

Ilkley Design Statement



February 2002

The Ilkley Design Statement - Contents

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COUNCILLOR CHRIS GREAVES
ROMBALDS WARD

February 2002

I am delighted to contribute this Foreword to the Ilkley Design Statement. This is the largest exercise of its kind so far produced in the City of Bradford Metropolitan District.

It is absolutely vital that Ilkley residents are able to contribute to the decisions which have such an important impact on the appearance and ambience of your town. This Design Statement, which has been shaped by the residents of Ilkley, reflects your views. It will be of great value to the Planning process as we know it really does represent your thoughts and opinions.

I congratulate the Ilkley Design Statement Group on what they have achieved in this document, and commend it to your careful study. It deserves it.

Chris Greaves.

Christopher I. Greaves
Chairman, Keighley Area Planning Panel

THE ILKLEY DESIGN STATEMENT

Introduction

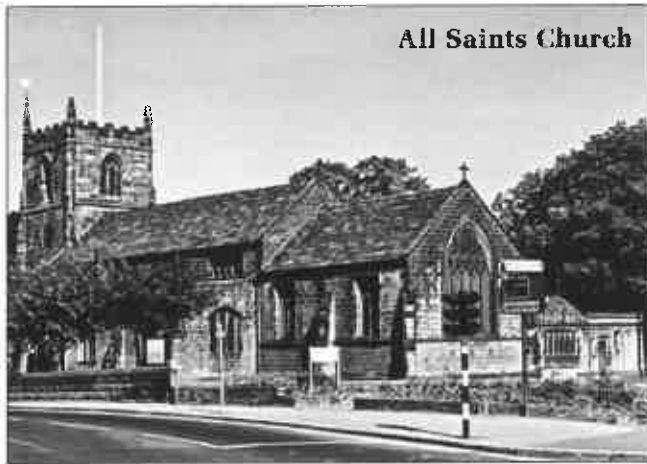
1. Village Design Statements were developed by the then Countryside Commission in the early 1990s, to ensure that development is in keeping with the character of the existing local environment. Actively supported by both current and previous governments, they figure in Planning Policy Guidance, and planning authorities support their production. The Ilkley Design Statement Group gratefully acknowledges the encouragement and support of Bradford Metropolitan District Council during the writing of this Design Statement.
2. Planning guidelines agreed as a result of Design Statements take the form of Supplementary Planning Guidance, which requires periodic review. The Design Statement Group will therefore continue to meet and, when necessary, discuss with Bradford Council the need to amend the Supplementary Planning Guidance produced as a result of this Design Statement.
3. Ilkley is considerably larger than most of the communities for which Village Design Statements have so far been produced, but it lies within a single parish and is a distinct community in a rural setting. It comprises Ilkley, Ben Rhydding and Middleton.
4. This Design Statement takes account of recommendations put to Bradford Council by the Group for the revision of the Unitary Development Plan and for the extension of Ilkley's Conservation Area. It states the aims of the Group, describes the main features of Ilkley, discusses the key planning issues, and makes recommendations. It reflects extensive consultation with both Ilkley residents and professional experts, as acknowledged in Appendix E. It supports the longer term view of Ilkley in Vision 2020.

Aims

5. The chief aim of the Ilkley Design Statement Group, based on consultation with residents and research, is to ensure, through Planning Guidance, that the town develops in such a manner as to protect its heritage and maintain its attractiveness - those factors which commend the town to prospective residents and visitors in the first place. The Group does not oppose development in principle, but recognises that it is inevitable, given housing pressures and the need to avoid fossilisation.
6. The essential aim should be to preserve the character of Ilkley as an attractive, rural Dales town which:
 - remains a distinct community;
 - protects its setting and natural environment;
 - protects and cherishes its physical heritage and townscape;
 - provides employment opportunities for its residents;
 - continues to flourish as a commercial and retailing centre;
 - continues to attract visitors to its shopping and recreational facilities;
 - reasonably meets residents' and visitors' leisure requirements;
 - is a good place in which to bring up young people.

