

Further statement from Graham Peacock 364

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Sent: 18 February 2015 18:35

To: Tony Blackburn

Subject: Further representations on the local plan

MATTER 6C – SUB-AREA POLICIES – WHARFEDALE

POLICIES WD1-WD2 – WHARFEDALE

1. New Development Locations:

- a. Is there sufficient justification and evidence to support the specific proposals for development at **Ilkley**, including urban redevelopment and the need to release Green Belt land and the specific projects listed, and has the policy considered the regeneration, environmental, viability, use of brownfield land, the balance of housing and employment land, impact on heritage assets and local communities, and infrastructure requirements, and is it clear, effective, positively prepared, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?
- b. Is there sufficient justification and evidence to support the proposed housing development at **Addingham**, limited to meeting local need, and has the policy considered the infrastructure requirements and local facilities, and is it clear, effective, positively prepared, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?
- c. Is there sufficient justification and evidence to support the specific proposals for development at **Burley-in-Wharfedale**, including the need to release some local Green Belt land and the specific projects listed, and has the policy considered the infrastructure requirements (including transport and education facilities), and is it clear, effective, positively prepared, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)? Could this settlement take more housing development?
- d. Is there sufficient justification and evidence to support the specific proposals for development at **Menston**, limited to existing permissions and other opportunities within the settlement boundary, has the policy considered the infrastructure requirements (including transport and education facilities), and is it clear, effective, positively prepared, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?

Could this settlement take more housing developmen

2. Transport:

- a. Is there sufficient justification and evidence to support the transport proposals, including transport improvements and is the policy effective, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?

3. Outcomes:

- a. Is there a reasonable or realistic prospect of the Outcomes set out in the Plan (¶ 4.3.1-4.3.4) actually being delivered by the end of the Plan period, and what measures are in place to monitor success or enable contingencies to be put in place?

In the above, in relation to the four townships only the points re Menston & Burley have mention of sufficient provision for education facilities. All the identifiable available land for development is to my understanding allocated to housing. Which areas will provide space for two or possibly three primary schools for 1200 houses? Which land will provide for one big replacement secondary school or a smaller additional one - catering for academic and vocational courses to age 18?

In relation to road transport facilities where is the evidence that either the A65 or A660 will be improved sufficiently to cope with the additional traffic from new Leeds & Bradford LP housing?

In the last 25 years to my observation there have only been the following improvements:-

- 1) integrated traffic-light management of the flow through Ilkley on the A65
- 2) last year a bus priority scheme south of Horsforth on the A65 - but no Ilkley service uses that route
- 3) currently a scheme to reduce delays at the Horsforth roundabout on the A65

There have been no improvements in the last 25 years to capacity or flow on the A660 route apart from in the immediate city centre of Leeds.

In relation to rail transport facilities the Wharfedale (and Airedale) line has Northern Rail's most recently provided rolling stock - class 333 EMUs - though even these are now 15 years old.

The current WYITA Local Transport Plan 2011

The northern franchise, is of course, currently being tendered by DfT.

Possibilities that have been previously mentioned to improve capacity on the Wharfedale line include re-signalling to provide shorter sections and thereby an increased frequency. Alternatively, lengthening platforms to allow the use of 6 car EMUs - but there are no such units currently available. The possible use of 8 car 333 trains (ie joining 2 units) is understood not to be allowed under the existing safety case for significant technical reasons.

A further constraint is that Leeds Station is now virtually working to capacity.

Clearly, the possibilities for an improved rail service to both Leeds and Bradford depend on the outcome of all these external factors.