

**My Comments on The Bradford Local Plan****Subject: Construction of 800 new homes in Ilkley (Section 5.3, Para. 64, Policy HO3)****Comment:**

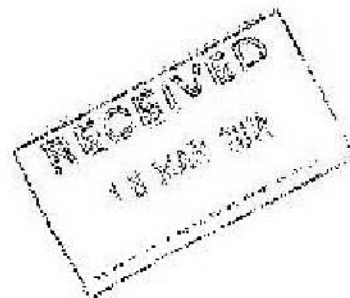
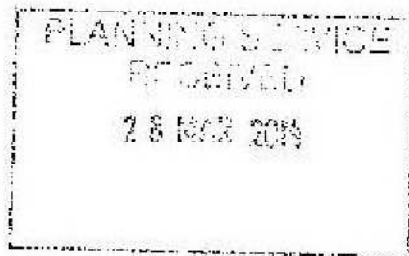
No attempt has been made to assess local need.

No account has been taken of the fact that there has been and continues to be infill development which has led to a windfall of around 500 new homes since 2004, which are excluded from the Plan's calculations. They have placed great strain on the town's infrastructure, particularly road and rail links, parking provision, schools, health services and utilities.

The strategy sets out positive measures to minimise green belt releases, protect habitats (Section 3 paras.103 – 116 policy SC8), minimise additional travel from new development and boost tourism, all of which are at odds with the scale of the building proposed. Proposed housing numbers have been reduced because of the Habitat Regulations Assessment but only by 38% in Ilkley, whereas the combined reduction across the rest of Wharfedale is 56%, this despite the fact that the whole of Ilkley falls within the 2.5km habitats protection zone designated under the HRA (Section 3 para106). It is therefore unclear from the Strategy how the figure of 800 was calculated.

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## **My Comments on The Bradford Local Plan**

### **Subject: Effect on infrastructure of proposed new homes in Ilkley**

**Comment:** I understand that the soundness of Bradford's Core Strategy is to be judged on not only whether it is consistent with national policy but also whether the development proposed is sustainable.

Insufficient weight is given to the fact that Ilkley is a one road town, namely the A65. This is the only road out of Ilkley to the west. The only alternative road out to the east is a narrow, winding moorland road liberally scattered with road humps. There is no road to the south and there is limited access to the north across the river via a single track bridge at Ben Rhydding and the town centre bridge which is always heavily congested. These afford access to narrow country roads heavily used by farm traffic, cyclists and ramblers and do not lead to the destinations required by the majority of motorists. The A 65 is already extremely congested and is susceptible to flooding and blockages caused by accidents and road repairs. Section 3 para 15.3 states that it is vital that there is sufficient infrastructure, but little infrastructure improvement is planned for Wharfedale. The Strategy maintains that the development of 1600 new homes in Addingham, Ilkley, Burley and Menston is sustainable which I would refute. There is also the impact of development proposed by Leeds in the vicinity of the A65 to consider, which will further exacerbate congestion problems Research has shown that each home can lead to 8 vehicle journeys a day. The key aim of integrated land use and transport planning is to reduce the need to travel (Section 5.2 para 13)

Much of Ilkley was laid out in Victorian/ Edwardian times and the road network can not cope with the volume of traffic now struggling to use it. Near the centre many residents require on street parking and commuters also park here as the station car park is woefully inadequate for Addingham and Ilkley commuters. Car parking provision in general is totally inadequate and there is no public transport alternative available to the north of the river. The economy of the town requires the encouragement of increased tourist/visitor numbers but, given the scarcity of land, finding suitable car parking sites is problematic. Ilkley enjoys good rail links with Leeds and Bradford, but, at peak times, trains are already overcrowded, to the extent that some commuters from further down the line come to Ilkley to be sure of a seat, thus exacerbating the parking situation.

The Ilkley First Schools are already over subscribed for the foreseeable future and the development of 800 new houses could well lead to an influx of school age children such that a new First school would need to be built. Much greater capacity is needed at Ilkley Grammar School if it is to serve its present catchment area and the Plan makes no proposals to alleviate the situation. If a solution were proposed outside Wharfedale this would necessitate extra car/bus usage which would have a deleterious environmental impact and exacerbate the congestion issues referred to above.

Health services and dental provision would also be under strain and additional demands would be placed on the fire service and police force. I question whether utility providers would be able to cope and flooding risks would be increased by further development in the flood plain and on the often unstable valley slopes liberally peppered with springs.

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## My Comments on The Bradford Local Plan

### Subject: Retention of existing Green Belt around Ilkley

**Comment:** The Bradford District Local Plan envisages that 55% of the new houses to be built in Ilkley would be on Green Belt whereas the figure for the District as a whole is 25%. This is despite the fact that the Government supposedly attaches great importance to Green Belts (NPPF Para79).

Since the demise of Ilkley Urban District Council more and more Local Council services have been stripped out of Ilkley and it has had to reinvent itself as a Spa and Festival Town, attracting visitors from the rest of the District and beyond. This is what the economy of the town depends upon. For this to be sustainable in the future it is imperative that Ilkley retains its separateness as a town, preserves its iconic setting and special character and safeguards the surrounding countryside from encroachment. Leeds, Horsforth, Rawdon, Yeadon and Guiseley all merge into one and Menston and Burley are now almost linked. It is vital to prevent Ilkley merging into Burley to the east and Addingham to the west, which would cause ribbon development to spread through the Wharfe Valley to beyond Addingham.

I appreciate that people like to live in Ilkley and that Developers are eager to build here so they can maximise their profits, but the need for housing is actually in Bradford City and Keighley, where there are many brown field sites available for redevelopment. This would have several advantages: houses would be built where they are actually needed, derelict urban sites would be regenerated and much needed jobs created in Bradford and Keighley and beautiful countryside in the Green Belt would be preserved for the benefit of future generations.

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**My Comments on The Bradford Local Plan**

**Subject: Designation of Ilkley as a Principal Town**

**Comment:** The Local Plan designates Ilkley as a Principal Town (Section 3, para. 6, policy SC4) along with Bingley and Keighley but its population is less than 3% of that of Bradford District and approximately 33% of that of Keighley. Ilkley lies on the edge of the District and most administrative council services have been removed from the Town Hall, many bus services have been withdrawn and Ilkley no longer has a hospital or emergency medical facilities. One could not describe it as an employment centre. Rather its economy depends on tourism, visitors to its festivals and attractive shopping centre and walkers/cyclists attracted by its proximity to the Moor (a SSSI site), the Yorkshire Dales National Park and the Nidderdale Area of Outstanding Natural Beauty. Together they create a unique environment which would be severely compromised by the scale of the proposed development (Section 5.2 para. 62 policy HO3).

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