

**From:**  
**To:** [Site Allocations Plan](#)  
**Cc:**  
**Subject:** PDE00263\_PROPOSED DEVELOPMENTS GUISELEY - HG2-5 (Sites 2163a\_1180a\_1311a) Coach Road .  
HG2-6 (1113) Allotments Silverdale Avenue,  
**Date:** 24 October 2015 12:02:07

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To whom it may concern

I wish to challenge the above developments on a number of grounds but firstly I would like to make some general points about the way that the council has handled itself.

- I attended a consultation at Guiseley Methodist Church where members of the council were present to explain and answer questions. There was a large attendance over the day (estimates ranged between 1000-2000 people), but I suspect not many people left thinking that the council had listened to their views. Certainly the designated sites were identified and placed in context of the overall plan and the need to build 70,000+ homes for Leeds. The fact that this figure is disputed (44,000 from ONS data), almost by half was ignored during any discussions I had on the night. It felt more like a telling than a consultation.
- There was no formal presentation of the plans – so no single package of information was delivered to everyone. We were left to piece together what we could of the rationale etc from wall charts, leaflets and whichever council representative we were lucky enough to catch in a crowded and chaotic gathering.
- Most local people are worried about whether the existing infrastructure will support these and other proposals around Guiseley and we were told that no such investigation had been undertaken, nor would it be. Rather odd gambles to take considering how congested the A65 corridor is already and also how pressed local services are. Following on from above I understand that the Leeds City Council SHLAA did not include:
  - o a traffic survey of the sites
  - o An ecology survey – assessment based on negligible data.
  - o Inadequate flood risk assessment which ignores known springs
  - o Impact on air quality (NO2) with huge increase in traffic/ local gridlock.
  - o Ignored the fact that it was a Conservation Area & Special Landscape Area
  - o Access to education and a negative impact on the local community

Surely this is not a sound approach?

- There is no evidence of a joined up approach to development between councils in the area – particularly Bradford CC.
- Most Brownfield sites around Guiseley have now been developed. Why do the council think they then have the right to remove green belt from its designated use? Surely the fact that 90% of the Aireborough sites in the plan are designated green belt is questionable. These proposals will completely change the character of this area.
- Allied to this; not only is Green belt threatened, but 2163a is within the Guiseley Conservation Area and I understand that a 100m buffer zone should be

considered. The buffer zone would cover all of 1180a and part of 1311a. The council have ignored this completely. This seems an unsound approach to take, particularly because of potentially serious access problems.

- When it seems logical to assume that there are many brown field sites around an old industrial city like Leeds waiting to be developed, it appears reckless to target so much greenbelt within Aireborough.

I now come to my more personal observations of the impact on Guiseley and Aireborough.

**Ecology and loss of Greenbelt.** Springs Road which leads down to Esholt Woods is an ancient 'green' lane mentioned in the Domesday Book. The whole area is a wonderful ecological site and part of the greenbelt. I have personally walked this area every week and seen deer, Jays and Woodpeckers, amongst many other animals there on a regular basis. It is enjoyed by many people in the area and is a peaceful breathing space.

It is a great buffer between Guiseley and Esholt and should be preserved as such.

**Local Services.** I know that there is the possibility of a future school on one of the coach road sites. However I understand this will not be built until later – if ever. We have seen in the past that new developments pay lip service to local needs at the planning stage and concessions like schools and services that developers make to get plans passed then fail to materialise.

Developments on the Highroyds site in Menston and at Springs Mill in Guiseley, and others over the last few years have meant that local schools have had to build more classrooms to accommodate the influx of young families with children – and are still doing so.

We also know that there is no proposal to expand GP provision in the area. This causes pressure at primary care level for everyone.

**Access to Park Road.** I have a genuine concern about traffic around the Silverdale Estate. I believe the proposals include provision for the adoption of the Coach road/Park road junction. The land concerned is in private hands. Can the council guarantee that this access will happen? If it doesn't the consequences for the existing Silverdale Avenue/ Park Road junction need to be measured. The estate entrance here is quite narrow and cars park both sides. It is already hazardous at times.

At certain times the A65 through Guiseley is already like a parking lot; particularly at rush hours and sometimes at weekends. The air quality must be poor.

**Train travel.** Commuting to Leeds by train is a great alternative to using the car. However services are already crowded and standing room only from Guiseley is not uncommon in rush hour. What steps have been taken to ensure that the train company is aware of the impact of these plans? Certainly they will have to adjust services to accommodate so many more passengers.

**Highways** The A65 is one of the main roads into Leeds. Local Authorities along its length make housing plans. All the extra cars have one main route into Leeds. The idea that improvements to the Horsforth roundabout will significantly improve our local congestion seems ridiculous. (Incidentally this already seems to be happening so is not aligned to these proposals in reality).

Finally, I cannot accept that LCC have no intention to investigate whether local services can support their proposed developments. How can a council call a proposal sound when they do not intend to measure its impact on existing schools, surgeries and local roads? Surely, the council, if it is acting soundly should be looking at all of this. They can't just put hundreds of houses in an area and then wash its hands of the consequences on all the residents.

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