

**From:**  
**To:** [Site Allocations Plan](#)  
**Subject:** PDE02127\_Leeds SAP Consultation: planned Horsforth and Rawdon Housing  
**Date:** 11 November 2015 10:40:30

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Dear Sirs

I am not often moved to going into print, as I believe we have to steadily evolve to secure positive progress.

However, the sheer volume of planned house building in Horsforth and Rawdon shatters my belief of steady evolution and is unlikely to bring positive impact in its present form. The reasons for this are legion.

There are almost 1,650 houses planned in a relatively small landscape, which will add to an already creaking transport infrastructure in the area, leading from further afield all the way into the centre of Leeds. The recent addition of traffic lights at Horsforth and Rodley ring road roundabouts has done nothing to ease congestion and has even added to it, from comments made to me by friends and colleagues. The impact of such a high number of additional road users will undoubtedly cause yet greater congestion. The A65 into Leeds is one of the major arterial routes into the city centre, yet travelling it into Leeds takes a ridiculous amount of time already. The added impact of vehicles not just from Rawdon and Horsforth, but additional traffic from other areas of proposed house building will reduce the effectiveness of that artery even more, to the extent that a traffic infarction is guaranteed.

That crawling traffic will also have to contend with additional traffic from the 1,000 homes being built at Kirkstall Forge. Public transport is quite poor throughout north Leeds and the planned train station at Kirkstall Forge will not have enough parking spaces to satisfy those that might possibly be convinced to try taking the train. If anything like the hoped for train users do take to the platforms at Kirkstall Forge, nowhere near all of them will be able to get on the trains that are in use on the line. I also understand that adding additional (more frequent) train services, or adding carriages on to existing trains (ie longer length) is not possible, as this would have a knock on effect at Leeds City Station that would cause its own chaos. The existing train station in Horsforth has long been a local joke, as it needs public transport to get to it, with the crazy lack of parking spaces it has - a recent investigation into this agreed that it was sub-standard, but only suggests room for 30 more parking spaces. Nothing like enough of a solution.

Use of buses would also be less effective than at present, even if additional buses were placed onto the routes. This is because the bus only lanes are intermittent and problems arise in the mornings where buses are in a stretch of road that is not wide enough to allow a bus only lane. Buses sit in this crawling traffic as do the cars - they will spend longer in this traffic, as it will be heavier than at present, reducing the effectiveness of this type of public transport.

Quite separate from the transport problems, the areas proposed for development are largely greenfield sites, which goes totally against the central edict set out in the National Planning Policy Framework in which development of greenfield sites is to be undertaken only in exceptional circumstances. As the new homes plan is supposedly to be effected across Leeds, where there are plenty of unexplored brownfield opportunities, use of green belt is not an exceptional circumstance. I have no doubt the additional cost of preparing brownfield site for residential housing build is what is at the crux of the matter, as developers will want to spend as little as possible in site preparation, so that their profits are all the greater. It is time for you to think this through in your appointed role as a responsible planning resource, without any regard to the developers' requirements. If they can afford to build houses in smaller developments, they can do so quite easily in larger developments by simple application of economies of scale. If they feel it is untenable for them, there will be other developers eager to take the place of the most mercenary.

There is a relatively new development at Bramley, Horsforde View, just the other side of Pollard Bridge, where developers spent most of their negotiating time trying to get the addresses to be categorised as Horsforth, so they could add £10,000 to £20,000 onto the house purchase prices. True mercenary colours revealed and fortunately this sham was spotted and the move defeated. This development was not even finished, and there are a good number of dwellings that could be built at this site, where basic groundworks have already been undertaken.

I also understand there are plans to build houses on the site of Horsforth Campus (HG2-43) which is/was obviously a seat of learning. There are also plans to build a new school to service the children of the new houses, but this school is planned for the Strawberry Fields site HG2-41 ie not the Horsforth Campus. This is ludicrous, as there is a more than suitable school site at the HG2-43 site. Why not simply build the new school on the site of the existing college?

The whole suggestion of the use of HG2-41, Strawberry Fields, is tantamount to being illegal, under the terms of reference of Green Belt protection and in that it is a late inclusion in the site allocation, which reduces the proper consultation periods required.

I am led to believe that the Council feel they have consulted widely enough, as they have done so by email and drop in meetings. I have email, my wife has email, LCC hold our email addresses, yet we have not been consulted in this fashion. Each time there has been a local drop in meeting, we have only discovered this through word of mouth locally - no public notices have been posted in prominent positions, so consultation notification is sparse and the consultation itself seems to be being rushed through, so that local people are not being given enough opportunity to have their say.

Is this because you realise most will be opposed to the vast number of new houses, as

they truly know the locale, its links, its existing limitations and can easily imagine the problems it would bring if such huge development were to be allowed to proceed in its presently suggested format?

The original requirement for the levels of new housing were statistically interpolated from the 2010 Census results and the statistical model was deeply flawed, as there is no great suggestion that this overall level of new housing is actually required in Leeds.

I would therefore respectfully add my comments to others you are receiving from justifiably concerned citizens, to whom you owe a debt of duty and responsibility and urge you to reconsider the site allocation plan in its entirety. If new housing is justifiable, it must be properly proposed, adequately consulted, with the concerns of existing citizens taken on board at each and every stage. The developers' role in the project should come towards the end of the process, not with the process driven by them.

Yours faithfully

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