

From: J F [REDACTED]
Sent: Sunday, August 27, 2023 10:32 PM
To: TRANSPORTINFRASTRUCTURE <TRANSPORTINFRASTRUCTURE@dft.gov.uk>
Subject: Network Rail (Leeds to Micklefield Enhancements) Transport and Works Act Order

Dear Secretary of State,

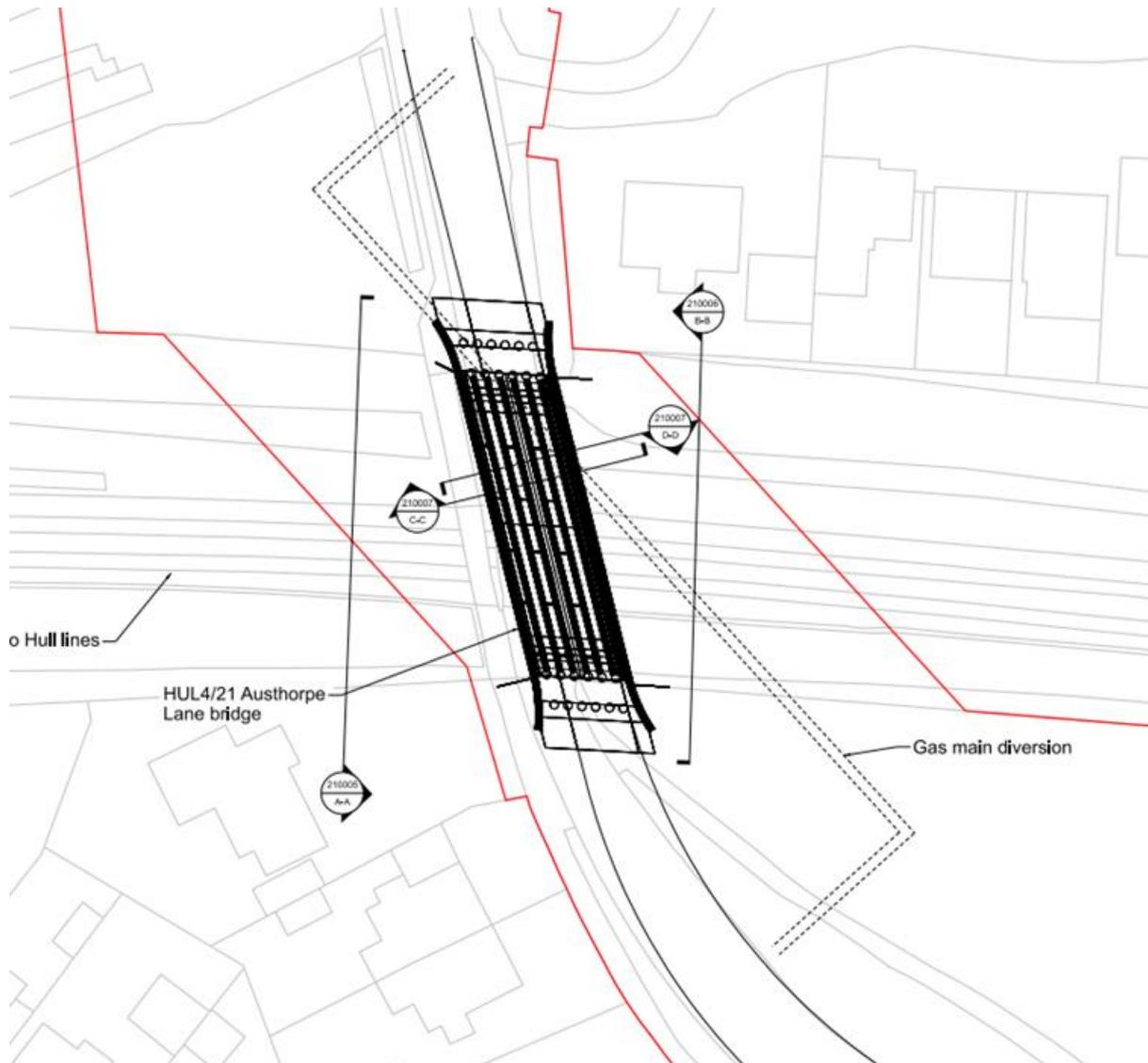
Objection to tree felling near Crossgates

I hope this letter finds you in good health. I am writing as a concerned resident and a passionate advocate for the preservation of our community's natural resources. I recently learned about the plans to construct a gas main pipeline through our beloved community woodland, and I feel compelled to express my strong objection to this project.

