



My Comments on
The Bradford Local Plan

Subject: The Proposal to build 800 houses in Ilkley

Comment:

- In allocating 800 houses in Ilkley, there does not appear to have been an attempt to assess the local need. This is a significant number of houses in spite of Ilkley's population being only 3% of the population of Bradford.
- There has been no consideration given to Ilkley being situated on the edge of the district or its age demographic difference to the district as a whole
- No account appears to have been taken of Ilkley's fairly unique house building profile and the fact that there's an ongoing process of re-development of large individual property sites which has led to a windfall of 500 new homes since 2004
- Housing numbers have been reduced on account of a Habitats Regulations Assessment but by only 38% in Ilkley whereas the combined reduction across the rest of Wharfedale is 50%
- There is a disproportionate proposal to build houses in greenbelt areas in Bradford in general and Ilkley in general without adequate consideration being given to building on brownfield sites as required by the planning rules
- The road infrastructure in general and Leeds Road/Skipton Road at the traffic lights in Ilkley in particular, are already inadequate for current car numbers leading to lengthy periods of congestion.
- Parking is already difficult in Ilkley and many of the roads have become dangerous as a result. No consideration has been given to, or provision made for the effects that will result from the additional housing
- Ilkley's economy is dependent on its reputation as a destination town and tourist centre. The traffic and parking issues and the pressure on the existing inadequate rail links, will adversely affect this.
- School provision is already inadequate and no consideration appears to have been given to increasing this.
- The land likely to be used for the building of this number of houses has, during the winter, been waterlogged from the run-off of the rainfall from Ilkley Moor. In addition, any building of this density is likely to have unforeseen consequences on the myriad of underground water courses that permeate the town and surrounding residential areas.

- The housing developments in Ilkley and surrounding villages on the A65 at the levels seen and proposed is leading to ribbon development resulting in these separate and distinct areas merging into one. This is at the expense of the greenbelt area.
- Ilkley could accommodate a development of 200 houses with the majority being built in pockets within the existing town residential limits without damaging Wharfedale's distinct character.

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