

Further Statement from Ilkley Design Statement Group 170

From: Tony - Jackie Emmott

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To: Tony Blackburn

Subject: Bradford MDC - Local Plan Core Strategy Examination

The Ilkley Design Statement Group's (IDSG) representations were lodged in extensive detail at the outset so the only two points IDSG wish to make concern changes of circumstances since its statement of the 27th March, 2014. I will use the same item/paragraph numbers as in that statement.

item 5 - Shipley Bypass/Link Road/Relief Road - Day 7 (am) : IDSG IS now aware that extra Government funding was awarded in January 2015 to pay for a study into this proposed scheme under its Growth Deal. The onus is now on Bradford Council and the West Yorkshire Combined Authority to progress this. As the Core Strategy recognises, this scheme is one of its key projects now to be reviewed using some of the extra £56 million allocated to the business-led Leeds City Region Local Enterprise Partnership (LEP). The extra money follows the £573 million awarded to the LEP in July 2014. The review of transport priorities due to be completed by December 2015 will include the Shipley route. However this does not change IDSG view previously expressed that the absence of plans for and completion of the Shipley Eastern Bypass puts into question the soundness, viability and deliverability of the plan during its lifetime up to 2030.

items 17 and 18 - Tesco/former Spooners site (2.23 hectares), Railway Road, Ilkley - Day 10 (pm) : Circumstances have changed dramatically in recent months in that IDSG understands Tesco have abandoned its proposal to relocate from its existing store in Springs Lane and has aborted its plans to develop a new store on the Railway Road site. IDSG representations pre-empted these circumstances so it is now paramount for the Core Strategy to address the future use of this critical site so close to the town centre. This site was originally designated as Employment land so IDSG now reiterates the proposals canvassed in item 15 of its earlier representations namely mixed use of the site for housing and employment(business and light industrial) and car parking.

Tony Emmott for IDSG