

Guiseley Consultation

Introduction

Historically Guiseley was home to a number of manufacturers, but over the past few years it has undergone significant change as employment sites have been redeveloped for housing as a result of businesses restructuring, existing facilities being outdated and a general move towards the service sector. Consequently, Guiseley has lost a lot of employment land to housing developments which could not have been foreseen. This has had a significant impact on the character of Guiseley as a town in terms of employment activity, the rise in population, and physically as industrial buildings which were not considered fit for conversion were demolished to make way for new housing.

The loss of employment land to residential has had a significant impact on the number of people now living in Guiseley and the number of cars on the local road network, though it must be acknowledged that regardless of this, car ownership has dramatically increased across the board throughout the whole of Leeds.

Guiseley is protected by a tight Green Belt boundary around it. This enables Guiseley to remain a compact town and ensures that new development is focused within Guiseley and does not create urban sprawl.

In addition to this Guiseley benefits from having a train halt with regular trains to Leeds, and a thriving town centre with few vacant retail or office premises, good schools, leisure centre, restaurants etc, all which makes it an attractive place for people to live and work.

Local Pressure

As a result of local pressure on Ward Councillors to act on the surge of new housing developments and congestion on the A65 in Guiseley, planning officers were invited to give a presentation to the local community at the Guiseley and Rawdon Forum on 16th May 2007.

Due to a high level of public interest, 'drop in' sessions were organised in June 2007 for local residents to discuss with planning and highway officers the issues and concerns they had for the Guiseley area. The events were well attended and 336 representations were received.

The Planning System

Any development proposed is considered against the relevant planning policies within the Leeds Unitary Development Plan Review (2006).

The Unitary Development Plan Review (UDP) is written in accordance with National Planning Guidance/Statements (PPG/PPS), the Regional Spatial Strategy (which covers planning and economic issues in the Yorkshire and Humber region) and issues relevant to Leeds. It was subject to public consultation and a Public Inquiry.

This Plan covers the whole of the Leeds district, including Guiseley, and all new development proposals must accord with the Plan.

The UDP will eventually be replaced by the Local Development Framework (LDF) which will be the new development plan for Leeds. This will be introduced over a number of years. The principal planning document of the LDF will be the Core Strategy which will set out the vision for the future development of Leeds over the next 20 years. The Core Strategy is the 'umbrella' document to all development plan documents written which will replace the UDP. A development plan document addressing housing allocation sites, employment land and greenspace is proposed to be adopted in 2013. Until this time, the current UDP and the UDP Review are the statutory documents.

Local Development Framework - Area Action Plans

A number of Area Action Plans are currently being prepared for the regeneration areas in Leeds (City Centre, West Leeds Gateway, Lower Aire Valley and East and South East Leeds (EASEL)). These areas have been recognised as requiring an Area Action Plan due to significant levels of change and regeneration that will occur in these areas within the next 15-20 years.

The companion guide to Planning Policy Statement 12 (Local Development Frameworks) advises on how to implement the new planning system which came about from the Planning and Compulsory Purchase Act 2004.

It states that *'Area action plans should focus on implementation, providing an important mechanism for ensuring development of an appropriate scale, mix and quality for key areas of opportunity, change or conservation.'*

It goes on to advise where Area Action Plans may be relevant. These are:

- Areas of significant development opportunity – urban expansion and new settlements.
- Areas where development is desirable but is not forthcoming – development opportunities in regeneration areas.
- Areas that are particularly sensitive to change or development – areas of significant change or cultural heritage value.
- Areas in multiple ownership subject to particular development pressures – e.g. town centres.
- Focusing the delivery of area-based initiatives – e.g. area based regeneration initiatives – housing market renewal areas.
- Minerals and waste area action plans – integrate policies on land uses in areas of mineral working – minimise impact on the environment and local quality of life.

Results of Drop in Sessions

The findings were collated and the **main issues** that were raised in the consultation are addressed below.

Public Opinion

A number of residents commented on how public opinion was not taken into account when planning applications were assessed. However, the true situation is that more importance is now given to community consultation than ever before and the public do have the ability to influence planning decisions. The Town and Country Planning Act 1990 requires the Local Planning Authority to take into consideration all letters of representation received regarding planning applications. All comments made 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. A prime example of this is attaining the car park on Netherfield Road and targeting greenspace monies on improving play space and parks in the area.