Brief History of Ilkley

7. Ilkley first developed as a military station, *Olicana*, during the Roman occupation. The site of the fort is now partly occupied by Ilkley Parish Church. A civilian settlement grew up around the fort, primarily to provide services for it. The fort was abandoned by the Romans in the late 4th or early 5th century. Ilkley subsequently dwindled into a settlement of very little consequence. By the 10th century it had become part of the estates of the Archbishop of York centred on Otley. During the late Middle Ages Anglo-Saxon and then Norman manor houses arose on the fort site. The earliest part of the present "manor house" probably dates from the early 14th century. The mediaeval settlement was confined to both sides of Church Street and Brook Street, although by the 16th century a number of well populated farms and small settlements had developed within the parish. The surviving pack horse bridge dates from 1673.



8. During the 18th century the Myddelton family, principal landowners and lords of the manor, developed the White Wells as a spa, so that by 1829 over 30 lodging houses had appeared. However, in the mid-19th century Ilkley was still a village based on agriculture and, to a lesser extent, textiles and quarrying. Visitors comprised nearly a quarter of the population recorded in the 1831 census. The long established bath at White Wells with its pure moorland spring was followed in 1844 by the Ben Rhydding Hydro, where treatments were pioneered. Hydrotherapy became very successful in Ilkley, and soon a large number of other imposing buildings had been constructed as centres for the water cure. More rapid expansion was, however, triggered by the opening of the railway in 1865 and the beginning, in 1867, of major land sales by the Myddeltons. Ben Rhydding station opened in 1866 for guests of the Ben Rhydding Hydro. By the end of the century Ilkley had become a town of around 7000 inhabitants, and it continued to grow throughout the 20th century. The decline of the spa was offset by the growth of tourism made possible by the railway, some light industry and the development of the town as a dormitory for people working in Leeds and Bradford. The development of Middleton largely followed the opening of the new bridge across the Wharfe in 1904. Ben Rhydding was joined up with Ilkley in the inter war years by development which spread rapidly after the Second World War. In 1991 the population of Ilkley overall was in the region of 14,000 and is now around 16,000.

Ilkley's Setting

9. Ilkley lies at the northern boundary of Bradford Metropolitan District, where West Yorkshire and North Yorkshire meet. To the north lies the Nidderdale Area of Outstanding Natural Beauty, whilst the Yorkshire Dales National Park is some mile and a half to the northwest of the town edge. In all other directions the bordering open land forms part of the Bradford Green Belt. Since the establishment of Ilkley and Ben Rhydding as a spa in Victorian times, the town has been a very important and greatly valued recreational centre, especially for the industrial West Riding/West Yorkshire.
10. Ilkley's attractive appearance owes much to its natural environment and the Green Belt surrounding it. Here the Wharfe is confined between Middleton Moor (rising to Beamsley Beacon) to the north and Rombalds Moor (terminating in the world famous Ilkley Moor) to the south. Along the millstone grit escarpment, nature and quarrying have combined to produce interesting outcrops, including the famous "Cow and Calf" landmark. The Moor is the site of important prehistoric artefacts, including the mysterious Swastika Stone.
11. The Wharfe divides 19th century Ilkley and Ben Rhydding from 20th century Middleton. It is a rapidly fluctuating river and its flood plain has been adapted to provide a continuous line of playing fields, sports grounds, allotments, a golf course, a cemetery and a sewage works. This open space runs right through the town, close to the centre.
12. The town is divided north to south by a succession of ghylls and becks from the moors to the Wharfe. These create green corridors to the centre of the town, forming attractive features, and providing important refuges for many forms of flora and fauna.
13. There are four major areas of open land within Ilkley: Ilkley Moor and Panorama Woods in the south, the Valley Bottom, and Middleton Woods in the north. Three of these are Sites of Special Scientific Interest (S.S.S.I.) or similarly designated areas.



