

**From:**  
**To:** [Site Allocations Plan](#)  
**Subject:** PDE00047\_Objection to proposed developments along the Aireborough corridor  
**Date:** 23 September 2015 09:20:27

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D W Wood, 67 Coach Road Guiseley, LS20 8AY

Dear Sir / madam,

I am writing to you regarding plans that have already been initially approved, for yet more extensive housing developments along the A65 Aireborough corridor. I wish to outline the state of the whole A65 corridor (and Guiseley in particular) as a result of previous developments, and register my opposition to anymore housing developments anywhere along this corridor, and particularly on the proposed Coach Road / Silverdale Estate site.

The basis for my opposition:

1. The road infrastructure is totally overloaded and gridlocked already. For much of the day, traffic is backed up from Guiseley right back to Rawdon and even right back into Greengates and Eccleshill parish church in that direction. It is the same in every direction. On weekends it is just as bad, with the two retail parks adding to the traffic load along the A65. The proposals for more extensive house building will only exacerbate the already massive problems on our roads if they should go ahead. The proposed developments at High Knott Wood Field at Rawdon and Coach Road in Guiseley, have only one road in and out of the area and already are very difficult to get out of by car. I have done some research on the Silverdale estate, including the Bransdales, Coach Road, etc. There are 384 houses on the entire estate now. Proposals suggest building about 100 houses more on here, making approx 490 houses, a rise of about 30%. It is bad enough now trying to get out onto Park Road out of the Silverdale / Coach Road estate, so what will it be like with a rise of 30% more cars all trying to get out into Park Road if this goes ahead? Traffic is backed right up Park road most of the day, and exit from the Silverdales is already a veritable nightmare at times.
2. In Guiseley, schools, medical practices, etc, are at breaking point. What will it be like with thousands more people living along the A65 corridor, with hundreds more people again living in Guiseley and wanting access to all the facilities / infrastructure too?
3. The whole area has already had more its share of developments in the last 15 years, with 2000 houses already added in this time, as well as two large retail parks.

The large housing developments over the last few years in Guiseley alone are:

Back Lane, High Royds, Netherfield Road, Westfields, Parkinsons, and Harry Ramsdens. The two large retail parks, are attracting lots of extra traffic, as well as the massive house building in several places, bringing thousands more people trying to use the finite resources / limited infrastructure.

Not satisfied with the already massive changes and total overload of the area, you

now propose further massive impractical and destructive developments to our area. The A65 is the second most congested main road in Britain, and (according to a civil engineer I spoke to) is literally sinking with the massive overload.

4. The government housing proposals are for 'affordable housing' for young families / workers, yet houses built along the green belt land will be expensive properties that are totally out of the reach of young families. These proposals are basically developer led, and developers are only in it for the profit, hence their plans for building on prime land in affluent areas. They do not care about our area, or any area for that matter. Neither do they care about the rare species of birds and animals that they will destroy in the process. Look at their behaviour at the High Royds developments, where they reneged on all their promises regarding that site. I remember it well. They talked of a doctors surgery on site, chemists, subsidised public transport for residents, etc. None of it was honoured, they wriggled their way out of the lot! They will promise the earth once again on proposed sites, and renege on them all if they go ahead.
5. Green Field area along the A65 corridor are essential for all the reasons already outlined in government and local authority literature, such as keeping communities with their character and without all overlapping into one mass urbanisation. Rare plants and animals inhabit the green belt areas and they are a source of recreation for walkers, cyclists and nature lovers. Proposals suggest destroying whole swathes of historical areas of beauty and recreation, when there are plenty of brown field sites where affordable housing can be built instead, such as on the old Tetley Brewery site, which incidentally is better placed for transport links into Leeds, etc. That site and others are perfect for redevelopment of affordable housing with good transport links in the primary places of employment and business. Since the goal is to build affordable housing in the Leeds City Area, the brown field sites offer more scope for housing to truly be affordable. Developers do not want to build such affordable housing as it reduces their profit margins.

I hope the residents already living along the A65 Aireborough corridor are finally listened to, and no further developments are approved for this already totally overloaded area,

D W Wood