

CHURCH FENTON.

REF: SHLAA2015.

Q6 (DL)

b. Any infrastructure/development in and around Church Fenton needs to take in to account the potential huge influence that HS2 and HS3 will have on the area. Historically communities built around railways do thrive and Church Fenton has the potential to develop into a thriving community with excellent transport links via the railway and major road networks all within easy reach.

Add to this the new Leeds East Airport which is being developed at RAF Church Fenton and the area could very quickly grow at a vast rate. The knock on effect of this would be economic growth, employment and also the release of infrastructure funding to improve the area in line with the scale of the transport projects that look likely to take place.

Such large scale projects taking place in a relatively small community could be viewed as excessive, however the potential for the area to benefit from these projects far outweigh the initial impact this would have on the area during the construction process. Schools, shops and other business would all benefit as people are drawn into the area because of the excellent road/rail/air links that would become available.

d. The current policy of encouraging infill is fine on a relatively small scale (*individual houses in character with the surrounding structures*) however there is a growing trend to use small pockets of land within villages to develop to maximum capacity. This practice then creates problems from residents/neighbours as well as traffic/parking problems. Church Fenton in particular has the potential to keep the character of the village by extending into brownfield sites and potentially current greenbelt sites on the outskirts of the village. Current greenbelt sites could in effect be considered as brownfield if new boundaries are created when the proposed HS2 route is safeguarded.

Q7. (SL)

Church Fenton does have the potential to expand outwards from the current perimeter which would seem to be the obvious option considering the disruption that large scale infill would create. This would also dampen public outcry which always comes to the fore when a large building project is proposed within the village parameters. Building on land to the west of the village at Sandwath lane would generate much less opposition from residents and also create less disturbance for villagers, also as mentioned by ARUPS in their survey, this particular area and landscape is not visually offending from within the village itself.

The Sandwath Estate has blended in very well with the village and the traffic has had very little impact on the village. Potential building plots on the map are CFenton-11, CFenton-

12 and CFenton-13, all of which would sit comfortable alongside the houses on Sandwath Drive. There is very easy access that would not impact on current residents as Sandwath Lane is a cul-de-sac with very little traffic compared to other areas on the map where access points would cause congestion, especially at bust times.

CFenton-6 would cause problems as it is right near the school and that particular road is very busy indeed especially at taking and picking up times from school very busy indeed.

CFenton-8 has terrible access near the station carpark right at the bottom of the bridge. That area is always full of parked cars as the station carpark cannot cope as it is and this problem will only increase if the potential cross-rail links come to the fore.

Q8. (VGB)

Again HS2 and HS3 would have a big impact if the proposed route gets the go ahead. If these developments do go ahead as well as East Leeds Airport, then taking land out of green belt would make sense, especially if taken from areas that carry a less important stature with regards wildlife/environment.

Q20. (HA)

The main outlet used by motorists from Church Fenton is at Barkston Ash where the road junction joins the A162. This is an extremely busy junction at peak times which is accentuated during dropping off and picking up time for the village school. This problem is only going to get worse over time, especially as Church Fenton is almost certainly going to have a large increase in traffic over the coming years with the airport and also the film studios that are planned at the airfield site. Traffic will also be increased if potential new rail links and infrastructure are given the go ahead.

Q11. (DSV)

I think Church Fenton is crying out for growth simply because of the rail/road and potential air links with Leeds East Airport. It would appear that Tadcaster is strangled with regards to future growth for reasons associated to one of the brewing firms in the Town! The next largest community is Church Fenton and it already has far more to offer than Tadcaster with the afore mentioned links. A lot of commuters already travel to Church Fenton specifically to use the railway station, add to this the fact that Ulleskelf will lose their station if HS2 gets the go ahead and it is only going to get busier. Overall I think it would be far more economically viable to concentrate on the service villages that have the most to offer rather than spread the load thinly among many villages which would cost a lot more.

Q12. (DSV)

The amount of dwellings that should be built in the designated villages should be determined by what each individual village has to offer. Overloading villages that have

very little to offer in terms of infrastructure creates problems that have a knock on effect with other aspects of village life.

A recent report (December 2014) written by Michael Wand, chief architect on HS1 suggested that Church Fenton had the potential to become a Garden City project with Leeds East Airport taking a leading role with new rail links driven by the airport. This would suggest that Church Fenton is recognised at a high level as a community destined for bigger things and a great opportunity for economic growth spread across a wide range of businesses.

Copied below is the text from that report including a map showing how a fast rail link could also serve Leeds East Airport. The report was written in December 2014.

“The corridor of northern cities stretching from Liverpool and Preston in the west to York and Hull in the east has an economic and skills catchment big enough to become an economic counterweight to London, but its key parts are not fast-connected. The Lancashire and Yorkshire rail networks serve their own parts of the corridor, but they are kept at arm’s length by one of England's major economic barriers, the Pennines.

The Crossrail would join the northbound ECML near Church Fenton, close to the best two options for a new Leeds-Bradford Airport: Church Fenton, currently an RAF base and Elvington, previously an RAF base. Both (like areas of mid-Lancs) are in territory with potential for the type of garden city developments foreseen by the Wolfson Prize winners in September.”

Michael Wand is retired. He was Strategic Adviser to the HS1 route-planning team, 1990-94, and Chief Development Surveyor, London Docklands, 1981-84.

