

From: [REDACTED]
To: [Site Allocations Plan](#)
Subject: PDE01776_LDF Publication Draft Consultation - Birch PE
Date: 13 November 2015 15:31:12
Attachments: [LDP_BirchP.pdf](#)

Please see attached .pdf of my objections to the proposed development within Guiseley. Also a copy and paste below in case you cannot open the attachment.

Peter Birch

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Date: 12th November 2015

Email to: sap@leeds.gov.uk LDF Publication Draft Consultation

Forward Planning The Leonardo Building 2 Rossington Street Leeds
LS2 8HD

RE: Response to LDF Publication Draft Consultation Leeds Site Allocation Plan

Dear Sir / Madam:

I wish to draw your attention to a number of objections that I have in relation to the proposed development of the greenbelt /green field sites in and around Guiseley, in particular any development on the following sites is a huge concern:

- HG2-5 (1311a, 1180a and 2163a) known locally as Coach Road Fields
- HG2-6 (1113) the allotments in the vicinity of Silverdale Avenue
- HG2-1 (3026) New Birks Farm, Ings Lane

As a local resident living close enough to both of these proposed developments, I am of the opinion that they will have a serious and negative impact on my quality of life and that the small amount of greenbelt/green space in and around Guiseley should be protected and not used for further development.

These proposed developments should be excluded from the plans, as in my opinion the plan is not sound, however my specific objections comprise of the following:

The plan is not positively prepared:

The headline target of 70,000 houses for Leeds has been described as aspirational, in fact revised ONS figures put the required number in the 45,000 region. This lower figure is more realistic in terms of being achievable and will help to reduce the amount of greenbelt required to meet the plan.

- Currently there are not enough facilities to cope with the current number of residents in the local area, let alone an increase; the roads are choked for the majority of the day, the train is standing room only and the doctors/dentists/schools all have excessive waiting times/lists.
- No real assessment has been carried out on the affect the increase of traffic will have on the local area, in fact the council representative I spoke to said “its bad now and it will get worse, but the amount by which it will get worse is pretty small so you shouldn’t notice it” which is quite frankly a shocking admission that the traffic impact has not been investigated properly or that there is a plan in place to deal with the ensuing chaos.
- There has been no survey to establish what amenities any new development will require, such as new schools, doctors and a bigger station. No infrastructure plan to mitigate the influx of new people/cars/commuters.

The plan is not justified:

- There has been zero consultation with the local community or with the adjoining councils, there has been no evidence gathered to indicate that Guiseley needs or more importantly wants all of this extra development, the plan is merely a response to the desire of developers to build on land that they have available and have offered to Leeds Council.
- No comprehensive greenbelt review has been carried out, instead only those areas selected for development have been reviewed, local communities have not been consulted during this process either resulting in mistakes in the ecology reviews and a general lack of local knowledge.
- There is a distinct lack of employment in Guiseley and the wider area, meaning that all prospective new home owners will need to commute to a place of work, the majority of these people will have to travel to Leeds on transport infrastructure that is already at capacity.
- Multiple breaches of the NPPF; which states that the target level of housing development within the plans should be capped in line with the capacity of brown field sites to accommodate it, to protect and enhance greenbelt. The current plans significantly exceed this capacity, resulting in the permanent and unnecessary destruction of valuable greenbelt, which must be protected.

The plan is not effective:

- Developments in Menston, Burley and Apperley Bridge will all impact negatively on the A65, no consideration has been given to these proposals, because it appears Leeds and Bradford councils are not collaborating.
- A school on Coach Road is quite frankly ridiculous, the access is appalling, the Silverdale estate would be gridlocked with just the additional cars from staff, let alone parents. There is no evidence of a significant traffic scheme which beggars belief, the road is awful at the moment add more cars and more pedestrians is crazy and will surely compromise safety.
- There is no implementation plan for the above proposed school, no details on size, type, provider, date of opening etc which makes me think there is not really going to be a school there at all, or it will be thrown together at the last minute.

