

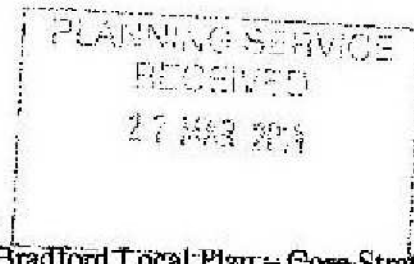
14

COPY FOR
BRADFORD LOCAL PLAN GROUP

Ilkley

LS29

20 February 2014



Bradford Local Plan - Core Strategy

Dear Mr Hopkins,

I was amongst the many attendees at the public meeting in Ilkley on 29 January about the present position of the Core Strategy for this area. What I heard only confirmed the concerns my wife and I expressed in our letter dated 9 January, 2012 (copy enclosed).

Despite the reduction in the number of houses forecast for Ilkley and Addingham to 800 and 200 respectively, there is still no valid and logical explanation as to how this area is to cope with greatly increased population and traffic congestion, together with the necessary expansion in educational, medical, dental and emergency services needs, let alone the consequential loss of areas of natural beauty, when there are many 'brownfield' sites in and around Bradford, Keighley and indeed Leeds.

1 New Houses

By applying a conservative average of 2.5 occupants per household that means 2000 extra people in Ilkley and 500 more in Addingham.

Assume 1.5 cars per household and there will be 1500 extra vehicles for our already congested roads.

1 child per household equates to a need for 1000 additional school places for all ages.

2 Employment

1000 households implies a need for at least 1000 new jobs. **Where will 1000-1500 people find employment in the immediate area?** Clearly, they won't. Maybe in Skipton or Keighley, but the vast majority are likely to go to Leeds or Bradford, now that its Westfield project is underway. But Skipton and Keighley will be increasing their populations too, as will the towns between Ilkley and Leeds and Ilkley and Bradford. **Where will 3500-4500 jobs be created in the Bradford/Leeds area?**

As we have heard this week there are 240,000 unemployed people in the Yorkshire and Humberside Region now, the second highest rate in the country still. We expressed our concerns in our previous letter, because of the risk of building homes that may well not be taken up and the likely detrimental effect on the local economy caused through increased unemployment. That risk remains.

3 Transport Infrastructure

a) A65/A660 – 'Ribbon development' on these strategic routes to the 'Dales' will lead to regular gridlocks especially at weekends. From our house we hear emergency vehicles' sirens and as often as not they are slow-moving whilst they wait to pass through the traffic lights at Victoria Avenue. **How many more sets of traffic lights will they have to negotiate if 400 houses are built to the west of Ilkley, because of tributary roads to the A65? (q.v. Menston's recent development). Equally, vehicles directed from Menston Ambulance Station will be confronted with similar delays at Ben Rhydding. Have the NHS/Ambulance and Fire and Rescue Services been consulted for their opinions?**

b) Rail Travel

Peak hour travel is at overload now. A few weeks ago we heard that some commuters are travelling (by car) into Ilkley from beyond Ben Rhydding in order that they get a seat on the train to Leeds. This will only worsen even without major housing development.

4 Educational Needs

At the meeting several parents expressed their concerns that schools local to them were already too full to accept their children. A large increase in population (**min 1000 extra places**) will clearly exacerbate the lack of facilities. We heard at the meeting that it is not a simple matter to build a new school, so what is to happen? Furthermore traffic congestion will increase as a result of more 'school runs'. There is a real risk of **more air and noise pollution** from stationary traffic in the vicinity of our schools, which, surely, should be avoided.

5 Medical Facilities

I have already referred to the impact on emergency vehicle response times. How do the respective authorities intend to expand medical, clinical, hospital and dental facilities in the immediate area to cope with another 2500 human beings?

6 Environment

We were given to understand at the meeting that the existence of the EC Habitat Directive was partly responsible for the reduction in the number of new houses. This was extremely vague and probably based on even more vague suppositions, details of which were not made available to the Parish Council Members. As residents we should be provided with an intelligible, valid and fully reasoned explanation as to why 1000 extra homes should be built in this part of Wharfedale.

Ilkley Town Centre is increasingly heavily congested now. Exhaust fumes from all the additional vehicles will create more air and noise pollution, especially when traffic is gridlocked.

You also need to factor in the impact of the new Tesco supermarket on local traffic conditions. Better still, the authorities should rescind the planning permission for the new Tesco outlet for the reason that the need for affordable housing near the Town Centre far outweighs their need for a 'new build'. Allow Tesco to expand their present site with additional underground parking instead.

It is inevitable that natural growth will occur in this area in the years ahead and this must be accepted but managed sensibly. Development on the scale proposed in the Local Core Strategy should not be imposed without the most serious thought given to the main risks of overdevelopment, not just here but in all the adjacent areas.