Ilkley Moor

14. Ilkley Moor was designated a S.S.S.I. by English Nature in 1994; it is also designated a Special Protection Area and a Special Landscape Area, and, as part of the South Pennine Moors, is a Site of International Importance. It is therefore well protected by legislation. The Landscape Character Assessment states "The mosaic of upland habitats (is) of great nature conservation value, while the proximity to nearby urban centres means that these



moors are very important for recreation." An Ilkley Moor Management Plan 2000 - 2009 has been drawn up by the Bradford Countryside Service. The Plan has three main themes: Nature Conservancy, Recreation & Access, and Archaeology. Clearly the human recreational activities impact adversely upon the other two, and the Recreation & Access section makes it clear that only activities which do not compromise nature conservation will be permitted.



a. The implementation of the Ilkley Moor Management Plan 2000-2009 should be adequately funded, and reported on annually, by the Countryside Service to the Parish Council.

b. At the Cow and Calf car park, public toilets should be provided and maintained as part of the refreshment concession.

The Valley Bottom

15. The chain of open spaces alongside the alluvial plain of the Wharfe, referred to above, includes the ponds of the former Ben Rhydding gravel pits, which are now a Site of Ecological or Geological Importance. Although the cultivation and use of sports fields interferes with the natural habitat, the riverside and neighbouring tree cover provide a useful corridor for wildlife from Nesfield to Ben Rhydding.

16. The Ben Rhydding S.S.S.I. comprises a narrow triangle almost 1km long between Coutances Way and the Wharfe at the eastern extremity of Ilkley. Twenty-two species of butterfly have been recorded there, including Small Skipper, Meadow Brown and Comma, and the locally rare Common Blue. It is a stronghold for the uncommon Brown Hawker Dragonfly. Several species of orchid hybridise here. In addition to the S.S.S.I. the valley floor generally supports a wide variety of plant and wildlife.
17. Development control and the very real risk of flooding combine to discourage development, the indoor courts of the Tennis Club being an exception. Caravan parking is authorised and frequent at the Ilkley Rugby Club near the bridge, but now prohibited on Denton Road near the stepping stones. This should reduce the impact on flora and fauna in the summer months.

a. The area for authorised caravan parking should not be extended.

b. Further commercial and residential development along the valley bottom should be prohibited. Recreational projects which preserve and enhance the corridor should be considered on merit.

c. Redevelopment at Coutances Way should be carefully controlled.



Middleton Woods

(including Copsy Wood, Hudson Wood and Stubham Wood)

18. Formerly owned by the Myddelton family, Middleton Woods is a Site of Ecological or Geological Importance. It covers an area of approximately 40 hectares, on a south facing slope rising from the 80m contour on the SE (near Ilkley Swimming Pool) to the 150m contour on the NW (towards Slates Lane). The deciduous woodland is



famous for a spectacular display of bluebells in May. Great Bittercress is a noteworthy member of the flora, and the woods also support Comma, Small Tortoiseshell and Peacock butterflies.

19. Although the Access Land is cut in half by Curly Hill road and is continually threatened by encroachment, residential development and recreational use, the area appears to be just large enough to provide a sustainable habitat. This is probably due to the open farmland to the east and particularly to the north, which effectively extends the habitat.

a. The established policies protecting Sites of Special Scientific Interest and similar sites should be strictly adhered to.

Other Significant Habitats

20. Many houses in Middleton, east Ben Rhydding and particularly in west Ilkley have large, quiet gardens, usually wooded, some with streams, which jointly provide sustainable habitats for birds and wild life.
21. Trees, particularly large growing species, make an important contribution to the character of Ilkley.

Originally most of the Dales around Ilkley were wooded, but the agricultural expansion of earlier centuries reduced natural tree cover. However, Panorama Woods and Heber's Ghyll survive as an attractive habitat and recreational area. During

Victorian times a wide variety of trees was planted around the town in public spaces and in the grounds of spas and villas. This has left Ilkley with a valuable asset and habitat, which is in danger from infill development and the age of the trees - 100-150 years, a time when many begin to die naturally.

a. A survey of Ilkley's "urban forest" (number of trees, species, age etc.) should be carried out.

b. Dying trees should be replaced by appropriate specimens. The register of Tree Preservation Orders should be regularly reviewed, updated and augmented in the light of the survey recommended above.

c. The environmental impact of all planning applications should be considered. The Wharfedale Naturalists' Society would be able to carry out any required environmental studies.

d. Wooded areas should be retained, and permission for tree removal should normally be conditional on replanting. Many specimens need the protection of a Tree Preservation Order.