I disagree with the proposed developments as detailed at the start of this letter, but more specifically I would like to comment on the following issues as I see them:

- Landscape/hydrology
- Local Services
- Conservation
- Loss of Greenbelt
- Transport

Landscape/Hydrology: The landscape of Guiseley is predominately green especially as you get toward the edge of the settlement giving a feeling of being in the countryside, this green space acts as a buffer between Guiseley and the surrounding developments and to lose this would result in one large urban sprawl type development. There are numerous relaxing walks and areas of natural beauty around the proposed sites that developing should be very tightly controlled or even prohibited. There are countless trees and birds that call the green spaces in and around Guiseley (including the proposed sites) home, that should the proposed development happen would all be displaced, losing another countryside aspect to Guiseley as well as an irreplaceable and unnecessary loss of natural habitat. The hydrology aspect also concerns me greatly, Guiseley has avoided any major flooding (in the three years I have lived here) but there are areas that often result in a large amount of standing water, the large increase in surface area of tarmac and manmade surfaces all channeling water in to inadequate drainage does make me worry especially as there are numerous known springs throughout Guiseley. Also the natural height of the water table will be affected with the addition of new houses/developments increasing the risk of flooding or at the very least disruption due to water ingress. There is no evidence of a significant upgrade program for the drainage and sewerage networks that will have to cope with additional material to transport with no significant increase in capacity.

Local Services: The impact of the proposed new house's along with the excessive

development that has already occurred in Airborough over the last couple of years has and will put increased strain on the medial, dental, educational and leisure facilities in the area. There are no plans to build any new doctors or dentists, both gyms are full to bursting and the removal of valuable green space for exercise will only exacerbate the decline in the quality of life for individuals in Guiseley.

Conservation: The proposed sites are home to a multitude of different animals and plants, all of which will perish as a result of further development. The sites also act as a continuous chain of greenbelt allowing wildlife migratory and residential access across the area, the wanton destruction of this greenbelt will lead to isolation and possible demise from the area. Furthermore hundreds of people engage and interact with the countryside on a weekly basis, being they dog walkers, runners, rambles, kids, scouts/guides etc or school children on trips to allow development would deprive the local community of a meaningful way to interact with the natural environment.

Loss of Greenbelt: there are five official greenbelt purposes.

1. To check the unrestricted sprawl of large built up areas
2. To prevent neighboring towns from merging into one another
3. To assist in safeguarding the countryside from encroachment
4. To preserve the setting and special character of historic towns
5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

In my opinion the greenbelt in and around the proposed site fulfills three/four of the five criterion, in that development will result in urban sprawl, Guiseley is already big enough, will result in Guiseley and Esholt merging, will safeguard the countryside from encroachment and hopefully by not developing will force Leeds council to develop/regenerate the numerous brownfield sites available in and around south/east Leeds.

The fact that 90% of the sites in Airborough to be allocated are greenbelt is appalling and shortsighted, once greenbelt has been destroyed it is gone forever, we should be doing all we can to protect our greenbelt and green spaces for generations to come. There are plenty of admittedly more expensive/difficult brownfield sites in Leeds (especially to the south and east) that should be developed first where the benefits of new infrastructure and inevitable increase in income will have a more beneficial impact rather than a negative one, with people deciding to move away if their access to the countryside/greenbelt is compromised.

Transport: as previously mentioned the A65 is at braking point, it was never designed to cope with such a large volume of traffic, it is only an A road due to historic reasons, in all honesty it's a B road at best. The size of the car park at Guiseley station means cars

double parked up the entire length of the A65 making uninterrupted traffic flow almost impossible, if local commuters cannot find space on the A65 they park in front of residential houses along Victoria Road and Oxford Road, making it difficult for residents to park outside of their houses and for local children to cross the road in safety. The train is full in the morning and it is standing room only all the way to Leeds, there has been no indication of an increase in the number of services or in the number of carriages per service or new rolling stock as the current coaches are in desperate need of replacement.

How to make the plan sound:

- Accept the ONS reduced housing target of 45,000 houses
- Look to build the majority on brownfield sites first with greenbelt being a very last resort
- Start the plan again with a better methodology and greater public consultation and engagement with key parties, work closer with Bradford council
- Abide by the National Planning Policy Framework and carry out a comprehensive greenbelt review, using local resident expertise and knowledge.
- Have an infrastructure/works plan in place prior to site allocations or failing that build closer to areas with better more robust infrastructure and to where the bulk of employment opportunities are e.g. Central Leeds

On these and other grounds, I sincerely hope that you are able to act on my behalf and reject the progression of these development proposals. Please keep me informed of opportunities to present my objections to the planning panel, the public examinations and consultations, the submission of the plans and the potential outcome of the review. I would like to be present at the inspectors hearing and I would like acknowledgement of my response.

Sincerely,
Peter Birch Mr

Kind Regards,

Peter Birch

(m)
(h)



[LinkedIn](#)