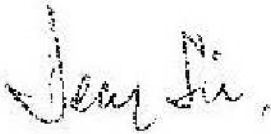


[Redacted] Ilkley LS29 [Redacted]

V2

09/02/14

Parish Clerk  
Town Hall  
Ilkley



**BRADFORD LOCAL PLAN**

We take the liberty of, actually, pasting this letter, written by Sir Rodney Brooke, simply because we agree completely with the sentiments it expresses.

The ridiculous Tesco decision was made despite the objections of the majority of Ilkley citizens and their Parish Council.

We must achieve a better outcome this time.

[Redacted]

POST OFFICE  
BRADFORD  
28 AUG 2014

RECEIVED  
12 FEB 2014

[Redacted] Hirst

**Bradford Local Plan**

I am aghast at the proposal in the Bradford Local Plan to build 800 houses in Ilkley and Ben Rhydding. The reasons why this prospect appals me are as follows.

1. Ilkley is the jewel in the Crown of Bradford. It provides a recreational lung for the city dwellers of West Yorkshire, a role it has fulfilled since the industrialisation of Bradford and Leeds in the nineteenth century. The novels of Howard Spring and J B Priestley illustrate the way in which city dwellers have delighted in escaping to Ilkley for more than a hundred years. Ilkley Moor still attracts thousands of urban dwellers who enjoy there the fresh air and the outstanding views of the surrounding country. That country will be defaced by the imposition of 800 new buildings.
2. Together with Haworth, Ilkley is Bradford's major tourist attraction. It creates jobs in the Bradford District because of its beautiful outlook. This would be blotted by the infliction of 800 houses. Jobs would be lost as a result. Ilkley is also a Festival town: its Festivals attract many visitors. The increase in urbanisation threatened by the proposed development would

*could.*

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severely diminish the attractiveness of the town and its ability to attract tourists and generate jobs.

3. The road network in Ilkley is already creaking. Traffic jams on the A65 are common. At peak times, there is frequently a queue of traffic stretching for over a mile along the A65 on either side of the Ilkley town centre. The planned building of a superstore in Railway Road will itself bring the central road network to breaking point. The traffic generated by the occupants of 800 houses will complete the devastation and extend the traffic paralysis at peak times.

4. The only main road access to Ilkley is on the A65. Other roads are minor. Traffic generated by the proposed development will exacerbate the existing traffic jams on the A65 and severely limit the ability of the emergency services to reach the town.

5. The schools in Ilkley are already full. It is often impossible for existing residents to secure a place for their children in the Ilkley schools. The problem would be even worse with the children from the 800 homes competing for school places.

6. There is substantial commuting traffic on the train service to Leeds and Bradford, which is already over-crowded at peak times. The service cannot accommodate the extra traffic generated by 800 new dwellings.

7. Flooding in the lower areas of the town is already frequent. The recent inundations have demonstrated the result if concrete replaces soil: floods result from the removal of natural drainage.

8. Car parking in the centre of Ilkley is already at a premium. It is often impossible to find a space in the car parks. Cars are parked on residential roads. Car parking extends onto roads well away from the town centre. On Middleton Avenue, for example, cars will be parked on both sides of the road for nearly a mile from the town centre, often causing problems for through traffic. The existing problem would be severely exacerbated by the building of 800 dwellings.

9. The other infrastructure services of Ilkley are not designed to cope with the population generated by 800 new dwellings. In particular water supply at the top of the town is already vulnerable to interruption.

10. The development proposed would nibble at the green belt, precipitating the ribbon development which planning policies have hitherto been at such pains to avoid.

In the Bradford and Keighley areas are substantial tracts of derelict brownfield land. They exist in areas where demand for local services has declined because of falling population. The brownfield sites should be developed before removing the greenfield sites of Ilkley. Construction of new dwellings in the declining areas of Bradford and Keighley would help to regenerate districts which are suffering from economic decline. In such areas new housing would improve rather than deface the local environment. It is in those areas that new housing is needed and to which it should be directed.

Yours sincerely