

From: [REDACTED]
To: [Site Allocations Plan](#)
Subject: PDE00391_Leeds Local Development Framework(Local Plan),Site Allocations Plan & Aire Valley Leeds Area Action Plan-Publication Drafts
Date: 07 October 2015 21:01:19

I recently attended the viewing of the Draft Site Allocation Plans for my area at the Methodist church on Oxford Road. I am particularly interested in the sites 1180,1311A and 2163A and Guiseley in general.

Having viewed the plans and seen the proposals I wish to tender my objections to the proposed plans as they now stand. The sites are currently green belt and, heretofore, have been protected under the National Policy Framework and the Planning Practice Guidance notes. These notes particularly aim to prevent urban sprawl, keep open land open, retain the characteristics of openness and permanence and provide distinct boundaries between local authority lands. The proposed plans fail to meet these requirements in the following respects:-

Urban Sprawl and Openness. The encroachment onto the green belt areas, of which the proposed sites form a part, means that there will be a considerable reduction in the open areas available for the enjoyment of all members of the public as recreation areas. The above attachment shows part of the definitive map for the area and it can be seen that there is a public footpath running from the bottom of Coach Road up to the top of Old Coach Road and then down Old Coach Road (along site allocations 1311A and 1311B) to where it joins the public footpath running along the bottom of site allocation 1311B. The conurbation of Rawdon, Guiseley and Menston will be made even larger increasing the urban sprawl to such an extent that there will virtually be nothing to show where the dividing lines between the three areas are.

Encroachment and Division between Local Authorities. With the proposal for 83 houses AND a school on the sites the area dividing Bradford MDC and Leeds is reduced from its present width to one of only several yards in places thereby “fudging “ the boundaries.

The Infrastructure. The sites are located on the edge of the Silverdale estate and run mainly along Coach Road. This area is currently served by one access/egress road, Silverdale Avenue, which is narrow and when cars are parked on either side of it allows only one stream of traffic down its centre which in itself is extremely tight for service vehicles, such as refuse, fire and ambulances, to pass. To increase the traffic on this heavily congested road especially at peak times would have serious consequences such as increasing the time to exit onto Park Road; to cause back up of left turning traffic from Park Road into Silverdale Avenue caused by restricted access; to cause major delays to traffic on Park Road heading to the Morrison’s roundabout caused by traffic waiting to turn right into Silverdale Avenue, all of which are experienced by residents at the moment. The Site Allocation Plan alluded to a proposed access being created by the adoption of Coach Road to its junction with Silverdale Mount. This is highly unlikely or will at least prove to be highly expensive as this part of Coach Road is privately owned and there seems to be a great reluctance on the part of the owners to sell their rights to the road to provide access to the bottom end of Coach Road as this would severely impact them with the increase in traffic flow past their homes and gardens.

The bottom end of Coach Road cannot be made easily accessible due to the railway line over which there is a small bridge which would, at best, require strengthening and widening and, at worst, need replacing altogether with the consequential disruption to train services whilst the

work took place. This option is further complicated by the fact that the road running alongside the railway track and out to the A65 past the retail park is, I believe, at least, partially privately owned – more expense and delays to any project.

At the meeting I asked if there had been any traffic surveys performed to assess the current volumes of traffic at different times of day on Silverdale Avenue and was informed that there had not. How can decisions as to the impact of 83 houses and possibly a school be made without knowing the current usage of the main access/egress route?

Transport. It is well documented that the rail and bus networks are struggling to cope with the volumes of commuters/travellers into Leeds and Bradford at peak times and that on the trains it is extremely difficult to get a seat and that the carriages are overcrowded with standing passengers. How, by introducing even more commuters from the proposed number of houses in the Guiseley/ Aireborough area, is it possible for these trains to cope without again the tax payer having to pay out for “improvements” to the lines or rolling stock and in what timescales could any “improvements” be undertaken?

The buses are, during peak times, not providing a much better service than the trains and, in fact, it can and is worse on most days with journey times being much longer than during the rest of the day. This journey extension time is caused by the A65 being congested to the point of gridlock! A point well known to everyone including senior members of Leeds Council. I quote councillor Richard Lewis in an interview for Look North Yorkshire on 29th September 2015, “Anybody who knows the A65 and that area knows how congested it is. How there is a need to take traffic off roads like the A65 and A658...”. If this is the case how can the council propose to put more traffic onto the A65 by building some 2000 more house in the area of Guiseley, Rawdon and Menston?

Doctors and Dentist. The current doctor’s and dental surgeries are under considerable strain to cope with the existing population and to increase this strain by the introduction of many more potential patients who will inhabit the proposed homes will bring the system to breaking point. It is a well documented fact that it is difficult to get new GPs and that many existing GPs are looking to retire early and that the country as a whole is not producing enough dentist to cope with demand so how will the area cope when these new dwellings are built – longer waiting times and longer times between appointments I suppose.

In conclusion I think that the proposed development is ill conceived and has not been thought through well enough to be undertaken now or in the near future and as the local member of Parliament Stuart Andrew has stated in the press and the House the premise upon which the number of proposed dwellings for the Leeds area is based is flawed and based upon out of date data and should be revised downwards and put to the people again. Maybe then the requirement could be met with brown field development and the green fields so important to all of us could be omitted from any proposals.

Yours sincerely

Graham Meegan
69 Coach Road, Guiseley, Leeds, LS20 8AY