

**From:**  
**To:** [Site Allocations Plan](#)  
**Subject:** PDE00547\_Leeds Site Allocation Plan - Ref 2163a,1180b, 1131a and general - consultation  
**Date:** 09 November 2015 12:18:48

---

C R Thompson

34 Silverdale Grange

Guisseley

Leeds

LS20 8PX

09/11/2015

Dear Sir or Madam,

Please find below my comments regarding the below mentioned plans.

**Site Allocation Plan – HG2-5 and HG2-6 Coach Road and Silverdale Allotments ref (2163a, 1180b, 1131a, 1131B, 1113 and general comments):**

**Is the plan Positively Prepared, Sound and Sustainable?**

I do not think that the plans are positively prepared, nor sound/sustainable as pre-planning has possibly taken place, but measures to eliminate the negative impact of these plans on existing serious problems have not in my opinion been addressed.

**1)Recent Developments**

The Guisseley area over recent years has experienced considerable new housing developments leading to a large increase in the numbers of people, cars etc placing high demands on already underdeveloped or inadequate infrastructures and this is prior to any further developments proceeding' these include:

Crompton Parkinsons Netherfield Road

Moons cricket pitch and fields Netherfield Road

Highroyds

Silver Cross and Back Lane

Queensway

Springhead – Springfield Road (ongoing)

Are the above developments not taken into consideration when considering further development (expansion) with regard to demands on the existing services etc?

**2) Road infrastructure**

Roads at the present time in and around Guisseley are gridlocked at peak times every day seven days a week. A65, Park Road etc. Silverdale/Coach Road estate are accessed by one road only, Silverdale Avenue. The initial section of Silverdale Avenue has terrace houses on both sides of the road and the greater majority of these houses have cars which through no fault of their own requires on street parking causing further problems for vehicles accessing the estate. Additionally exiting the estate into Park Road is problematical as a consequence of the large volumes of traffic on Park Road.

I believe that plans are in place to develop the current rough surfaced Coach Road. However, I have lived in this area all my life and on Silverdale since about 1975 buying a house built by Franklands who were succeeded by Wimpey. I was led to believe at that time that one of these developers gave some land or monies (not sure which) to Leeds Council to develop Coach Road at that time. This was never implemented and hearsay led us to believe that this was blocked by reason of objections by residents on Esholt Avenue or that the road is private? So please check your records with regards to future expectations.

Additionally if this road is made up both it and Silverdale Avenue exit into Park Road which is already congested so this would worsen the current situation unless major road infrastructure happens prior to any future development commencing. Having only one entrance and exit to a Morrison's supermarket on Park Road also adds to the chaos and long delays which extend along the A65 at several times throughout the day.

### **3) Schools**

Schools in the area are struggling to cope with numbers. I appreciate that a school is proposed for the Coach Road development but we were advised at a Council open meeting at the Methodist Church that this building could not proceed unless Coach Road is developed (see previous comment above). Additionally this would also add significantly to the congestion problems as parents tend to drop off and pick up children at school by car.

### **4) Health Centres/Dentists**

Once again these practices appear to be struggling now with patient demand so to build more houses increasing numbers of people would exacerbate this situation. Also numbers of doctors would need to increase not just buildings. Additionally I understand that a surgery was proposed as part of the Highroyds development and it never happened.

### **5) Electricity**

We are told by Government that levels of electricity production are levels are challenged with present demands so further development would seriously worsen this situation.

### **6) Drainage/Sewers (Flooding)**

The existing drains/sewers serving the area are very old and would quite possibly struggle with the extra demand leading to the stronger possibility of future flooding particularly as the Guiseley area is served by a number of springs.

### **7)Green Belt**

The body responsible for greenbelt classified all the Coach Road proposals as unsound for reasons they have reported. Additionally there is historical interest in the actual old Coach Road that runs down these fields to Esholt which would be destroyed with these developments. The fields are also local access to Esholt Woods which are a great place to walk through with family and pets alike. Have all Brown Field sites throughout Leeds been considered prior to destroying Greenfield locations and access to the countryside.

### **8)Consultation with other Authorities**

Leeds Council are required to consult with other local Authorities regarding their proposals for development. Apparently Bradford Council are planning major development bordering onto the Leeds boundary. From information received I believe only one such meeting between the two Authorities has taken place and in my view this is insufficient considering the scale of both Authorities plans that could lead to urban sprawl.

### **9)General**

The A65 from Guiseley into Leeds currently experiences severe difficulties with traffic flow. Despite recent alterations locally to improve part of the problem, Leeds council have made improvements at the Horsforth roundabout however, it seems when I have had occasion to use it that no significant improvement to traffic congestion problems have resulted.

Presently there are two ongoing building projects (Kirkstall Forge and Sandoz/Clariant) which when finished will severely add to the existing A65 traffic volumes and this is prior to any further housing developments being commenced. The Council also as part of future plans for access to the Leeds Bradford airport are in their proposals including provision for a new road from the A65 in the area of Rawdon Crematorium across fields to the airport. If accepted will this increase traffic volume on the A65 even more?

What pre planning is taking place to seriously improve the existing and future impacted problems with traffic volumes along the A65 considering the number of proposed developments that are planned if approved?