

**From:**  
**To:** [Site Allocations Plan](#)  
**Cc:** [Stuart Andrew.MP](#)  
**Subject:** PDE01713\_Leeds Site allocations plan - Rawdon  
**Date:** 13 November 2015 18:15:27

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Dear sirs,

I am emailing you to raise my concerns regarding the Leeds city council's Core Strategy plan and especially the Site Allocations Plan for Rawdon area.

Although LCC's decisions have been taken without full consultation and are therefore void, the grounds of my objection to the construction of domestic dwellings on green belt land in Rawdon and Horsforth adjacent to the A65 trunk road are:

A special landscape area will be forever lost  
Sites EG1-5, HG3-2, HG3-3, HG2-12, HG2-41, HG2-42 and HG2-43 are on just about the only green belt area affording country views across the Aire Valley countryside from the A65 and along the A65 corridor between Menston and Leeds City Centre.

To infill this beautiful countryside with housing will destroy the open valley views and the rural character of Rawdon and Horsforth not only to the detriment of the residents of these villages, but more particularly to the detriment of the many thousands of commuters who daily take in these views on their journeys to and from Leeds City centre.

No longer being able to watch the early morning mists and see the wild deer roam free is a serious and harmful visual impact of the proposed development.

LCC was right to designate these sites as Special Landscape Areas – and is wrong to now seek to change that.

I wish to know, and request disclosure of documents relating to, the process by which LCC decided to change and downgrade the designation of this land, because there has been no comprehensive greenbelt review as is required under Core Strategy and no proper consultation with those who live here.

The Rawdon Cragg Wood conservation area will be lost because the setting and views over and from this conservation area would be seriously harmed by high density housing built close to and in places right up to its boundaries on sites HG3-2, HG3-3 and HG2-12.

The 3 dimensional layout of the whole area is very significant.

It is not immediately apparent from a 2 dimensional plan or map that the Aire Valley at this point is steep sided, and that the Cragg Wood conservation area and its supporting and surrounding greenbelt is visible from many square miles to its east (Rodley), west (Apperley Bridge) and south (Calverley).

Woodlands Drive is a narrow (and in places single track) private road owned and maintained by the residents there. It is already suffering from "rat run" traffic, and by constructing the housing as proposed it is likely that this traffic will substantially increase because the most direct route from all of those sites to the new Apperley Bridge Railway Station, and a shortcut to Bradford, is along Woodlands Drive.

Given that it seems a decision has been taken not to construct a new railway station at Rodley I wish to know what considerations have been given to the effect of increased traffic through the centre of the Cragg Wood Conservation area, and how it is proposed to prevent that traffic harming the conservation area.

The Strategic Green Infrastructure of the Aire Valley will be forever lost. The Leeds Country Way and a labyrinth of other footpaths and walks lattice their way across, around and alongside the sites HG2-12, HG3-2 and HG3-3. These ancient footpaths are key recreational routes for walkers, cyclists and horses as well as deer, foxes and other wild animals.

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It is of fundamental importance to the residents of neighbouring suburbs that they can take country air and exercise close to and within walking distance of their own homes and without having to drive into the moors and dales many miles to the west.

Sites EG1-5, HG3-2, HG3-3, HG2-12, HG2-41, HG2-42 and HG2-43 are part of the vital greenbelt corridor separating Leeds from Bradford. The Leeds/Bradford boundary lies within half a mile or so to the west of the Cragg Wood conservation area.

Sites EG1-5, HG3-2, HG3-3, HG2-12, HG2-41, HG2-42 and HG2-43 are within or adjacent to the green corridor and walking access routes to the canal and riverside walks stretching from Apperley Bridge to the centre of Leeds.

Walking beside a housing estate is not the same as walking beside greenbelt.

The Strategic Green Infrastructure of Aire Valley will be forever lost restricting enjoyment of these areas for walking, cycling, horse-riding and harming nature and ecology. The Leeds Country Way runs through HG2-12 and alongside HG3-2 and HG3-3, a key regional recreational route. All sites are part of LCC's own designated Strategic Green Infrastructure Area.

The amenity value of walks along the river and canal banks between Rodley and Apperley Bridge is very high indeed. I am so convinced of this that I feel that anyone making these planning decisions is duty bound to take these walks him or herself in all 4 seasons so that the impact of their planning decisions can be judged in the context of the environment they will affect.

Wildlife habitats will be lost I am told, but not by LCC, that HG2-12, HG3-3 and HG3-4 are UK Biodiversity Action Plan (BAP) Priority Habitats, hosting wild deer, bats, fieldfare, lapwing, curlew, sparrow hawk, tawny owl. Ancient Ghyll Beck runs next to HG3-4 Layton Lane fields and through HG3-3 and HG2-41. All sites contain protected mature trees and woodland. HG3-3 has a native bluebell wood. HG3-2 is adjacent to UK BAP Priority Habitat pond with palmate newts, also found in HG2-12.

I know from my own observations over many years that there are many deer and

other animals that roam freely over all the sites now proposed for development. I do not know whether they and other wild life will be able to survive during and after heavily concentrated construction work. I am not an expert, but it seems to me that these animals need an environment exactly as it is now, that is, a combination of woodland and open ground.

I wish to see documents showing what consultations LCC has made with expert wildlife bodies and individuals before and during making its decisions on Sites EG1-5, HG3-2, HG3-3, HG2-12, HG2-41, HG2-42 and HG2-43, and with what results.

The transport infrastructure cannot cope the development of the Clariol site at Rodley was, I believe, allowed on appeal despite objections from LCC that the transport infrastructure could not cope with the extra demands placed upon it.

LCC were right in saying that the transport infrastructure could not cope.

The roundabouts on the ring road at Horsforth and Rodley have undergone substantial work this summer and autumn in an attempt to alleviate the massive blockages that occur at these locations.

Nothing has changed. In fact in my experience it takes longer than ever to drive along the A65 from Rawdon to Kirkstall. My main concern is that it will affect much worse for trying commute to and fore for the school run in Rawdon Littlemoor which is on the A65 route from. It is busy enough as it is to ensure we take our children to school on time or collecting them which would put more strain if the traffic increase especially for working parents like myself who do not have family support trying to juggle between working hours around the children's school hours and childcare.

What research has LCC carried out to find out what the effect of development of sites EG1-5, HG3-2, HG3-3, HG2-12, HG2-41, HG2-42 and HG2-43 will have on traffic flow, and with what result?

I know that the developer of the site at Rodley has paid for a bus service from outside that site and close to the redundant Rodley Railway Station to Horsforth Railway Station.

What research has LCC carried out to establish the extent to which that service is actually used, and whether it does alleviate the logjam at the Rodley and Horsforth roundabouts?

This would inform whether the same service should apply at sites EG1-5, HG3-2, HG3-3, HG2-12, HG2-41, HG2-42 and HG2-43 and/or whether the railway station at Rodley should be re-opened.

How can the Council create a plan which has such MASSIVE impact on the city and it's communities and not ensure that they do it as thoroughly as possible?. The previous inspector said that the plan was unsound because you did not carry out a a comprehensive greenbelt review (by PROFESSIONAL consultants)and you appear to have ignored it!

I hope the Leeds City Council would now realise that they should re-think the above plans and work out some other more acceptable proposals.

Regards

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