The woodland to the North of Austhorpe Lane, boarded by the Leeds-York/Selby railway line holds immense value for both the environment and our community's well-being. It serves as a sanctuary for local flora and fauna, including several species of bats, a recreational space for residents of all ages, and a place where families come to connect with nature. The woodland has played a crucial role in maintaining the ecological balance of our area and has become an integral part of our community's identity.

While I understand the need for infrastructure development, I firmly believe that the unnecessary destruction of our community woodland for the construction of a gas main diversion pipeline is an unjustifiable compromise. There are numerous alternative routes and methods that could be explored, ones that do not involve the destruction of a vital natural space. The negative impact of such a project on our environment, biodiversity, and the mental and physical well-being of our community members cannot be overlooked. Additionally the gas main visible over the active railway line can also be seen on the former Weatherby line shown on drawings 151666-TRA-00-HUL4-DRG-R-SG-310001 and 151666-TRA-00-HUL4-DRG-R-SG-310002 if the removal of

the whole woodland is required to lower it to a safe depth under the railway it will be too shallow to pass under Austhorpe Road and attach to the existing pipe adjacent to the farmstead.



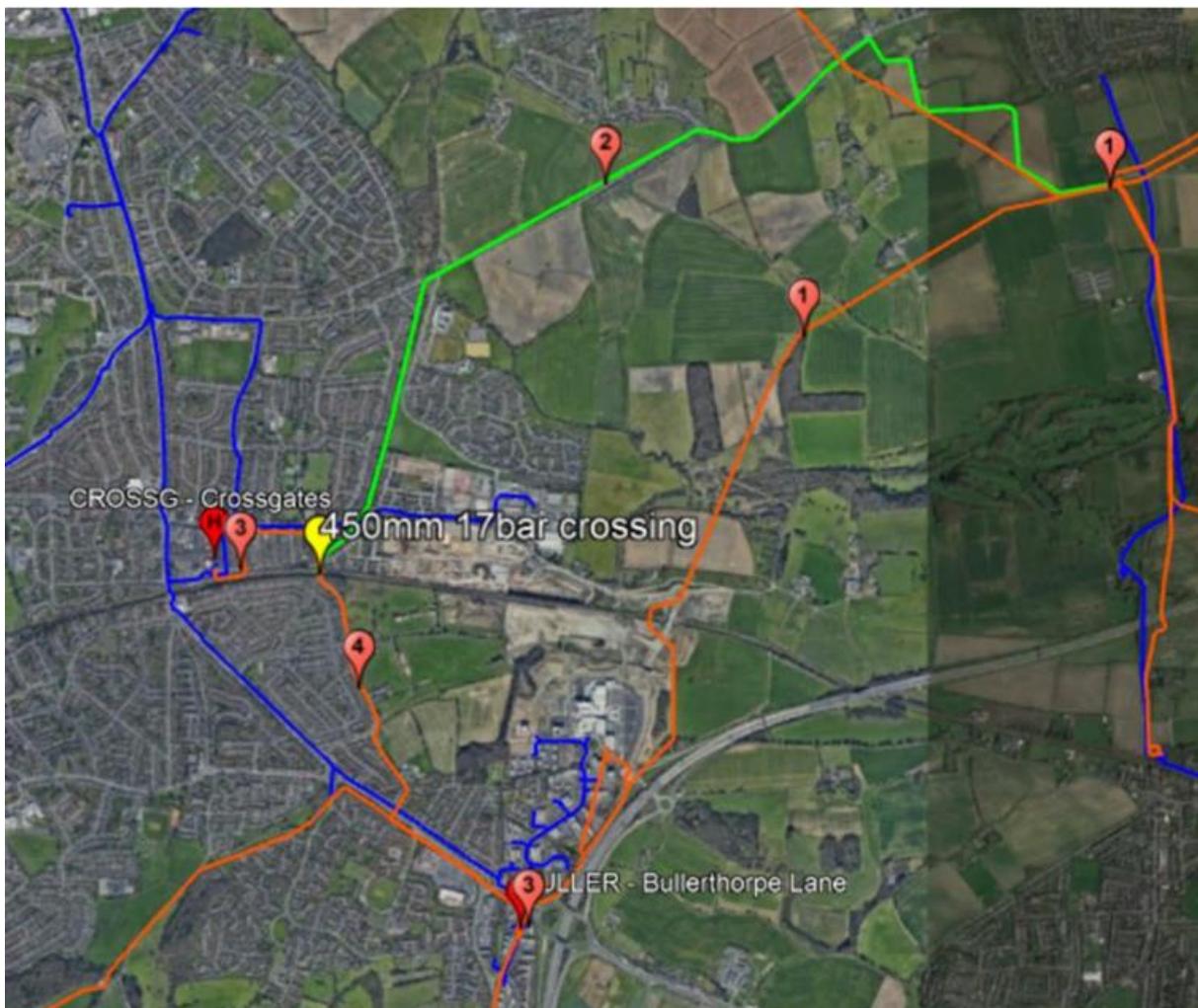
In addition to the environmental concerns, there is a broader issue of community engagement and participation. The decision to proceed with such a project without proper consultation with the residents who stand to lose this precious woodland undermines the principles of democratic decision-making. Our community's voice and concerns must be taken into account when making such significant decisions that will affect our lives and the lives of future generations.

