

Core Strategy Plan

It is my view that the Bradford Core Strategy Plan is both unsound and inappropriate for a number of reasons but primarily because overall it does not comply with the National Planning Policy Framework in the preservation of the Green Belt.

My comments are listed below and relate to the particular paragraphs where I believe the policies in the Core Strategy do not comply with NPPF:

Para 14 – The strategy adversely and significantly impacts the area in a negative manner which demonstrably outweighs any possible benefits thus strongly showing that any development should be severely restricted.

Para 28 – Does not support development on prime agricultural land and land that can be used for other rural uses, tourism and leisure.

Para 37 – A lack of balance in land uses, only 5Ha employment land allocated.

Para 47- No mechanism to ensure and enable affordable housing which is needed throughout the wider Bradford area. The large builders will not and do not provide affordable housing in the Wharfe Valley.

Para 48 – No allowance for sites already allocated through separate applications on “windfall sites”. In the last 10 years over 500 homes have been provided in this manner.

Para 52/4 – No co-operation with neighbouring towns and/or cities. Why has Ilkley been designated a principal town when it has only 3% of the population?

Para 77 – Does not provide choice for school selection, or provision to meet already overflowing school places.

Para 80, 81, 82 - States that Green Belt should only be used in exceptional circumstances, these circumstances are far from exceptional.

Para 111 – Minimal consideration of the use of Brownfield sites. The site in Ilkley allocated for another supermarket that is not needed could be used for housing, especially affordable housing.

Para 120 – Little regard paid to pollution impact of additional traffic on A65 and throughout the town. Ben Rhydding is already a “Car Park” for train users. Wheatley Lane is almost blocked to emergency vehicles and buses.

Para 158 – No account taken of market signals in that a number of large developments in Ilkley have been halted for some time. Price analysis shows that property in the Ilkley area is not within the purchasing capability of the majority of the population in the area.

Changes required to the plan:

The changes I would like to see in order to make the plan compliant, sound, appropriate and alleviate the following are as follows:

The consultation process having been flawed needs to be revisited with better communication and more appropriate documents that allow for comment without seeming to deter comment.

Development needs to be where it is sustainable and adds value to the community. Keighley clearly needs investment and would benefit greatly from new housing developments of scale.

The current proposal for Ilkley/Ben Rhydding will cause significant environmental damage through habitat erosion and air pollution caused by almost 2000 additional vehicles such development would bring.

As above traffic is already at saturation in the valley as witnessed by the lack of available parking and consequent excessive on-street parking, delays on the A65 Couteance Way and general movement around the town.

Ilkley is a commuter town and is heavily reliant on train and bus services to augment car travel. Railway stations at Ilkley and Ben Rhydding cannot take longer trains. It will continue to be a commuter town due to the lack of employment opportunities and the economic draw of Leeds and Bradford.

Schools are already at or beyond saturation and cannot take any more pupils. Increased traffic already ensues from pupils being transported to schools elsewhere. Some children in Ben Rhydding are currently transported to Addingham thus driving past the school in Bolling Road.

The protection of the Green Belt is a priority, once it is gone it is gone. The use of Brownfield sites in the wider Bradford area will protect the environment and enable more affordable housing to be provided.

Any development should not use agricultural land thus preserving the economic structure of the area and the environment.

Medical and emergency services are either at capacity or are not available in the town. Thus the existing infrastructure is at or beyond capacity.