

From: [REDACTED]
To: [REDACTED]; [Site Allocations Plan](#)
Subject: PDE01778_Objection to further urban development around Rawdon and Horsforth
Date: 13 November 2015 15:28:32

Dear Sir/Madame

Objection to further urban development around Rawdon and Horsforth

I live in Horsforth and I strongly object to the above proposed housing development plans on green belts in Horsforth and Rawdon. These green belts are vitally important for maintaining a healthy environment and wellbeing of the residents in the area, building on them will cause irreversible and irreparable damages. The proposed plans are inconsistent with the national policy and goes against the Leeds Core Strategy. It is wrong to use green belt lands instead of brownfields, which are definitely available, and that is the Law is it not? Brownfield ALL used up first?

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:

There is no infrastructure plan to support any development in Rawdon.

Ask anyone in Aireborough about the A65 and they will all tell you about how heavily congested this road is. It is however yet another area where the Council refuses to accept there is a problem. The recent changes to the Horsforth roundabout may have taken some of the confusion that existed beforehand but has done little to cut the tail-backs westwards up the A65. At peak times these can be a mile or more long most working days, both in the morning and the evening.

Given the current status, it is hard to imagine what the situation would be like with all the additional housing proposed along the A65 from Guiseley to Horsforth, not to mention the Airport link road (all 3 options of which are destined to go through Horsforth/Rawdon – how imaginative !)

The issue I have here, is that Leeds City Council do not include anything in their housing plans for this area that suggests they have even thought about the consequences for additional traffic on the roads. It's as if they want the houses built, come what may, and then they will worry about the roads afterwards (and even then that might be optimistic on my part).

It's a similar situation with schools, and medical facilities which are all currently oversubscribed here in Rawdon and Horsforth. It seems the policy is to build first then worry about issues like these later – hardly the basis for a sustainable plan.

The proposal to include these Green Belt sites in the Leeds Site Allocations Plan (SAP) is NOT consistent with the National Planning Policy Framework (NPPF).

(i) All these sites are Green Belt land. HG2-12 is Grade 3 farmland and is regularly used for grazing and growing animal feed. The NPPF states that Green Belt is protected and requires "very special" circumstances to be built on. Housing targets (and especially overly optimistic housing targets) set by Leeds City Council cannot possibly be seen as an exceptional circumstance. Leeds City Council's promise to offset loss of Green Belt (in Aireborough) by

creating "new" Green Belt in the North and North East of the city is a total red herring. That land is already arable farmland and renaming it "Green Belt", would change very little in terms of any environmental impact. The loss of fields like HG2-12 would have significant environmental impact. As the NPPF states - "the essential characteristics of Green Belts are their openness and their permanence".

(ii) The NPPF states that Green Belt should check unrestricted urban sprawl and to prevent adjacent settlements from merging. Site HG2-12 and the neighbouring HG3-2/3/4 sites all sit on the border of Rawdon and Horsforth, and together with the proposed huge development on the Horsforth side (HG2-41) this would mean a merging of Rawdon and Horsforth and therefore again not consistent with National Policy.

(iii) In addition the NPPF promotes the use of brownfield ... "by encouraging the recycling of derelict and other urban land" for development rather than using the Green Belt. Brownfield sites ARE available across Leeds, but for one reason or another they are not being used for housing. There is a widely held suspicion here in Aireborough, where we have very few brownfield sites left, that the developers are rejecting brownfield sites on the grounds that they cannot make profit on clearing them for housing and that it is so much easier for them to simply plough up a green field. But the principle to allow Green Belt before brownfield in Leeds cannot be justified and again is not in accordance with the NPPF.

The transport infrastructure cannot cope

The development of the Clarion 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.

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?

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.

There are rushed decisions going here without proper consultation, at potentially great cost to our heritage and quality of life in our city in general and our villages of Rodley, Rawdon and Horsforth in particular.

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