

From:
To: [Site Allocations Plan](#)
Cc: [Stuart Andrew.MP](#)
Subject: PDE00434_Proposed building on greenbelt land in Rawdon and Horsforth
Date: 10 November 2015 15:11:11

Dear Sirs,

I should like to place on record my opposition to the Site Allocations Plan for Rawdon and Horsforth. This plan contravenes national policy and does not conform to the Leeds Core Strategy – brownfield sites should be considered as a priority.

In particular, the loss of greenbelt land at Site HG2-12 would have a devastating effect on the local landscape which includes the Cragg Wood Conservation Area, and destroy the habitats of the large variety of wildlife which thrives there, such as tawny owls, curlew, sparrowhawks, fieldfare and wild deer, as well as palmate newts which are to be found in the UK BAP Priority Habitat Pond immediately adjacent to Site HG3-2. The building of 130 houses here would also put an end to the many leisure activities which currently take place there, such as horse-riding, walking and cycling; also, the Leeds Country Way, an extremely popular recreational route, runs through Sites HG2-12 and borders HG3-2 and HG3-3, forming part of the LCC's designated Green Infrastructure Area. All these sites are classified as Grade 3 agricultural land and, if lost to house-building, would also cause job losses at the Rawdon farms, which have provided local employment for generations.

Then, of course, there is the ever-present spectre of traffic problems on the A65; despite the recent improvements at Horsforth roundabout, endless queues of traffic still abound at peak periods and beyond, causing headaches for local residents. If more than 700 houses and a school were to be built on Site HG2-41, the problems would be further exacerbated. As it is, the only exit from the Crematorium is from Knott Lane and on some days gridlock is caused by cars parked on the lane reducing it to 'single file', making it impossible for vehicles trying to gain access from the A65 against the flow of vehicles leaving the Crematorium. In addition to this, if the proposed link road from the Crematorium to the Airport were to go ahead, even more chaos would ensue. As well as all the traffic problems of the A65, building on Site HG2-41 would cause what would amount to urban sprawl, joining Horsforth and Rawdon, meaning that they would lose their separate identities; this would be in direct contravention of the government's Green Belt Policy of protecting open spaces.

With regard to Site HG2-12, as both New York Lane and Woodlands Drive are private roads, the only access is via Southlands Avenue which is narrow, tree-lined and totally unsuitable to support the extra 260 plus vehicles which would result from the building of 130 houses. As well as the major gas pipeline running underneath this Site, it is riddled with sink holes from old mine workings.

Given all of the above, I believe that development on this greenbelt land is wholly unjustified and that the Council should adhere to government guidelines and LCC's own Core Strategy which state that brownfield sites should be utilised first before any greenbelt is even considered.

Yours faithfully,

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