Please do your utmost to ensure that common sense prevails at the next planning discussion stage and the arbitrary figure for new houses is reduced considerably. As the old saying goes "you can't get a quart into a pint pot". No more 'box-ticking', please. Without due diligence and in depth forethought I and hundreds of other local residents can only foresee this beautiful part of Wharfedale suffering economically because it will be swallowed up by overdevelopment. There is immeasurable risk in getting the planning wrong.

In conclusion I do not seek to be negative in this response, just realistic in the circumstances as they have been put to us, the residents. Ilkey, Addingham and Ben Rhydding must not be taken in isolation, which is how it appears at the present time, otherwise the livelihoods of residents and local businesses will suffer as tourists and, indeed, festival organisers will seek alternative venues with easier access links.

Yours sincerely

A large black rectangular redaction box covering the signature and name of the sender.

copy for Bradford
Local Plan Group



██████████
Ilkley
██████████
LS29

9 January 2012

Dear Sirs,

Local Development Framework

My wife and I attended the presentation at Ilkley Town Hall. However, we were both bewildered by the video which seems to have been created by a planning utopia where nothing could possibly be or go wrong with what is intended.

When we were at school we were taught simple mathematics and a level of geography, including the impact of topography on populations, which helped us to understand that you 'cannot put a quart into a pint pot'. Indeed, the video was so unconvincing it would have received short shrift from the 'Dragon's Den' panel.

Ilkley has a population of, say, 15000. 1300 new dwellings on the outskirts of the town would imply a further 25% increase in people, not necessarily all adult, but no doubt 2 vehicles per household extra for the roads, whether such families work at home or not. There is no clear evidence of how public transport services will cater for such a development, nor the emergency, medical or schools services.

Where are people to find paid employment to avoid relying on benefits?

Why not rethink the old 'Spooners' site now? Convert that to a site suitable for family dwellings. Maybe 500 or so people could be accommodated in a range of dwellings in such an area without overcrowding or overstressing existing facilities. The new occupants would not need a car to get to the station or to local schools, thus providing a much greener solution than the prospect of clogging up Ilkley's roads even more. Tesco's could be allowed to build an additional floor on their existing site, especially as their intentions for the site remain so vague.

A63

Let us return to the 'pint pot'. Given that Tesco's development is probably unstoppable, the east side of the Town Centre will suffer the initial gridlock on a daily basis, as more shoppers travel in from Burley-in-Wharfedale and Menston. The addition of 500 homes in Ben Rhydding and their occupants, albeit over a time, will merely exacerbate the traffic congestion in that area.

In November the road repairs by the traffic lights at the western end of Ilkley caused many problems over just 3 days, yet virtually every Monday to Friday morning 'Fresh Radio' announce how slowly traffic is moving through the centre of Ilkley en route to people's workplaces in Leeds and Bradford, primarily. Imagine the impact of just 1 vehicle per household from the 800 new dwellings proposed for this side of town making the same journey. Gridlock will occur very early in the working day and again on the return trips. How long will it take people just to exit the new housing

estates just to get on to the A65?

2

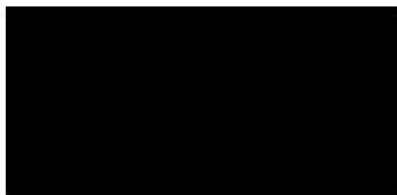
Our comments relate to the town of Ilkley, but the Local Development Framework clearly includes 400 dwellings in Addingham, 500? for Burley-in-Wharfedale and 900 for Menston, all of whose occupants will need access to the A65. Common sense (simple mathematics) says this cannot possibly work on such a scale if there is to be any quality of normal everyday life in our local environment in the future. The thought of all that extra pollution being discharged from exhausts of vehicles in stationary traffic situations is not pleasant.

Perhaps the greatest danger will arise as ordinary people, who could afford to move into such new properties, will recognise there would be no point, simply because traffic congestion would negate all other benefits. The developers/Council could well be left with a stock of empty dwellings, the cost of which would no doubt fall once again on Council Taxpayers.

To conclude, of course there has to be a plan to accommodate a growing population. Ilkley could expand, as mentioned earlier, but not on such a scale as the one proposed for this area, especially when there are areas of the great cities of Bradford and Leeds which already have an infrastructure capable of absorbing a large number of people, with easier/faster access to the likely workplace.

These comments are meant as constructive criticism, not as intentionally negative, and I trust you will receive as such.