Applications which are determined at Panel are determined by a panel of Councillors who represent the community.

Affordable Housing

Affordable Housing is that which is either rented by a Housing Association or sub marketed. Sub marketed housing is that which is owned in part by a Housing Association and in part by person or persons.

This issue was raised as part of the consultation process. The point was made that whilst the Local Planning Authority was approving a number of housing development proposals within the Guiseley area there was no consideration of the need for affordable housing. This is not the case. National guidance in Planning Policy Statement 3 published in 2006, states that from 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 developers to provide 25% affordable housing on sites of one hectare and/or 25 units or more.

At the local level, the Local Planning Authority published an Affordable Housing Supplementary Planning Guidance document in 2003 advising developers on what percentage and type of the affordable housing should be provided on residential development sites, this has subsequently been superseded by PPS3 (2006) and suggests a minimum threshold of 15. The threshold of 15 now applies to all applications for planning permission, i.e. any development of 15 or more dwelling units will be eligible to provide affordable housing in accordance with local policy.

There should be no visible distinction between the affordable housing and other housing.

The following sites have affordable housing provision:

Highroyds, Silvercross, Brook Crompton/Cooper Lighting, Greenwoods and YEB Back Lane.

The Council was unable to secure affordable housing on the McCarthy and Stone site at appeal.

Over Development of Sites

This was a topic which came up repeatedly in questionnaire responses. Planning Policy Statement 3 (Housing) states that developers should make best use of land available. It also states that the minimum density for new development should be no less than 30 units per hectare. This means utilising, as best as possible, Brownfield land to prevent pressure to develop on Greenfield (sites which have not been previously developed) and Green Belt land. Guiseley is protected by a tight Green Belt boundary and it is important that it remains so, as it prevents Guiseley from becoming an extension of suburban Leeds or merging with Bradford.

The draft revised Regional Spatial Strategy (RSS), which is the regional planning document for Yorkshire and the Humber, proposes a new housing requirement for Leeds of 4,300 new homes per year from 2008. Previously, the housing target was 1,930 per annum. Whilst this document is currently in draft form, the government is putting increase pressure on Local Planning Authorities to provide more land for housing. Given the success of the Leeds economy, the city is perceived to be an 'engine of growth' for the sub region and it is required to provide an increasing number of new homes. Notwithstanding the pressure for new housing development, a balance is required to ensure that residential amenity is not compromised and adequate on site greenspace for major developments is provided, whilst maintaining high densities to meet targets set. The RSS is proposed to be adopted in Spring 2008.

Leeds City Council's Supplementary Planning Guidance – Neighbourhoods for Living (adopted in December 2003) advises developers on layout, form, garden areas and distances between dwellings to ensure that the overdevelopment of sites does not occur.

In addition to this the Department has been consulting the public on the Street Design Guide Supplementary Planning Document, which is due to be adopted in Spring 2008. The guide encourages the designer to be innovative and allows flexibility in the provision of streets that serve the community rather than providing a road that caters just for the movement of vehicles.

The Street Design Guide follows the principles of the recently published advice from government, Manual for Streets, and is a 'sister document' to the Council's Neighbourhoods for Living Supplementary Planning Guidance. This new guide places an emphasis on place making rather than catering solely for the car and will seek to ensure the following;

- the majority of new residential streets will have a maximum speed limit of 20 mph;
- developments have better pedestrian and cycle links; and
- the resulting residential area serves the community before the car whilst still accommodating the car and taking more careful consideration of parking issues.

Such attention to the impact the car has on residential developments will help to ensure that new residential areas do not become car dominated.

Greenspace

It was mentioned by a number of people at the drop in sessions and from the questionnaire that Guiseley has a deficiency of greenspace. This is an issue which is at the forefront of decision making for planning applications across Leeds to improve greenspace provision. Proposals for housing developments of 10 units or more are required to contribute towards the provision of greenspace. Policies are included within the UDP regarding the provision of greenspace on development sites and developer contributions to off site greenspace, e.g. local recreation areas and neighbourhood/district parks as well as contributions to children's equipped play facilities.

It is proposed within the emerging Core Strategy of the Local Development Framework that Leeds is seeking to create more greenspace. This is most likely to be through providing greenspace on development sites and ensuring that they are accessible to the general public.

