

Summary of Guiseley 'Drop In' events, June 2007

The drop in sessions were well attended and the City Development Department received **336 representations**. Leeds City Council officers would like to **THANK YOU** for your participation in the event.

A report has been prepared by the Council which details the issues raised by the representations and identifies actions which are being taken in response to the consultation. The report has been prepared in consultation with Ward Members. This summary note details the key issues addressed in the main report.

Public Opinion

A number of residents commented on how public opinion was not taken into account when planning applications were assessed. All comments made, in respect of a planning application, that are **material planning issues** are addressed within the officer's report to the Head of Planning Services. In addition to letters of representation, the local Ward Councillors take an active role in supporting their community and its needs. Prime examples of this are the work that is being done to secure a commuters car park on Netherfield Road, targeting greenspace monies on improving play space and parks in the area and representing the community at Plans Panel (Panel of Councillors who determine local or strategically important planning applications).

Over Development of Sites

Guiseley is protected by a tight Green Belt boundary and it is important that it remains so to prevent Guiseley from becoming an extension of suburban Leeds or merging with Bradford. To ensure that the Green Belt, and land which has not been developed (greenfield land), is protected there is a need to make best use of previously developed land. However, it is important the character of the immediate neighbourhood is taken into account in making judgements about housing density. Also, to protect residential amenity, the Council's Supplementary Planning Guidance – Neighbourhoods for Living, gives guidance on distances between dwellings and gardens sizes.

Affordable Housing

Legislation has been strengthened in favour of providing higher levels of affordable housing. Since April 2007, on development sites of 15 residential units or more, 25% of the total number of units are required to be affordable. Prior to April 2007, the Council entered into negotiations with residential developers to provide 25% of the total number as affordable units on land of one hectare and/or 25 units or more.

There is normally no visible distinction between the affordable housing and other housing.

The following sites have affordable housing provision: **High Royds; Silvercross; YEB, Back Lane; Brook Crompton/Cooper Lighting; Netherfield Road and Greenwoods.**

Greenspace

The land to the rear of Aireborough Leisure Centre has been identified in the Council's Fixed Play Strategy as a site for a new, high quality playground within an improved park. Work has started on this through the laying out of a path. Plans are also in place to provide a picnic area here and, in due course, a children's play area once funds have been raised.

Allotments

Land at Coach Road is allocated within the UDP as allotments and this protects it from being developed for housing. In the event that the land is no longer needed for allotment use, the Council would continue to protect it as an area of greenspace and would aim to secure its improvement.

There is a planning application currently being considered for an extension at Victory Gardens, Rawdon and it is proposed that the allotments at Moor Lane, Guiseley are extended.

School provision

Pressure on school places is high. The current situation is that Primary provision in the Guiseley area is tight and St. Mary's Catholic School is full. Guiseley High School achieves its admission numbers at present with a number of children choosing it as their first choice over their nearest school.

Education Leeds are consulted on planning applications for new housing developments of 50 units or more in line with current policy. They assess the average number of children which would be generated by a particular housing development and judge whether it would put pressure on the existing school facilities in the area. If pressure on school places in the area rises, Education Leeds would require a contribution towards improving facilities.

Health facilities

It is not within the remit of the Local Planning Authority to predict where health facilities are required, this is the role of the Primary Care Trust (PCT) and where a demand is recognised by a private investor. However, the Council do advise the PCT about emerging development pressures and housing allocations so they can incorporate this information into their business plan.

The NHS funds GPs to provide services on a per capita basis, so as the population grows the income of the local practices grow to match demand. If they get to the stage where they wish to expand their premises or establish a new surgery, a business case needs to be submitted to the PCT for approval. In addition the PCT is also increasing its estate via the Leeds LIFT public/private partnership which works with both the PCT and Leeds City Council to modernise services. New centres have been built across the City, including Yeadon, and have helped deliver additional GP and community-based health services. It is recognised that there is a need to improve the exchange of information between the PCT and the Council in order to help match the provision of services with demand.

Drainage

Applications for new development are assessed for direct and cumulative impact on the existing drainage system and potential flood risk. Measures have to be taken to mitigate against any potential impact. If this is not possible then the Local Authority may object to a proposal.

Tran Mere Beck - The performance of the beck to the rear of Cavendish Road, is being monitored and homeowners have been contacted about the barriers that have been erected to direct run off/overflow from the watercourse away from their properties. These barriers only serve to take the flooding problem further downstream instead of addressing the flooding problem. Watercourse improvements to the beck are proposed, which should be a permanent solution. The cost of the improvements will be borne by the Council with contributions from developers. Yorkshire Water have put in place watercourse diversions downstream, which together with the improvements proposed by the Council should significantly and hopefully reduce/solve the flooding problems.

Train services

A financial contribution from the High Royds development was secured to improve capacity on the trains. Alleviating congestion on trains is limited by the constraints of the present Northern franchise and the physical limitations of the Wharfedale rail corridor. These points are being considered as part of the longer term City Region Transport Vision.