The Green Belt

22. Ilkley is surrounded by Green Belt, last defined in the Unitary Development Plan adopted in January 1998. It preserves the town as a distinct entity from the surrounding villages, and helps give it a sense of community. It also provides a vantage point from which to view Ilkley itself. The interface between Green Belt and town needs careful handling. In some cases this has been insensitively treated, such as the development in Westwood Rise on the former Semon Home site on the edge of the Moor. Development which abuts the green belt should have a soft landscaped edge to reduce its impact when viewed from the Green Belt.



- a. **The Green Belt should be rigorously preserved and should not be encroached upon by future development.**
- b. **The interface between Green Belt and the town should be handled sensitively, and each application given specific consideration in the light of this general approach. A margin at least 10 metres wide, containing trees and other planting, should be provided between the development and the Green Belt.**
- c. **There should be no inappropriate increase to any existing buildings within the Green Belt.**
- d. **Proposals for development within the town should be judged, inter alia, by their impact on views from the Green Belt; such views should not be spoiled by excessive development.**



The Tarn

Green Corridors and Open Spaces

23. The splendid countryside surrounding Ilkley spreads to the heart of the town itself. At the top of Wells Road the Moor is only a few hundred yards from the town centre; the Green Belt abuts the two central bridges across the Wharfe. The Nidderdale Area of Outstanding Natural Beauty follows the town boundary for some two miles on its northern edge, whilst the Yorkshire Dales National Park is less than three miles from the town centre. Green corridors, such as those from the Moor to The Grove via Queens Road and from the top of Wells Road to Brook Street via Mill Ghyll, bring the countryside into the town centre and provide valuable habitats for flora and fauna. Pedestrian access to open countryside is facilitated by the extensive networks of paths and "snickets". Areas designated for recreation (twelve in all) vary in size from



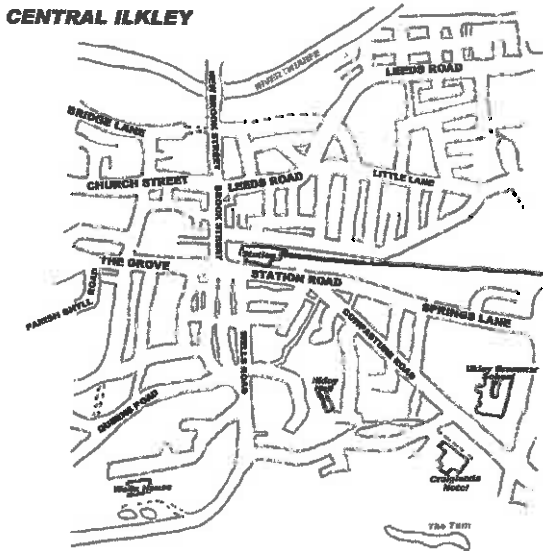
the playing fields alongside the river and Panorama Woods to quite small, but equally valuable, enclaves within residential streets. Including the extensive Ben Rhydding Sports Ground, there are within Ilkley and Ben Rhydding seven areas designated as playing fields. All three areas given over to allotments connect, or virtually connect, with washland alongside the Wharfe.

- a. **Ilkley's green corridors, pathways and open spaces are an essential part of the town's attractiveness. They should be surveyed and maintained, and all significant trees protected by Tree Preservation Orders.**
- b. **In new developments adequate space should be provided for play areas.**

Description of the Town by Areas

Central

24. The central area constitutes the "original" Ilkley, which was the full extent of the town until the second half of the 19th century. It encompasses the two roads running



east to west; part of the dominant A65 Leeds-Skipton road (Leeds Road/Church Street) and a lesser route from Ben Rhydding comprising Springs Lane, Station Road and The Grove in the town centre. These routes are linked from north to south by Brook Street. This area contains the town's shops and public buildings. The latter reflect the Victorian and Edwardian expansion of the town and comprise the Railway Station (1865) with its adjacent bus interchange, the Town Hall (1908), and the adjoining Winter Garden (1913) designed by the architect W. Bakewell. The present town centre owes much to the removal of the railway onward to Skipton and the creation of the central car park. The centre contains most of the town's public houses.

