

From:
To: [Site Allocations Plan](#)
Subject: PDE01595_Site Allocations Aireborough
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Submission of Comments by Cllr Pat Latty, Guiseley & Rawdon Ward Site Allocations Consultation Aireborough HMCA

General Comments.

I do not believe that the Leeds Site Allocation Plan in respect of Aireborough HMCA is sound for the following reasons;

It is not **Positively Prepared** because it does not consider the actual housing needs of Aireborough, only seeing it as a place to put more houses.

It is not **Justified** as it does not explain how Aireborough can meet these targets and ignores the contribution already made with some 2500 homes over the last 15 years.

It is not **Consistent with National Policy** being based on building on predominantly Green Belt without having held a comprehensive Green Belt Review and its targets cannot be met without building on greenbelt and merging settlements.

In addition there is no suggestion of any infrastructure improvements, no improved roads, no employment land (within Aireborough) and no provision of primary education places other than an undeliverable school on Coach Road. The lack of any road improvements will concentrate traffic even more densely on the A65 with a huge rise in pollution levels. The A65 is a major traffic route with commuter and tourist traffic starting from as far away as Skipton and even further so it is already congested when our local traffic seeks to join it. It has seen no improvements through all the development we have already had and to consider the level of housing development suggested by this Site Allocation Plan suggests a complete lack of any understanding of highway capacity.

All these points are common to nearly all of the sites which I will now deal with individually.

HG2-5 (1180A – 1311A & 21263A) Coach Road.

This is Greenbelt, the three sites backing on to but not touching the Bradford Border. If Bradford chose to develop on their side it would virtually join the two cities. The main problem is that the sites are inaccessible without either using a narrow, heavily parked Silverdale Avenue which also serves as the only way in or out of the Silverdale estate, or compulsory purchase of the un-adopted, unmade road which forms the top end of Coach Road. This is a private road and the residents have resisted past efforts to have it adopted.

Another point is the suggestion that a primary school could be built here. It would be just about the worst place being on the edge of Guiseley and with access problems the same as for the housing. This site when taken along with the Allotment site mentioned above would put the cars from 112 additional houses onto the estate roads.

HG2-6 (1113) Land at Silverdale Avenue

This is a landlocked site currently an Allotment Site. It is inaccessible without throwing an extra burden on the narrow heavily parked Silverdale Avenue, the only way in and out of the Silverdale estate.

HG2-1 (3026) New Birks Farm, Ings Lane.

This is a Greenbelt agricultural site, wetland and a haven for a lot of wildlife, mainly birds, highly valued by local people. It also creates a corridor between Guiseley and Menston and building here would join the two townships.

Once again access would have to be on to the A65 via Ings Lane which is as it says a lane, totally unsuited to heavy use. The junction with A65 would create further problems on an already congested road.

HG2-2 (4020) Hollins Hill and Hawkstone Avenue.

This is a Greenbelt agricultural site on the crest of Hollins Hill. The only way in or out would be onto Hollins Hill a very busy main commuter and heavy traffic route between Guiseley and Bradford, or just possibly via Old Hollins Hill a very narrow lane which exits onto Park Road, one of the busiest local roads. Visually development here would be visible for miles and would mar a most attractive open space.

HG2-2 (3029) Wills Gill

This is a Greenbelt site which is an essential part of the green corridor separating Yeadon and Guiseley. It butts onto the conservation area and the medieval strip cultivation fields that form part of it. Any building here would certainly damage the character of these ancient fields. It would also fill in the last remaining green gap on Queensway.

Access would have to be from Queensway, a very busy commuter rat-run through an estate with no drives or garages, so heavily parked.

HG2-3 (1255B) Shaw Lane(land at)Guiseley and Banksfield Mount, Yeadon.

This site joins the one described above (Wills Gill) maintaining the green space between townships and the same comment applies.

HG2-10 (1221) Gill Lane, Yeadon.

This site is the last remaining green field site between Nether Yeadon and Guiseley. It is butting closely onto the Nether Yeadon Conservation Area which is the site of the beginnings of industry in Aireborough. Any development here would not only create continuous housing from the eastern boundary of Rawdon through to the western boundary of Guiseley but would encroach on and devalue the ancient historical conservation area.

Access would be from Gill Lane, a narrow lane unsuitable for heavy usage, and then directly onto the A65 and I have already dealt with the problems that road has.

That is my submission and my reasons for believing the Leeds Site Allocations Plan as it applies to Aireborough HMCA to be unsound.

Cllr P A Latty

Guiseley and Rawdon Ward