

From:
To: [Site Allocations Plan](#)
Subject: PDE01796_Objection to further urban development around Horsforth
Date: 13 November 2015 14:44:29

Dear Sirs

Objection to further urban development around Horsforth

I travel from Harrogate to Horsforth 4 days per week, the traffic is terrible. If you are planning on building more houses how can the infrastructure cope?

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:

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?

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.

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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