I kindly urge you to reconsider this project and explore alternative routes that will avoid the destruction of our community woodland. I

implore you to conduct transparent and meaningful consultations with the residents who will be directly impacted by this decision. Together, we can find a solution that meets the needs of our energy infrastructure while preserving the natural heritage that is so important to our community.

Everyone supports the long-standing ambition to electrify the railway line but not at the cost of the woodland as the mature trees are not replaceable. NGN said in their report (A23.F-NGN-RIIO-2-Investment-Decision-Pack-TransPennine-EJP.pdf)

A gas Diversion via Manston Lane, under the railway by the moon ponds then back through the woodland would cost £9.8m, but the preferred option is to spend £9.7m reconfiguring the network by installing a new pressure reduction station (PRS) by chopping down trees in this residential area, and decommissioning the two PRS at Crossgates & Bullerthorpe Lane.



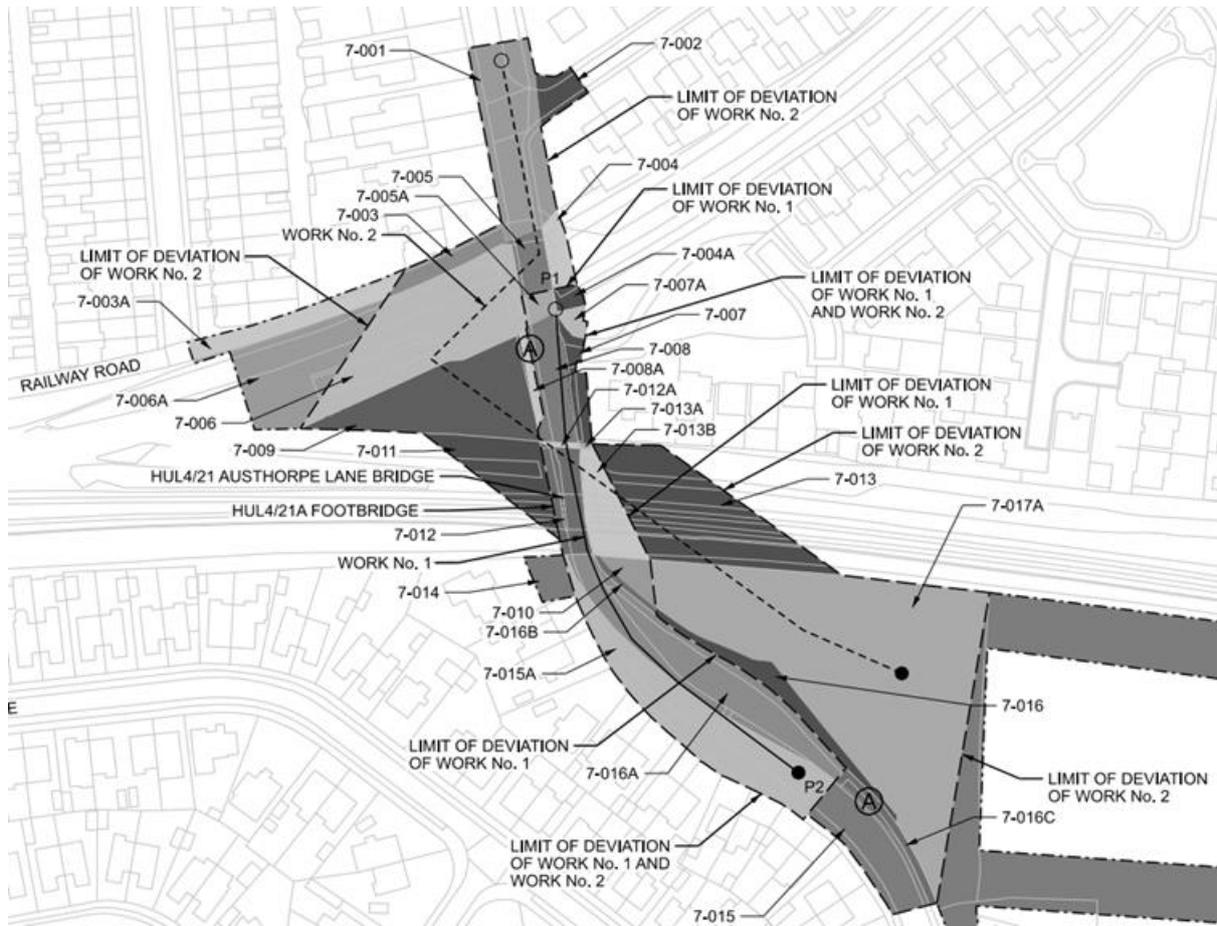
option 3. Downrating of 38bar into Leeds (1) removes the needs for Bullerthorpe Lane PRS, this site can be decommissioned and removed (3). IP reinforcement into Crossgate (2) removes the need for Crossgates 19-2bar PRS, this site can be decommissioned and replaced with 6.9-2bar district governor.