At present it is the aim of the Parks and Countryside division to improve all existing greenspaces to Green Flag Award status and there is a rolling programme of work to bring parks up to this standard. In essence this means that existing greenspace should be improved prior to creating new greenspace to be maintained by the Council. Close to Guiseley is Nunroyd Park which serves both Guiseley and Yeadon. Nunroyd Park has recently benefited from the installation of a new Skate Park. The children's play area at Nethermoor Park was upgraded last year through contributions from housing developments in the area.

A number of requests have been made to provide children's play equipment behind the Aireborough Leisure Centre. This site has been identified in the Council's Fixed Play Strategy as a site for a Neighbourhood Area Playspace. Work has started in creating a park behind the Leisure Centre 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.

With regard to allotments in this area, they are currently full with 78 people on the waiting list (at the last count). 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. A comprehensive land search of the area has been carried out but no other suitable council land has been identified at the moment.

The Council has had a number of representations to ensure that the private allotments on Coach Road are not developed for housing. This land is allocated within the UDP as allotments which protects it from being developed for housing and the shortage of allotments in the area indicates that it should remain allocated as allotments. 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.

Appeals

Within the Guiseley area, 2 appeals have been lost on major housing development sites, Springfield Works, Otley Road (28/234/05/FU), 3 storey block of 12 flats and 3 storey block of 5 flats and 6 a1/a2/b1 (retail/office) units, and McCarthy and Stone at Oxford Road and Oxford Avenue (28/36/05/FU), Part 3 storey and part 4 storey block of 40 sheltered flats with 15 car parking spaces.

In both cases the City Council argued that the development would have an adverse impact on the character and appearance of the Conservation Area and the lack of greenspace provision on site. The City Council argued against the loss of the buildings at Springfield Works and that the proposal resulted in the over development of the site however, the Inspector did not come to the same view as the City Council and planning permission was granted.

For the Oxford Road and Oxford Avenue site, the Inspector did not accept the City Council's case that the site was overdeveloped, and considered McCarthy and Stone's greenspace contribution was acceptable.

School provision

With regards to pressure on school places, the current situation is that Primary provision in the Guiseley area is tight and St. Mary's Catholic School is full. The Executive Board of the Council has been informed that the area has been reviewed and Education Leeds is minded to increase the admission numbers in the area but wishes to wait until October/November 2007 when the admissions applications for September 2008 are available before making a final decision.

Guiseley High School achieves its admission numbers at present with a number of children choosing it as their first choice over their nearest school.

All children within the Guiseley area who request their nearest school as their first choice will be given priority over those who list a school in Guiseley as their first choice even though it is not their nearest.

Education Leeds are consulted on planning applications for new housing developments of 50 units or more in line with current policy. They look at what the average number of children generated by new housing development and assess 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. It is at the discretion of Education Leeds as to whether or not a contribution is sought.

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 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.

The Local Planning Authority will support additional health facilities where a demand is recognised providing that the proposal accords with the relevant planning policy.

Drainage

Flooding on Netherfield Road was raised as an issue in a few of the consultation responses.

Planning Policy Statement 25 requires the Local Authority to ensure that both the direct and cumulative impact of development on flood risk are acknowledged and mitigated. If this is not possible then the Local Authority may object to a proposal. If a development site falls within the functional floodplain or there is known flooding to occur in an area, a Flood Risk Assessment is required to be submitted.

If no objection to a proposal is made, the developer will be required to provide infiltration drainage systems and may be subjected to severe restrictions to the surface water discharges allowed from the development if the area is known to flood or there is pressure on the surface water drainage network.

With regards to the Tran Mere Beck, the Beck Inspector and surveyors have been monitoring the performance/state of the grid located to the rear of Cavendish Road and have written to homeowners about the barriers that several of them have 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 providing a more permanent solution without adversely affecting others. Watercourse improvements to the beck are proposed, the cost of which 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 Mains Drainage should significantly and hopefully reduce/solve the flooding problems.

