

From:  
To: [Site Allocations Plan](#)  
Subject: PDE02243\_  
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As a long term resident of Rawdon village I am concerned at the Council's planning proposals for future housing in Rawdon and its environs for the following reasons.

FIRSTLY the proposed development is not in accordance with the NPPF, especially Chapters 9, 11 and 12.

SECONDLY the SITE ALLOCATIONS PLAN for these Rawdon sites are NOT based on a comprehensive greenbelt review as required by a previous Inspector when he passed the Core Strategy as sound. The selective (and flawed) greenbelt review undertaken by the Council means the Core Strategy and Site Allocations Plan are unsound.

THIRDLY the proposed development of Site HG2-12 is not legally compliant as there was no consultation prior to it being allocated to housing in the Site Allocations Plan.

FOURTHLY the development of sites HG2-12, HG3-2 and HG3-3 are NOT effective for the following reasons:-

- a) The phasing of HG2-12 is undeliverable because highway access is contingent on development of 'safeguarded' sites HG3-2 and HG3-3 and HG2-12 is allocated for delivery earlier than these phase 3 sites
- b) Highway access to HG2-12 is limited as there is only one access point via Southlands Avenue and other roads are private. Furthermore, Knott Lane is not suitable for additional development because of frequent Crematorium traffic.
- c) There would be access issues on to the already congested A65 from these significant housing developments

FIFTHLY I do not consider the proposed developments to be justified for the following reasons:-

- a) Special landscape area LOST Sites HG2-12 and HG2-41
- b) Rawdon Cragg Wood conservation area LOST HG2-12
- c) Vital areas of greenbelt LOST Rawdon's village identity gone as all sites are greenbelt
- d) Strategic Green Infrastructure of Aire Valley LOST. Leeds Country Way runs through HG12-2 and alongside HG3-2 and HG3-3
- e) Wildlife habitats Lost
- f) Grade 3 farmland LOST
- g) Brownfield sites are available elsewhere across Leeds. LCC Core Strategy says itself that all these must be developed before greenbelt land!

AND LASTLY AND VERY IMPORTANTLY is the question of the A65 corridor. Just how could the Horsforth round-about area cope with the resulting traffic from 777 new houses and a school. The whole length of the A65 is already full and over capacity from all the new housing in Guiseley and Menston and there are applications for more housing in Menston and also on the Naylor Jennings site in Green Lane. SO why exacerbate the existing problems by building on greenbelt land

Yours faithfully

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