25. Most churches also are in this area. The original Parish Church of All Saints (15th century but extensively rebuilt in 1860) stands on the A65 at the corner of Brook Street. Further churches were built from the late 19th century onwards - Christchurch on The Grove with its large lecture hall in Riddings Road (1869), the Friends' Meeting House in Queens Road (1869), Sacred Heart in Stockeld Road (1879), the Baptist Church in King's Road (1903), Chapel House in Wells Road - the former Methodist Assembly Hall (1904), and the Church of Christ Scientist in Wells Road (1939). St Margaret's on Queens Road (1878), designed by Norman Shaw, stands above and to the west of the town centre.

26. Church Street, Leeds Road, Brook Street and the north side of The Grove are lined by small or medium-sized shop units, some, like Barclays Bank, excellent examples of their period. "Satellite" shops

are dotted around the large central car park, and supermarkets have been built adjacent to the station (KwikSave, Tesco) and on Leeds Road (Booths). There is little open space, but the central area is enhanced by the presence of well-maintained flowerbeds at the top of Brook Street and along the tree lined Grove. The new bandstand in the grounds of Abbeyfield (the former Convalescent Hospital) offers public amenity, while the wooded Mill Ghyll serves as a physical link between town and Moor.

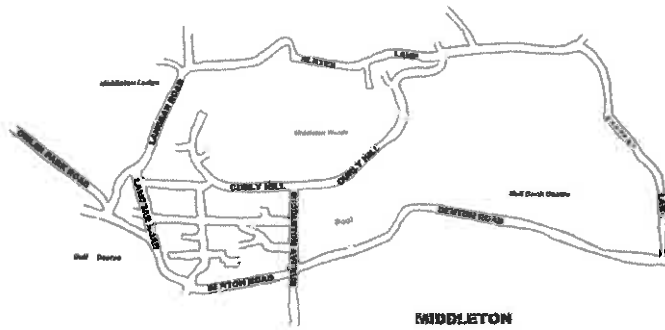
27. Most of the existing Conservation Area is in the central area where the housing is predominantly Victorian, terraced, stone built with slate roofs, varying in size from the smaller ones near the railway with small back yards and front doors abutting the pavement to the larger terraces set back from the road in mature gardens, such as in Parish Ghyll Road. The present stone buildings have had decades of weathering, in varying and uneven degree, and now have a "grey" appearance. It can already be seen how the new stone being used for the houses in the grounds of Wells House stands out in the long distance views because of its golden colour. This should be avoided in the future, particularly as weathering will take much longer given the lack of smoke pollution etc. Where reclaimed stone has been used this has given a better variety of colour and texture, which blends better with older properties.
28. A ribbon of substantial Victorian and Edwardian properties along Crossbeck Road and Panorama Drive abuts the fringes of the Moor, while the most important interface lies at the top of Wells Road with the environs of the former Wells House Hydro (Grade II Listed). This building, erected in 1856 and recently converted into apartments, is a fine example of the work of the architect Cuthbert Brodrick.
29. The hard landscape between buildings has some original stonework, paving and cast iron features and boundaries.

a. All such landscape features should be preserved wherever possible.



North

30. The area north of the River Wharfe is of relatively recent origin apart from the ancient houses associated with the



Lords of the Manor - Low Hall and Myddelton Lodge. The construction of a new bridge in 1904 opened the area for development, but restrictive covenants were used to control the type and density of housing. There are still no shops or commercial premises in Middleton.

31. The housing is substantial, low density and distinguished, set in large, mature gardens behind high walls and hedges. This sylvan setting conceals many of the houses when seen from the Moor, and it is important that any new development should be similarly concealed. Many of the roads are wide, and some retain their stone gulleys characteristic of the area.