Loss of employment land

The recent UDP Review (2006) considered the problem of the loss of employment land across Leeds and in certain areas like northwest Leeds. The Council sought to provide additional support for employment uses within towns to promote sustainable patterns of job and home locations. However, the Government Inspector, when assessing the proposed changes, did not agree with this strategy and said that the loss of employment land in the north western part of the district to housing was to be expected given the *'deliberate emphasis of national policy on the development of Brownfield land and the fact that many old-established employment sites/buildings within these areas may for a variety of reasons no longer be suitable for their original purpose. Brownfield windfall development has made a very significant contribution to housing land supply in recent years.'* The Inspector went on to say that Policy E7 (which was proposed to be amended to protect existing and allocated employment sites) *'would be likely to reduce that supply and run counter to the Council's, and indeed national housing policy. I am therefore not convinced that the amount of leakage involved is yet a matter for concern.'*

The Council is currently carrying out a city wide Employment Land Review which looks at the total supply of employment land, suitability of existing employment allocations and where to allocate land for employment purposes. The employment land review will need to take into account the proposals within the draft Regional Spatial Strategy for increased land requirements for employment.

This review will inform an Allocations Development Plan Document as part of the Local Development Framework, which identifies land for housing, employment and greenspace.

Car Parking

An overview of car parking in all town and district centres within the Leeds Metropolitan district is underway. This will enable the Council to set priorities for future strategy delivery and implementation.

Station car parking

Car parking is a significant issue for the residents of Guiseley and improvements to car parking facilities need to be dealt with in a comprehensive manner to ensure that cars are not displaced to residential areas.

The Council has granted planning permission at Netherfield Road for residential development and the owner has made a gift of the former car park for Brook Crompton/Cooper Lighting to the Council. The Council is currently in the process of having the car park conveyed to them and determining timescales for the resurfacing and lighting of the car park. The Council is also considering car park pricing and what Traffic Regulation Orders to impose in the area. The car park will be operated as a park and ride car park for the station providing circa 120 spaces.

Some respondents suggested a multi storey car parking on the old Brook Crompton car park. The site is considered to be too small for this and the cost is likely to be

prohibitive without a very significant parking charge being introduced which would be counterproductive.

As part of the proposal to provide a car park at the Brook Crompton site, footpath links to the train station will be investigated.

Morrisons

A large proportion of the responses to the consultation process referred to the difficulty in parking at Morrisons.

The car park at Morrisons is owned and operated by Morrisons and as part of the original planning permission granted a legal agreement was required to ensure that the car park remained open for general public use.

The Council has entered into discussions with Morrisons regarding their desire to impose a time limit in the car park. However, prior to this being considered by the Council, a survey of the current car parking conditions is required which should identify what level of long stay parking is currently being experienced as a result of commuters and people who work in Guiseley.

This is the main car parking area within Guiseley and therefore any proposals to change the current situation will need to be viewed in conjunction with proposals for a new car park on Netherfield Road and car parking facilities in the general area including on street parking.

Train services

Increasing the frequency of train services through Guiseley and the number of carriages was a suggestion made to alleviate congestion on the train service. 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

A large proportion of respondents had concerns about the possible expansion of the 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. The conclusions of this study will be shared with the local community at the earliest opportunity.

Congestion

Congestion on the A65 was a reoccurring issue from the drop in sessions and the responses received. The Council is aware of the level of development throughout the Guiseley area and beyond which has added, amongst other issues, to the existing 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.

Whilst new housing developments within the area have certainly contributed to the congestion, there have also been significant increases in car ownership and longer commuter journeys, which are key underlying factors. The Quality Bus Initiative which is being introduced along the A65 from Leeds City Centre up to the ring road will assist the reliability of public transport on the A65 corridor.

The suggestion that a bypass be created for Guiseley to take traffic off the A65 would be difficult to carry out in practise due to the existing built up area, affordability and the business case. In addition to this there is the factor that the land around Guiseley is designated Green Belt and should be retained as such.

It was also suggested that traffic be taken off the A65 and encouraged along other routes. The A65 is a main distributor and therefore has significant importance for the effective movement of traffic, it is essential that it takes the majority of the traffic travelling through Guiseley rather than displacing it onto less attractive residential roads.

Buses

The A65 Quality Bus Initiative will provide bus lanes between the ring road and Leeds City Centre which will improve bus journey times and reliability. Concern was raised as part of the consultation process that bus services have been cut since 2004 and are less reliable. Most bus services are provided by private companies and are run on a commercial basis, and are therefore not within the control of the Local Planning Authority or indeed the Council as a whole. One suggestion was to provide bus services that went around the local housing estates and took people to the station, thereby removing the need for people to take their car. Whilst a good idea in theory, is it the responsibility of the bus operators and they will only provide such a service if it is financially viable.