Airport

The Local Planning Authority would have to consider in detail any proposals for future expansion of the airport. With regards to the impact the airport has on the local highway network, work is planned with the airport company to examine how access to the airport may be improved which include options for a new link road and the possible provision of a rail/tram train link to the airport.

Congestion

The Council is aware of the level of development throughout the Guiseley area and beyond which has added to traffic levels and travel patterns on the A65. The A65 corridor will continue to be monitored as part of the regular traffic survey programme. In addition it is proposed to upgrade the Council's transport model in the area of North West Leeds during 2008 to assist strategic transport planning in the wider context. This will be used to help measure the potential impacts of any future development proposals.

Car Parking Concerns

Having secured the former car park at Brook Crompton/Cooper Lighting on Netherfield Road, the Council will assess car parking issues at Morrisons, across Guiseley town centre in general, and in the immediately surrounding residential areas, to determine the most effective way to control car parking.

The Council is currently in the process of having the car park at Netherfield Road conveyed to them and are determining timescales for the resurfacing and lighting of the car park. The Council is also currently considering car park pricing and what Traffic Regulation Orders may need to be introduced in the area. The car park will be operated as a park and ride facility for the station providing circa 120 spaces.

Back Lane/ Ings Road Junction

There are proposals to provide a signal controlled crossing facility on Otley Road next to the Back Lane/ Ings Road junction as part of the Silvercross re-development. The junction is also to be slightly re-aligned as part of these works.

The suggestion of constructing a mini roundabout at this location is not appropriate. However, the site will be monitored to assess the effect of new developments within the area and the traffic demands and movements at this junction.

Speeding on Netherfield Road

Extensive speed and volume surveys have recently been undertaken along Netherfield Road, both automatic and manual surveys, which showed that there was not a speeding issue along this route that requires addressing. This road will continue to be monitored to assess the impact of recent development.

Traffic Calming requests on Park Road

Recently automatic speed surveys have been undertaken at two locations along Park Road to assess a complaint of speeding. The survey data identified that the average mean speed at these locations was approximately 31.5mph in each direction.

At present there are no proposals to introduce traffic calming measures, but the site will be monitored to assess how recent developments and traffic demands affect the speeds of vehicles and injury accident record.

Traffic Calming requests on The Green

Speed and volume surveys have been requested to assess the level of non compliance of the speed limit and this data will be assessed and the results forwarded to the Ward Members.

Traffic Calming requests on Oxford Road

Leeds City Council are in the process of introducing a Traffic Regulation Order along part of Oxford Road and some adjoining streets and speed and volume surveys will be undertaken once the restrictions are introduced to assess the level of non-compliance of the speed limit. This data will be assessed and the results forwarded to the Ward Members.

Proposal for a mini roundabout at the entrance/ exit to Morrisons

At present there are no proposals to alter this access. However, provisional onsite observations show that there may be benefits in the introduction of some improvements at this location, the best solution would be a mini-roundabout. The junction will continue to be monitored and if funding could be obtained and an appropriate scheme determined, alterations to this access will be made.

Junction of Park Road and Hawksworth Lane

This junction is to be signalised, which will incorporate pedestrian facilities across Park Road and Bradford Road in 2008.

What Next?

Guiseley like other towns within the Leeds Metropolitan District is experiencing a growth in new residential development and related traffic issues. The issues raised in the consultation process can be addressed through continued discussion between Ward Members, Council Officers and the local community. The consultation that was carried out in June 2007 was not intended to be a 'one off' and there is a clear need to maintain the debate, share information and monitor the proposed actions, set out below.

The following action points have been put forward:

- **Secure new car park for the station and impose on street parking restrictions to ensure use of the new car park**
- **Implement residents only car parking on streets close to the station – possibility of extending to Renton Avenue in the future and further a field**
- **Discuss with Morrisons a way forward to enable more effective use of their car park for genuine Guiseley shoppers**
- **Improvements to greenspace to the rear of Aireborough Leisure Centre including a new children's equipped play area – hopefully in 2009**
- **Promote reuse of brownfield land before greenfield**
- **Negotiate better public greenspace provision on site for new housing developments and avoid schemes which are too dense and have an adverse impact on local character and amenity**
- **Continue with Employment Land Review with the aim of protecting existing employment opportunities**
- **A65 Quality Bus Initiative to be actioned up to the Ring Road**
- **Continue to monitor development and traffic along the A65**
- **Investigate the feasibility of providing additional allotment plots to meet demand**
- **Continue to obtain funding for traffic management measures from future development**
- **Continue to review accident statistics and address significant safety concerns along with others to promote major accident reduction.**

Further consultation will be carried out in due course to assess progress in implementing the above action points and identifying additional issues.

The main report is available at www.leeds.gov.uk/planningpolicy (week commencing 14th January 2008), at Guiseley and Rawdon libraries and from Richard Brown (Area Management) email: richard.i.brown@leeds.gov.uk or telephone: 0113 3952830.