The Lido



The earliest development was Stubham Rise (1900) followed within the first decade by Denton Road, whose distinguished Edwardian frontages provide an elegant backdrop to the open amenity area along the river. A variety of private domestic building, demonstrating evolving styles, extends up Curly Hill and culminates in a cluster of 1950s and 1960s houses which spread along Slates Lane. Higher density developments or purpose-built apartment blocks would endanger the character of the area.

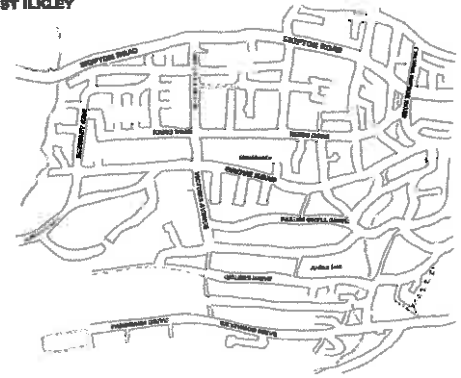
32. The area is heavily wooded with a number of water courses, some of which are culverted. The riverside meadows form part of the flood plain of the Wharfe, where several playing fields and cricket grounds are situated. An important leisure facility, comprising indoor and outdoor swimming pools, tennis courts and putting and bowling greens, is located in this area.

a. Further building in the flood plain should not be permitted.

West

33. The western area of Ilkley commences at the end of The Grove and comprises two contrasting parts. One is mainly large, low-density Victorian and Edwardian houses built between 1870 and 1914. The other is a smaller area of modern housing from Victoria Avenue to the western boundary of the town at Heber's Ghyll. The latter area started to develop in the early 1960s, a process accelerated by the closure and dismantling of the

WEST ILKLEY



railway line to Skipton in the 1970s. The whole area is bounded by Panorama Woods and the Moor to the south, pasture land to the west and the River Wharfe to the north.

34. A series of east-west roads transects the older part (Skipton Road, Kings Road, Grove Road, Parish Ghyll Drive and Westwood Drive) and these, together with the interconnecting roads, are lined by substantial two and three-storey houses built in stone with slate roofs. Many of these were built for prominent Bradford businessmen. Some properties were built for, or occupied by, religious orders. Large gardens are delineated by stone walling and railings to the boundaries, usually with interesting gate piers and other decorative architectural features and with considerable tree cover to the boundaries.



35. Some uncomplimentary post war developments have taken place, but modest infill on a smaller scale in the form of individual bungalows and houses, usually located in the side gardens, has gradually been integrated into the area. Where these have retained the tree cover and boundary treatment the site has been little damaged, but recent developments removing tree cover, boundary hedging or walling and other architectural features which gave the site some distinction are altering the character of the area, particularly where the older house has been demolished.

36. The recent tendency for modern houses to incorporate a vast amount of architectural detail makes them appear fussy and out of character. Whilst many Victorian houses were very detailed, the scale of their size in relation to their plot size means they do not dominate the street scene. Future development should be designed for its particular site and should blend with its neighbours without being a pastiche.

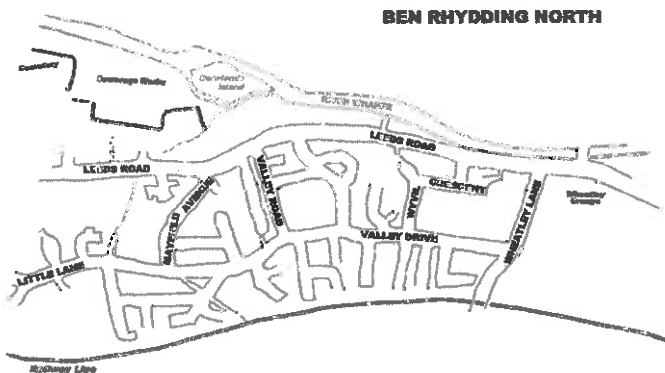
a. If development is proposed within the grounds of an existing property this original building should be retained, unless it can be proved to be completely unviable. Retention of existing buildings will help to retain the character of the area.

