

From:
To: [Site Allocations Plan](#)
Cc: saveourgreenbelt@rawdonparishcouncil.gov.uk; [Stuart Andrew.MP](#); hello@rgag.org.uk
Subject: PDE01224_Proposed Housing in Rawdon
Date: 15 November 2015 19:11:13

We consider that LCC's SAP with regard to proposed developments is totally unsound and flawed for the following reasons:

TRAFFIC

This is the primary reason for our objections.

ALL of the proposed sites - HG2-41, HG2-12, HG3-3, HG3-2 and HG3-4 will have no option but to exit/enter via the A65 corridor, which is a main access route to many surrounding areas and is already severely clogged with traffic, including where this road crosses the Leeds Ring Road at Horsforth roundabout. This has been the case for many years and continues to get worse year by year. The latest "improvements" to the roundabout haven't alleviated problems. There have been thousands of additional houses built or still being built in Menston and Guiseley over recent years which have further exacerbated the congestion. There are currently 330 houses very recently built or under construction at Horsforth Vale (former Sandoz site), which have no option but to exit/enter via the Ring Road right next to Horsforth Roundabout. All new houses on proposed sites will inevitably attract at least one, more likely two or more cars, so to put further strain on the already over-stretched A65 is MADNESS. All of these new residents will have to get to work/school/shopping etc via this road.

Rawdon is already "gridlocked" at the below-mentioned times, whether you look at trying to get out via the A65, or Brownberrie Lane through Horsforth, or the A658 towards the airport or Bradford. We are retired, so fortunately do not have to sit in the traffic on A65 which we endured daily many for years whilst working in Leeds and Bradford. Whilst we are generally able to choose to avoid the gridlock at "rush hours" - these being 7.00-9.30 am and 3.30 - 7.00 pm - sometimes we have to suffer this.

For example our trips to our Golf clubs take 20-30 mins during day but we need to allow at least 1 hour travelling time if we have reason to get there before 10am. However starting later in the day means coming back later - frequently there are queues along the Ring Road stretching from Featherbank Lane to Horsforth roundabout (a distance of about 1 mile, which can take 15-20 minutes) and beyond towards Bradford.

Another example - we took a bus trip to Leeds last week, arriving at the bus stop on Rawdon Road at the bottom of Carr Lane just before 5.00pm. When the bus arrived, it was already 20 mins behind schedule due to volume of traffic on the A65 from Guiseley. It then took a further 30 minutes just to get from Carr Lane to Horsforth roundabout, a distance of about 1 mile! Eventually the bus arrived in Leeds Centre 40 minutes after it's scheduled time, and the driver said it was like that every day.

Traffic volume is not going to be alleviated by adding extra buses, when they can't keep to schedules as they can't get through the traffic either. There is no bus lane on this stretch of the A65, and insufficient width to install one. Buses are only any good anyway if their routes happen to pass where people work, which is often not the case so a large majority of people have to rely on their cars.

What does not seem to have been fully considered either is the impact of a proposed link road to Leeds Bradford airport which is supposed to feed off the A65 as well. This would only further add to the gridlock, if it goes ahead.

AMENITIES

There are contradictions in LCC site assessments, which give inconsistent results. Bearing in mind that all sites are practically adjacent to each other along A65 corridor and there are NO AMENITIES in this area, other than an erratic bus service as mentioned above, how have the following results have been arrived at?