Yours faithfully



HOPKINS

Copy sent
Bradford
Local Plan
Review

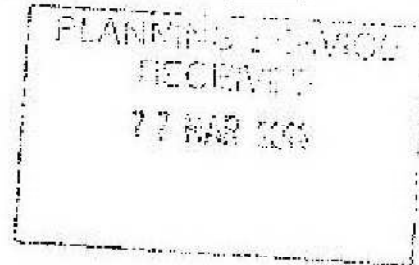
LONDON SW1A

21 March 2014

Mr [redacted] Richardson

Ilkley

LS29 [redacted]



Dear Mr Richardson

Many thanks for your recent letter. A number of other Ilkley constituents have contacted me in similar terms.

I recently wrote to Nick Boles, the Planning Minister, requesting his comments on these matters and have just received his response, a copy of which I enclose for your information.

I have also enclosed the text of my own recent interview with the *Telegraph & Argus* on local house building which I hope makes my own position very clear.

I trust you have made your feelings known to Bradford Council as part of its consultation process, which closes at the end of the month.

Yours sincerely

[redacted signature block]

[redacted] Hopkins [redacted]

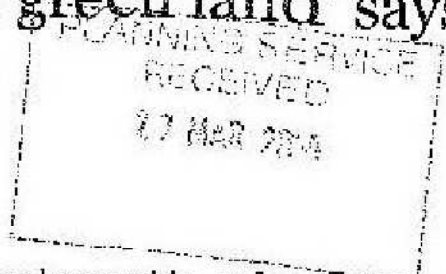
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'We don't need to build on green land' says housing minister Hopkins

6:00am Tuesday 14th January 2014

Exclusive By Rob Merrick



New Housing Minister Kris Hopkins today denies Bradford has a homes crisis – and accuses Council chiefs of failing to exploit the “huge amount of land on offer”.

In an interview to mark three months as a minister, the Keighley MP rejected the “crisis” word used by the National Housing Federation to describe Bradford’s plight.

Instead, Mr Hopkins – while admitting to a “challenge” – called for a redoubling of efforts to provide the extra thousands of new homes the district needs.

But he also vowed he would be “pushing back” to protect green fields in his own constituency, despite David Cameron’s orders to hit housebuilding targets.

Mr Hopkins said the extra homes could be found by: | Looking to Bradford’s canal area – saying: “There is a great opportunity for 20,000 houses. I’d like to see that project expand and accelerate.”

| Bringing empty homes – which were particularly common in areas with large Asian populations – back into use | Identifying and selling off local Council-owned land – allowing the authority to tap into extra Government funds.

Mr Hopkins said: “The word crisis has been rolled out time and time again. I think there’s a challenge that needs to be addressed.

“I think the Council is facing up to it in its local plan, but Bradford itself is not short of land – particularly around the canal area.

“When I look back to the stock transfer, there was a huge amount of land retained by the Council on our old housing estates. We need to utilise some of that.

“It’s not just about building new houses, but about getting empty houses back into use as well. If we can do that, we can really make a difference.

“Lots of grandparents and parents went out and bought homes, particularly in Kashmiri and Pakistani communities, and we need to make sure those empty houses are brought back in.”

Growing pressure to build more homes has sparked fears that the district's green and beautiful spaces will be concreted over – but Mr Hopkins insisted that was unnecessary.

Indeed, he vowed to stand shoulder-to-shoulder with residents in the Wharfe Valley against what he described as “outrageous” housebuilding targets.

The minister said: “The challenge is in the centre. The housing population boom is not in Keighley and Ilkley – it’s in the centre of Bradford.

“Taking my ministerial hat off and putting my MP’s hat on, some of the figures they’ve talked about across Keighley and Shipley are outrageous.

“I’m sure Philip Davies would say the same and we will certainly be pushing back on those.

“There’s one road running through the centre of the Wharfe Valley and it couldn’t cope. Look at Addingham, where I think 5,000 houses was suggested, a ridiculous number.

“It is an easier process for the Council to look around its green fields – the leafy bits of the district.

“It needs to go back into the centre and ask, ‘Where are the brownfield sites?’ ‘How can we bring the empty homes back into use?’”

Fears of a Bradford housing crisis were stoked late last year, when the National Housing Federation warned “prices were spiralling out of the reach of people”.

The average house price is £142,000, yet average annual earnings are £18,500. Meanwhile, more than 20,000 people are stuck on a waiting list for social housing.

Labour-run Bradford Council has acknowledged the district needs an extra 42,000 homes by 2030, which involves building more than 2,000 each year, but only about 900 are built, of which only a small proportion are “affordable”.

The report came out around the same time as official figures revealed the number of affordable homes built across the country had plummeted by 26 per cent.

But Mr Hopkins insisted: “The Prime Minister has asked me to go out and deliver our housing commitment. That’s 170,000 affordable houses – to build them all by 2015.

“We’ve built nearly 100,000 already, so – with 16 months to go to the election – we are slightly ahead of target.”