37. The most notable building in the area is Heathcote (Grade II* Listed), designed by the architect Edwin Lutyens in 1906 for John Hemingway, a Bradford textile industrialist, and now converted into offices. It is one of the few Lutyens buildings in the North of England. Some of the other larger houses have undergone conversion to residential and nursing homes. High Green on Grove Road was designed by another distinguished architect, Walter Brierley of York, known as "the Lutyens of the North."



Ben Rhydding North

38. Ben Rhydding takes its unusual name from the large hydropathic hotel (the Hydro) which was built in 1844 high above the then hamlet of Wheatley. Ben Rhydding station was created in 1866 to serve the Hydro and gradually the district itself came to adopt that name.



Along Leeds Road there is a variety of styles of buildings and materials, ranging from red brick dormer bungalows,



pebble-dashed semi-detached houses, and the more modern development of Hauxley Court built in artificial stone. The railway line forms a physical boundary between north and south Ben Rhydding. Between Leeds Road and the railway line the housing is predominantly council-built, mainly semi-detached with pebble dashing, with private housing on roads leading off Valley Drive up to the railway line. Many of the council-built houses are now privately owned. Parts of the area have grass-lined verges with additional open green space giving a more spacious feel.

39. There is a 1960s block of shops, on Valley Drive, serving the area.

a. Any shop front policy adopted for the town centre should be used for guidance here.

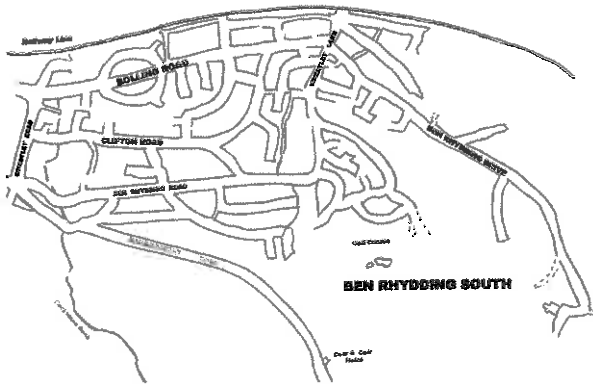
40. The land adjacent to Ashlands School is a valuable green space on the Leeds Road corridor into the town centre, and its open aspect and views of the Cow and Calf and the moors are very important. If this land remains designated for housing in the revised Unitary Development Plan such development should enhance the setting of Ashlands School. This low building should not be dominated by tall new buildings. Whilst the site might lend itself to affordable housing the height of building should be low enough to allow views over the properties to the moors, and the development should include green space and recreational open space. If further development in the Ben Rhydding North/Leeds Road area were proposed it should be designed for its particular site, and facilitate the seamless movement from one style to another.

41. The eastern limit is made up of late Victorian houses along the end of Valley Drive, and also on Wheatley Lane, where they back onto pasture land on the valley floor.

42. The most notable buildings in the area are both modern and stand in Valley Drive; the headquarters of the International Wool Secretariat (IWS) with its ornate canopy, and the Lower School of Ilkley Grammar School (see Education section) and its adjoining playing field. Further playing fields are situated on the flat meadows between the A65 and the river, which forms the northern boundary of the area.

Ben Rhydding South

43. This area contains several old properties that survive



from the hamlet of Wheatley (Wheatley Hall, Grade II Listed), Laburnum Cottage and cottages along Longcroft Road (one Grade II Listed), and Victorian and Edwardian houses extending out from the vicinity of the station. The most handsome



properties were erected along the drive to Clevedon House School (formerly Wharfedale Grange) and its branches, Rowley Drive and Cragg Drive. The Hydro was demolished in 1955 and the land given over to housing (Wheatley Grove, High Wheatley, High Wood) which adjoins a golf course originally laid out in the Hydro grounds.