HG2-12 "Meets public transport". No comment about other facilities

HG3-2 " Good access to public transport, reasonable to other services", but summary at end says "Access by PT and to facilities is good", however at the same time the assessment acknowledges A65 congestion

HG3-3 "Good access to all facilities. Access by public transport and to facilities is good"

HG3-4 "Good public transport, poor local services"

HG2-41 No comment about local services. "Meets accessibility standards" but acknowledges that major work would be needed to Ring Road/A65

Railways -LCC's assessments show proximity to Horsforth Railway Station each time presumably "as the crow flies", but in reality this is at least 2 miles via road, so too far to walk (and there are no pedestrian short cuts). Parking at Horsforth is already totally inadequate and there are huge queues for tickets at busy times. Can only be accessed from the proposed sites via A65/Ring Road then Low Lane, or Layton Lane/Brownberrie Lane - latter again very congested. For example, if we use the station we need to allow at least 30 mins before train departs to travel from our house via Brownberrie Lane (1.5 miles) to allow only for traffic, irrespective of allowing time for ticket queue. This is further seriously affected by Leeds Trinity Campuses (with it's recent expansions) and the local schools during their peak access times. School times are further extended by on-site childcare facilities, exacerbated by the totally inadequate parking/drop-off/access facilities.

The new station at Apperley Bridge is not yet open, so it is unknown what impact this will have or whether the parking will be adequate. However the A658 between Rawdon and Bradford is already very congested at most times of the day. There have been many recent developments in Apperley Bridge, including new houses currently under construction at the old Stylo site. This also impacts on traffic in Rawdon.

SCHOOLS

It is noted that one is planned for HG2-41, and presumably this will be just a primary school. However this still attracts traffic as access for parents cars, staff cars, delivery vehicles etc would have to be via A65. The education system is such that there is no guarantee that all local children would get places, so they may have to travel elsewhere in the area and/or children from outside the immediate vicinity would have to travel in. We live next to Rawdon C of E and know first hand about all the traffic problems caused by a primary school! Older children would still have to get to High schools elsewhere in the district.

SHOPS/DOCTORS SURGERIES ETC

Nothing has been mentioned about provision for these. There are no local shops

in any of these locations, so a car would be needed for all basic provisions. There is a very small shop attached to the Esso Garage on Horsforth roundabout which might be walkable only from the southern tip of HG2-41, but this would mean crossing both the Ring Road and the A65. Other food shops on Horsforth New Road Side are right at the far end, at least 1 mile away.

GREEN BELT

We cannot keep swallowing this land up for housing - ONCE GREEN BELT IS GONE, IT IS GONE FOREVER. These proposed developments are all Green belt areas which, in accordance with NPPF, are supposed to be protected unless there is very good reason. We do not agree that housing is a good enough reason. Whilst Rawdon has very few brownfield sites available, LCC must explore the whole of the Leeds Area with a view to utilising these in preference to any Green belt sites, in accordance with their Core Strategy.

HG2-12, HG3-2, HG2-41 - Farming is one of the few major employers in Rawdon, and we need to maintain this. Much is mentioned about reducing "food miles" and we are forever being encouraged to buy local produce - how can we do this if we don't have the land on which to grow our food?

HG2-12, HG3-3 - We need to maintain Green belt also for the good of everyone's health, whether to offset the pollution caused by traffic, industry etc, or to provide recreational activities - walking, cycling etc. We have enjoyed walking the Leeds Country Way and through Cragg Wood Conservation area - which is an integral part of Rawdon history - over many years, as have many thousands of other people from Rawdon and beyond. We enjoy the wildlife habitats in the area, which also assist in the maintenance of our cherished green areas.

CONSULTATION

Why was there no proper consultation in either 2013, nor in the Summer of 2015? Much of the information received has been via word of mouth from other concerned residents.

Why are LCC not using up to date housing need figures which would reduce the overall total from 70,000 to 45,000? This would remove the need to impact on Green belt completely.

Why has there not been consultation with neighbouring councils such as Bradford, so that the issue is properly considered overall. No Council is an "island", and as people live and work in different areas, matters cannot be looked at in isolation.

We trust due consideration will be given to all our comments. These are borne out of a very serious and genuine concern for the future of Rawdon area, and all surrounding areas. If not protected, this will very quickly lead to a complete and irreversible urban sprawl and is not a legacy we should be leaving for future generations.

Anthony & Barbara Shackleton
Billing Farm Cottage
31 Town Street
Rawdon
LS19 6PP