

PART B COMMENTS

INFRASTRUCTURE

Ilkley is currently over capacity in every aspect of local infrastructure. Consequently development at the levels envisaged without taking into consideration the affect on all aspects of infrastructure (including cost) simply does not make sense and is not sustainable. To justify development on such a scale would require major spending, which should be passed on to the developers. If this were done developers would soon prefer to develop the many existing brownfield sites in the Bradford area rather than taking the easy and fast buck route of developing in Green Belt and in Ilkley.

- Schools are currently oversubscribed (primary and secondary) with parents already unable to obtain places.
- Healthcare facilities are at breaking point.
- Parking facilities within the town are inadequate for residents and visitors but this problem has been exacerbated in recent years as Ilkley has become more and more a commuter dormitory for Leeds and Bradford. As a consequence residential roads are choked up all day with commuter parking to almost a full mile radius of the town centre.
 - The A65 was deemed to be over capacity in 2005 (Leeds City Council). Local employment opportunities are limited, consequently commuting to Leeds and Bradford will increase, putting further intolerable pressure on roads and public transport.
 - I moved to Ilkley in 1979 and realised on my first day commuting to Leeds that the A65 was way over capacity, 35 years later this problem has increased 10 fold and during that period **NOTHING** has been done to improve this road link. Without massive spending on road infrastructure principally on the A65 into Leeds but also on the A6038 into Bradford any new development is unsustainable. However, the A65 runs through fully developed residential areas all the way into Leeds (same applies to the A6038). Consequently improvements to these roads would inevitably require the demolishing of hundreds of residential properties, which would defeat the object of building in Ilkley in the first place.
 - The rail link to Leeds and Bradford has over this 30 year period been used to avoid road improvements but that is now over capacity itself. New building on the scale proposed would require infrastructure costs re upgrading stations (bigger platforms), new rolling stock, more frequent services AND parking provision within Ilkley.