS projections. If not, why not?

Surely some element of common sense should be applied when considering these sites as possible areas for housing. I would urge you to visit these sites and consider the issues I have highlighted. I know that I will not be the only person raising these. There must be other sites that are more suitable and more appropriate, rather than destroying this outstanding area and making the local area a virtual car park.

Many thanks.

Julie Davies

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