General Traffic Concerns

Back Lane/ Ings Road Junction

There are proposals to provide a signal control 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, The Green and Oxford Road.

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 the same time of the speed surveys, the accident records for Park Road were assessed and this showed that there had only been 7 recorded injury accidents within the last 3 years, of which none could be attributed to inappropriate speeds.

It is therefore felt that it would be extremely difficult to justify the introduction of traffic calming measures at the present time, but the site will be monitored to assess how recent developments and traffic demands affect the speeds of vehicles and injury accident record.

The Green:-

Although speed and volume surveys have not been undertaken along The Green, a provisional investigation has identified that there has only been one recorded injury accident within the last 5 year period, which was the result of a passenger falling on a bus, whilst the bus was in motion, which resulted in an injury rating of slight.

Speed and volume surveys have been requested to assess the level of none compliance of the speed limit and this data will be assessed and the results forwarded to the Ward Members.

Oxford Road:-

Although speed and volume surveys have not been undertaken along The Green, a provisional investigation has identified that there have been four recorded injury accident within the last 5 year period, of which none can be attributed to inappropriate speeding.

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 none

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, and 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.

Residents only access

Access Only traffic regulation orders are virtually impossible to enforce and are generally not supported by the Police. These types of orders are only enforced by the Police and abuse is generally a low priority for the Police's resources. Therefore it is not a suggestion that will be pursued by the Council.

What next?

The next step to consider is what is the most appropriate action to take to address the issues raised. There have been numerous calls from local residents to prepare an Area Action Plan as part of the new LDF process.

Area Action Plans are the new 'buzz word' but are not an appropriate method to address planning issues in all areas. Planning proposals within the Leeds district as a whole will still be subject to policies set out in the UDP which will eventually be replaced by the LDF. However, the UDP is still considered to be 'fit for purpose' and relevant to the planning and highway issues raised in Guiseley.

Leeds City Council is focusing on Area Action plans for the City Centre to promote its continued and sustainable renaissance and development of the city centre as the hub of the City region. AAP's are being prepared for and West Leeds Gateway, the Lower Aire Valley and East and South East Leeds, to facilitate the regeneration of major inner city and suburban areas to promote the development of sustainable communities within these areas.

Outside the city centre, therefore Leeds City Council is focusing the production of Area Action Plans in areas which require regeneration and major redevelopment. Guiseley is not considered to fall within this category. It has a successful town centre, good schools and leisure facilities and good transport links to Leeds city centre and the surrounding countryside. It is a place where people want to live.

Guiseley faces many of the same issues as other towns within the Leeds Metropolitan district. For example, Headingley suffers a great deal from congestion along the A660 and a number of the suburban areas and towns within the Leeds district are experiencing change as a result of new housing developments.

Whilst it is considered that an AAP is not appropriate for Guiseley it does not mean that the planning and highway issues it faces are not of real concern. However, it is considered that there are other means by which to address the issues raised.

Firstly, and most importantly, Guiseley does fall within the protection of the Unitary Development Plan which will gradually be replaced by the LDF. The UDP is the statutory development plan for the whole of the Leeds district. It provides a framework for all new developments and is used as a basis for making decisions regarding land use and planning applications. The plan takes regard for rural and urban development as part of integrated planning policy for the whole of the metropolitan district.

Further Consultations

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.

It is considered that consultation with local businesses should be the next step forward as businesses were largely unrepresented at the drop in sessions. Input from businesses with regards to parking restrictions, for example, would be beneficial in terms of understanding how many of the cars that park at Morrisons belong to commuters who work in Leeds or whether the people concerned work in Guiseley. An event is proposed for businesses which can be arranged by the City Development Department and Area Management.

Updates on planning and highway matters will be provided to Councillors as and when they occur and will be fed back to the community through the Guiseley and Rawdon Forum. Council officers will seek to respond to issues raised by the Forum, via Councillors, to ensure that a positive relationship with the community is maintained.

This document and a summary version will be available on the Council's website and copies made available at the Library.

A summary version of this document will be sent to all households which made representations to the 'drop in' sessions (address details permitting).

Based on the findings of the consultation the following action points have been put together.

Action to be taken

- **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 etc**
- **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 Airedale 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**
- **Continue with Employment Land Review**
- **A65 Quality Bus Initiative to be actioned up to the ring road roundabout**
- **A65 Study**
- **Additional allotment plots to meet demand**
- **Consider obtaining 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**