

From:
To: [Site Allocations Plan](#)
Subject: PDE01757_Plans and the Development Framework
Date: 13 November 2015 16:34:45

Dear Leeds Planning Consultation Department

I wish to comment on / contribute to the consultation on the **Leeds Site Allocation Plan Section 3 Area proposals: 1. Airebrough.**

- 1) Whilst accepting that Leeds City Council must provide future housing stock, from my own experience it is evident that the need for Guiseley is, **for first homes and affordable homes for first time and lower income starter homes.** None of these sites identified, due to their inherent land cost, will or can be used for the affordable housing. It is essential that any or most further house development in this area **must be affordable housing.**

- 2) The over development, in my opinion, of the A65 corridor, has **not** been matched by development and traffic management to prevent road congestion and has resulted in an increasing traffic "over capacity." This has been further compounded by the lack of Leeds City Council to ensure that developers follow through, and complete agreed traffic management agreements. Adjacent to the Site HG2-5 there is a very busy cross road junction, Hollins Hill, Park Road, Hawksworth Lane and Bradford Road (Guiseley). The developers of HG1 -1 Bradford Road -High Royds, Menston, agreed to install traffic lights as part of the Section 160 agreement. They then delayed this "until the housing on High Royds site was complete". I note in the draft document of September 2015, that all proposed houses have been started, and yet no planning, certainly no development or construction of these lights has been commenced. In my opinion, no further development by this firm should be considered until these traffic management / safety issues are addressed and completed, on grounds of traffic movement safety.

- 2) Since 1960 the development of Airebrough, and especially Guiseley, has seen the construction of near 2,400 new houses, but as yet not a single new school has been made. Schools have been rebuilt, SS Peter and Paul's Catholic Primary School has been replaced, but it has less places and is grossly over subscribed. This proposed for the construction of 62 houses in phase 1 and a further 1264 in phase 2 is unsafe, due to the lack of amenity services and buildings. No further housing development should be considered until the under provision of Schools, Doctors, Dentists and community buildings is addressed. Some of the identified brown field sites should be used for this construction **FIRST!**

HG2-6 Silverdale Ave, Guiseley.

This greenbelt land used for allotments which are fully allocated. Loss of these allotments would cause a serious loss of local amenity. The land is prone to flooding and is 'boggy' for up to 4 months year on the east side.

HG2-1 New Birks Farm, Ings Lane, Guiseley

The land serves all five purposes of Green Belt land as defined within the NPPF

The land is in active economic use and has a well trodden footpath through the area. Mire Beck is susceptible to overflowing its banks.

It is identified in Leeds Habitat Network and is home to diverse fauna and many mature trees and hedgerows including TPOs.

It borders Guiseley conservation Area.

The Ings defines Guiseley as a settlement separate from Menston forming a Green Belt Buffer between the two. loss would need to merger of the two villages as urban sprawl

The local infrastructure is not sufficient to cater for a major new residential development, particularly given the current A65 congestion issues
There are other more appropriate, suitable and deliverable sites for residential development within the Leeds District which are not designated as Green Belt – many of which are brown field sites

HG2-5 Hollins Hill and Hawksworth Ave Guiseley.

This is a quality Green Belt site that is designated in the 2006 providing a "greenbelt" between the urban sprawl of Bradford and the housing of Leeds.

This site is closely associated with a Grade 2 listed building built 1720. Also is 59.12m from the farmhouse to the boundary of the site. The farmer is a Meat Farmer whose business would be severely impacted.

Hollins Hill continues into Bradford Road (Guiseley) which has on one side the protected " arden city" site of Tranmere Park

The road access to this area is already over congested, and would not possibly create one sustainable to allow access to the proposed number of houses.

There are concerns that there has been on going risk of ground water spillage on to the adjacent Hollins Hill. Construction of houses would make this much worse.

Since the site is at the top of a hill (Hollins Hill) this construction would seriously diminish the long established views of adjacent houses.

HG2-5 Coach Road / Park Road Guiseley

The existing Esholt Avenue / Coach Road provides a defensible barrier to restrict urban sprawl.

The Western side of the sites borders Bradford and so construction would lead to the merging of the two CITY developments

The site is fringed with mature native trees, most of which is subject to

tree preservation orders, and is home to a wide range of treasured & threatened species –bats, owls, woodpeckers, wrens, foxes, deer as well as being regular resting sites for lapwings & curlews.

Springs Lane & the footpath through the area are in almost constant use for recreational access to Esholt Woods & Coach Road forms part of the Sustrans 'Aireborough Greenway' which provides a traffic free link to Yeadon for local commuters, school children etc.

Coach Road itself is unadopted and thus provides a very low traffic route for and is cherished by many, especially those unable to cope with the more rough paths down into the woods.

It is either wholly in or adjacent to part of the Guiseley Conservation Area, is a designated Area of Special Landscape; it is no 'ordinary' Green Belt.

Is a major recreational asset in constant use by dog walkers, mountain bikers, horse riders, runners etc

Coach Road defines the Western fringe of Guiseley and the surrounding land provides it with a distinct USP. Guiseley is in danger of becoming just another large housing estate if this green asset is lost.

The local infrastructure is not sufficient to cater for the existing major new residential developments, let alone anymore particularly given the chronic congestion issues on Park Road & the A65 as well as the overcrowding on trains at peak times. Guiseley has already sacrificed green land for development at Netherfield Road and almost all existing Brownfield sites have already been developed leaving us little land for Employment.

There are other more appropriate, suitable and deliverable sites for residential development within Leeds District which are not designated as Green Belt – many of which are brownfield sites.

Significant local support for conservation of the fields from local residents.

It is in active economic use, predominantly as grazing landAll these sites are designated Greenbelt land

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