

Ilkley Neighbourhood Plan

consultation 16 July to 10 Sept 2021

This proposal is based on the Flawed Core Strategy information being reused as a basis for this Bradford Local Plan, both of which took no notice of the 1500 homes built in the 10 years period of the above plans, the so called windfalls, which have at least added 3000 extra cars into the community. Hence the Failed car parking policy, which has caused a half mile on new parking areas along the roads leading from the centre of Town into the residential areas. The inadequate station parking at both the main and Ben Rhydding stations for travel to Leeds and Bradford for business has exasperated the situation. We are a residential commuter town for those City's not a Market Town as Bradford seem to be forcing on us, market Towns are Skipton and Otley.

It is clear the presented plan is outdated even before the release of the consultation as the Government has funded 850 new homes on Brownfield sites in Bradford, a start, and they have 7800 homes in Bradford unoccupied for over 24 months. 8276 affordable homes could be delivered across West Yorkshire and make a big impact in providing homes. Get building and letting those empty homes and reduce the housing figures to be allocated to the outer districts of Bradford, e.g. Ilkley.

It is understood that the Ilkley neighbourhood plan has to link into the previously Flawed Bradford Local plan however I would hope that Ilkley people stand up for all its residents vigorously and not accept the Bradford Metropolitan basis of their interpretation of the needs of our Rural Town.

5.17.1 Ilkley is a former spar town and current Tourism centre and residential town for Leeds and Bradford.

5.17.6 states a residential town, employment .retail and leisure but fails to understand these in the past were mainly local Ilkley managed businesses and retail outlets run by residents of the Town, this is not now the case with many now being National companies who bring in operatives from out of Town and hence more cars into town and this with the 1500 homes has caused the car parking problem in Town which has not been resolved. The once proposed car park for the station at Ben Rhydding is now planned as housing!!! Adding to the car parking problem. There is no strategic transport or even co coordinated planning proposal for Ilkley that understands Ilkley.

5.17.7 & 9 Businesses- Refers to increasing businesses but ignore working from home businesses and taken overall the Business residents are a small sector of the Population and should not be taken as the focus of the plan when residents outweigh hugely the business operatives in town. Many visitors to the Town come by rail from Leeds and Bradford and spend little in Town but cause a large amount of the litter, recently increased with the Clean River bathing without any sanitary or refuse collections adjacent to the area or inadequate monitoring, yet another not thought through development.

5.17.11 Market Town- Ilkley has a strong and vibrant centre but we are not a Market Town but a former spar and tourism centre as stated in 5.17.1. The market Towns have always been Skipton and Otley.

5.17.13 Transport – We have a rail station and bus station both with little parking, a bus station and bus stops in the centre of Town which need rationalising as some are only 100M from the bus station.

5.17.17 dwellings – if we have 6,703 existing homes [1500 increase in the last 10 years]no wonder we have a parking problem. We need low cost housing not half million pound 5 bed homes with at least three cars each, on green belt [more high cost means more rates paid!]. We have not the varied industrial and commercial /retail capacity for a Principal Town such as Shipley and Keighley we are a Tourism and Residential town.

5.17.20 More Homes- Bradford Local plan and its predecessors' were based on Bradford's need for more homes yet there is Hectares of Brownfield land in Bradford that needs redeveloping not green field sites. There was never, in these plans any coordinated infrastructure provisions such as doctors, schools and retail provisions to support the increased number of houses, across the whole District.

We need low cost homes to keep young Ilkley families in Ilkley by mostly building high end homes not starter homes. Site and home prices are high and price out low income families.

5.17.23 & 27-green belt- Ilkley has the green belt designated to enhance the Visitor centre with the Moor and surrounding lower Wharfedale scenery. There should be no change to the green belt. Retention of the listed buildings and the conservation area and open spaces are what makes Ilkley.

5.17.31-Although we have a thriving sports offer in Ilkley they are all mainly in membership clubs and there is no low cost sports facilities available for low income families and casual sports .

5.17.34- schools- All over committed in numbers no spaces available.

5.17.35 Surgery- All practices are over committed with numbers.

5.17.37- long term planning- At last a comment about infrastructure and as seen above, we at the moment have no capacity, so why more high value homes on Green Belt land except for more Rates. Is not 1500 homes out of 6700 too large an increase over the last 10 years reflecting in the overcrowding of schools surgeries and car parking? We have a situation where have a contract area for 23 and only 6 spaces filled [especially t the weekends], so that leaves 17 which could be earning revenue and space for visitors. We now have Business parkers parking all the way up Grove and Kings Road and around the Station at Ilkley and Ben Rhydding.

Regarding IL1/H- This site is a prime rural setting to a rural town which if used for housing would deteriorate the vista of the Town and the Moor. Development would further exacerbated the Bolling Road Junction and hence the Leeds road /Wheatley Lane traffic junction on the A65 where traffic often backs up to beyond the Manor bends just before Burley in Wharfedale. This is a valuable open space and a golf club site and green belt development again.

Regarding 5.17.37- Key statement states "continue to protect important areas of open space "and ecology and habitat networks", yet IL1 and IL/3 contradicts this.

Regarding IL2/H- Access and visibility for this site is dangerous being on a bend and on a downward slope and before the traffic lights at Victoria Avenue this will cause further delays on the A65. Number of homes too high and not commensurate with the surrounding area and the trees screen to the north must be maintained. Hebers Ghyll beck runs adjacent the site and is a fast flowing beck from the Moor.[Flood zone 1]. It is only 1 mile from the Centre of town and therefore is in walking distance of facilities. When this site was cleared from undergrowth many invertebrates, rabbits etc. were ejected. Table A says 20 yet this section says 30 !!! this is too high density even at the lower figure.

Regarding IL3/H-Interestingly part of this site was allocated previously for station parking. It is a prime Green Belt site. In the past a portion of the site was to be a car park for the adjacent station and now only adds this in a passing comment. Development would further exacerbate the Bolling Road Junction. It is a prime visual rural entry to a rural Town with good views of the Moor. Flood Zones 1, 2 and 3! Close to a Grade 2 listed Building.

Regarding IL4/H- Stockeld Rd. This is amenity Land for the Church and as the street parking has taken away the access for church funerals and wedding the area is needed by the Church. Flood zone 1 and 2! Required open space for the surrounding conservation area and Old Bridge setting which only provides 9 homes.

We need to maintain our Town and community and reject unsound development to build more homes on Brownfield sites in Bradford. Smith