An improved modification of this would be to keep line 1 (Bullerthorpe-Barnbow) with a new link pipe along Manston Lane to Crossgates, thus removing the need for pipeline (4) Austhorpe Lane and railway crossing creating flexibility for the location of a new PRS including keeping one PRS location at Crossgates/Bullerthorpe and decommissioning the other, or keeping the current layout.

The pipe should also be perpendicular to the railway, a better alignment would be directly under the adopted highway(at Austhorpe Lane or William Parkin Way) and not via the private woodland. I believe this would also be a low cost as it's just the construction of a new 1.58 km large diversion pipe, nearly half of the discounted proposal for a 3km via private land.

The proposed replacement Railway bridge here is a similar width to the existing narrow hump bridge, I believe a 5.5m carriageway with a 0.5m buffer to one side and a 2m footway at the other is dangerous as hostile/errant vehicles can mount the pavement, hit pedestrians or the bridge parapet. The kerbs should be a minimum of 300mm high to prevent this.

On the Crossgates side, the existing ~1m high pedestrian guardrail allows an unobstructed view of the railway and approaching trains for all people, Replacing this with 1.8m wall may lead to people attempting to climb over/onto it to view trains, last time we were there on the evening of the 9th July to see the flying Scotsman they were approximately 30 other people including children.



HIGHWAYS TO BE PERMANENTLY STOPPED UP	
AUSTHORPE LANE AND AUSTHORPE ROAD	BETWEEN POINTS P1 AND P2

HIGHWAYS TO BE TEMPORARILY STOPPED UP	
AUSTHORPE ROAD	WITHIN ORDER LIMITS
AUSTHORPE LANE	WITHIN ORDER LIMITS
RAILWAY ROAD	WITHIN ORDER LIMITS

Drawing 151666-TRA-00-HUL4-DRG-R-SG-110004 states the road from P1 (south of Wetherby bridge deck)-P2(173 Austhorpe Lane) will be permanently stopped-up, this means the new road and bridge will be a privately owned public road maintainable at Network Rail (or other) expense, as their maintenance budget and safety-critical staff resource

is being reduced I imagine they would want to enter a section 38 agreement to transfer ownership (and maintenance) to Leeds City Council, however, this can not happen as this does not meet any adoptable standard (one is a minimum of 3m shared-use foot & cycle path throughout the new development, in this case connecting the new path out of the Limes, over the railway). Crossgates station used to have a footbridge, but this was left to rot into a dangerous condition and then demolished by the railway authority I fear the same fate for this bridge. The existing footbridge was added as the footpath across the existing road bridge was not considered safe for pedestrians, to reinstate this footpath considering the increased number of vehicles using the bridge would be a foolhardy and unnecessary risk to pedestrians.

The existing Narrow/Weak bridge has a 7.5t weight ban this acts as traffic-claiming and prevents large vehicles from running through the Deven estate any improvement to this road would induce more demand and increase trips in the residential area. I would like proper community engagement to consider and poll multiple options including traffic lights, one-way street, buses and emergency access only, and pedestrianisation

Please consider this letter as a representation of the collective concern shared by many members of our community. I look forward to your response and hope that we can work collaboratively to find a solution that benefits both our energy needs and our environment. Thank you for your attention to this matter.

Sincerely,
Joshua & Peter Freeman

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