373
149

RECEIVED
17 FEB 2014

My Comments on
The Bradford Local Plan

Subject: ILKLEY AND THORNHALL

Proposed INCREASE OF 1000 Houses

PLANNING SERVICE
RECEIVED
21 MAR 2014

Comment:

1000 Houses IMPLIES AT LEAST 1000
EXTRA ROAD VEHICLES ON ALREADY

CONGESTED ROADS WITH EXTRA POLLUTION

IT ALSO IMPLIES A NEED FOR 1000

EXTRA JOBS - WHERE?

SIMILARLY AN EXTRA 1000 SCHOOL

PLACES - AGAIN WHERE?

WHAT SPARE CAPACITY EXISTS WITHIN

THE MEDICAL CENTRES / LOCAL HOSPITALS /

EMERGENCY SERVICES EXISTS NOW?

Do Not Forget to fill in your name and address overleaf

HOW DO THOSE SERVICES INTEND TO
COPE WITH, SAY, ANOTHER 3000 PATIENTS?
WHAT EVIDENCE DO THE PLANNERS HAVE
THAT SUGGESTS THAT EVEN HALF THE
PROPOSED NUMBER OF HOUSES AND
OCCUPANTS CAN BE ABSORBED INTO
THE ILKLEY AREA?

YORKSHIRE'S PRESENT UNEMPLOYMENT RECORD

IS ALREADY 2ND HIGHEST NATIONALLY -

WHY IMPACT EVEN MORE WHEN YOU TAKE INTO
ACCOUNT ALL THE PLANNED DEVELOPMENT
NORTH OF LEEDS AND BRADFORD !!

Your Name (Capitals) MR. [REDACTED] RICHARDSON

Address [REDACTED]

ILKLEY

Postcode LS29 [REDACTED]

Please post your comments to: [REDACTED]

Ilkley Parish Council, [REDACTED] Ilkley LS29

No later than Feb. 28th 2014

My Comments on
The Bradford Local Plan

PLANNING DEPARTMENT
RECEIVED
27 MAR 2014

Subject:

CORE STRATEGY - ILKLEY +
ADDINGTON 500 + 750 = 1250 HOMES
To Be Built

.....Comment:

WHERE IS EMPLOYMENT FOR AT LEAST
1200 GREATWINNERS TO BE FOUND IN
ILKLEY & ADDINGTON? THERE APPEARS TO
BE NO ACCOUNT OF THIS VERY IMPORTANT
ASPECT OF INCREASED POPULATION.
THE PRESENT ROAD INFRASTRUCTURE WILL
NOT SUPPORT THOUSANDS MORE DAILY
TRAFFIC MOVEMENTS IN THIS AREA
ALONE. ITS IMPACT MUST NOT BE TAKEN
IN ISOLATION FROM ADJACENT BRADFORD

Do Not Forget to fill in your name and address overleaf

AND LEADS ARE OF SIMILAR EXPANSION
USE OF BROWNFIELD SITES NEAR THE
CITY CENTRES SHOULD SURVEY BE DEVELOPED
FIRST IN AN ATTEMPT TO REDUCE THE
CONGESTION AND ASSOCIATED POLLUTION
TO A MINIMUM. THE PLAN IS NOT SUSTAINABLE.
PLEASE FIND ENCLOSED A COPY OF MY
RECENT CORRESPONDENCE WITH MR KRIS
HARRISON

Your Name (Capitals) MR

RICHARDSON

Address

10 KILBY

Postcode

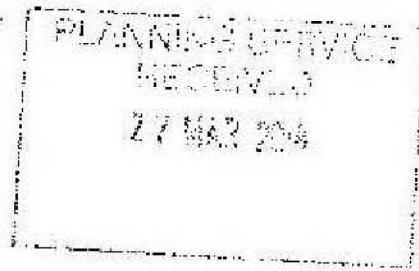
LS29

Please post your comments to :

Ilkley Parish Council, Ilkley LS29

No later than Feb. 28th 2014

Tel 81.3.14



Ilkley,

LS29

26 March 2014

Dear Sirs,

Bindford Local Plan

I enclose copies of correspondence with Mr [redacted] Hopkins with regard to the local Plan for Ilkley and Addingham.

Whilst acknowledging that population does and will increase over time I find it hard to understand how the latest number of new houses for this immediate area can be substantiated, let alone be endorsed as essential.

Places of employment, education, medical & hospital services have to be found. These in themselves take up large areas leading inevitably to further private car journeys and associated congestion and pollution on

7/

What are already overcrowded roads in this
world much more thought is given as regards
infrastructure: not in isolation for the Whaley
area, but along the ribbon developments areas
into Bradford and back in particular.

I shall await the outcome of the latest planning
proposals with interest and in the hope that
this area of Wharfedale is not to be turned into
a continual gridlock.

Yours faithfully

