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**From:** [REDACTED] SMITH [REDACTED]  
**Sent:** 25 March 2014 20:41  
**To:** LDF Consultation  
**Cc:** [REDACTED]  
**Subject:** Soundness of the Local Plan

Dear Sir,

Could I just make two points concerning the 'soundness' of the Local Plan.

1. The population projections, which are the basis of much of the Local Plan, are based on recent migration trends including high levels of international migration. The Government claims that it wishes to reduce international migration from 150-200,000 (typically) to 'tens of thousands'. To help achieve this objective the Government wishes to renegotiate the levels of immigration from Europe. In these circumstances it is not sound to develop policies, particularly relating to housing, for the medium and long term, (particularly from 2020 onwards) on the basis that high levels of migration will continue indefinitely through to 2030. There is the danger that valuable sites such as Green Belt could be lost prematurely to housing if the assumptions of high international migration proves incorrect.

2. In relation to the village of Haworth and the wider area around it, it is important that an integrated economic, housing and transport strategy is developed to fully recognise the central role of tourism to this area based on its internationally important literary and historic associations. Haworth village needs to be strongly protected, and this must include the immediately surrounding countryside as well as the moorlands surrounding the wider Worth Valley. World Heritage Site status should be considered as part of Bradford's Tourist Strategy.

The Keighley and Worth Valley Railway needs to be seen as an important public transport 'Gateway' to Haworth, as well as an important tourist attraction in its own right. It has important historical features including stations, goods sheds, viaducts, tunnels and bridges (all dating from the Victorian era) as well as a nationally important collection of rolling stock. In order for the KWVR to flourish and remain part of a sustainable transport and tourism strategy for Haworth and the Worth Valley it is essential that the green environment alongside the railway is protected and enhanced as a green corridor between Keighley and Oxenhope. In particular it is vital that Green Belt in proximity of the Railway remains fully protected. A 'Green Setting' is essential for a successful railway to continue in much the same way as other internationally recognised tourist railways.

I question whether the Local Plan understands and develops sufficiently the unique tourist and historic role of Haworth, the Worth Valley and its Railway and therefore I believe that the Local Plan is unsound and deficient in this respect.

Yours Sincerely, [REDACTED] Smith