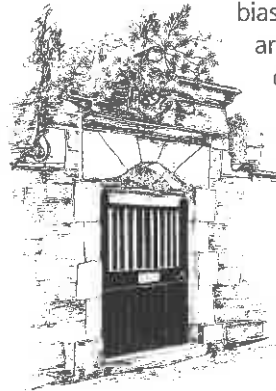
Edwardian houses line Bolling Road and those closest to the station have shops beneath. These Edwardian properties are typical of the black and white houses of the era. Development to the west of the Bolling Road shops features a variety of individual styles and materials.

44. Churches were built to cater for the large increase in population in Ben Rhydding, a Methodist Church at the foot of The Drive and St John's Parish Church on Bolling Road. South of St John's the area is laid out with a network of minor roads and cul-de-sacs providing access to many medium-sized semi-detached houses or blocks of villas with substantial mature gardens. Many of the roads are lined by trees. As elsewhere in Ilkley, several of the larger Victorian houses have not survived intact but have undergone conversion to flats or to residential homes.

45. The Design Statement Group has supported calls for the deletion of the designated housing on the Bolling Road School field from the 2001 revision of the Unitary Development Plan. Since there is little vacant land in the area there could be pressure for development within the gardens of existing houses. As with west Ilkley, the priority should be the retention and conversion of existing large properties where their removal would alter the character of the area, and new development should be designed for its particular site.

Ilkley's Architectural Heritage

46. Ilkley thus exhibits a range of architectural styles dating from the 17th century to the present day. It is a distinct community, but each of its constituent parts has its own character. Within each area there is a bias towards a particular age and architectural style. It is these differences in the style and appearance of each area, and across Ilkley as a whole, which create the overall character and ambience of the town. The central core dates from Roman to Edwardian times. Ben Rhydding has a Victorian and Edwardian core, reflecting its development as a spa, with 20th century additions and infill (such as Five Oaks below). West Ilkley is characterised by Victorian and Edwardian houses and villas in a spacious setting, with late 20th century additions and infill. Middleton, north of the river, has a few very distinguished old buildings but is mostly composed of 20th century detached and semi-detached villas in a sylvan setting. Apartment blocks are largely limited to the town centre.



and infill (such as Five Oaks below). West Ilkley is characterised by Victorian and Edwardian houses and villas in a spacious setting, with late 20th century additions and infill. Middleton, north of the river, has a few very distinguished old buildings but is mostly composed of 20th century detached and semi-detached villas in a sylvan setting. Apartment blocks are largely limited to the town centre.



47. Uncharacteristic development of new buildings or alterations to existing properties in a manner unsympathetic to the existing architecture and layout of Ilkley would lead to a further dilution of the present character, appearance and heritage of the town, and therefore of its appeal to visitors and residents alike.

48. West Ilkley is threatened by insensitive development of excessive density. More such damage will irreparably change its character. In Middleton, developers are attempting to build large apartment blocks incompatible with their surroundings. Ben Rhydding was, at the last revision of the Unitary Development Plan during the 1990s, threatened with a major breach of the Green Belt for the development of light industry. Much of the town centre is included in a Conservation Area, but this has not stopped the introduction of garish shop fronts, insensitively applied corporate designs, incongruous street furniture and the proliferation of confused signage.

Design

49. The quality of the built environment of Ilkley matters to the well being and sense of belonging of its residents and also to the town's success. It must endow character and distinctiveness, providing a clear, high quality image for both residential and public areas. Three conditions required for good architecture are Firmness, Commodity and Delight. Most buildings have the first two; they are generally well constructed and fit for their intended purpose. The third condition is more difficult to satisfy, as it is in the eye of the beholder.
50. As there is no single "Ilkley style" it is important that new buildings are designed by imaginative architects who are sensitive to the local environment. Plans drawn up for developments in other parts of the country are generally not suitable for Ilkley. The dominant architectural character of Ilkley was established by Victorian architects and builders. Confident and skilled, they erected a rich variety of buildings with walls proportioned out of local stone, worked in all manner of sizes and finishes. Doorways and windows were handsomely shaped and decorated, giving life to the structure; a geometry of curves and circles, projections, gables and spires gave emphasis. Roofs, covered in natural slate or stone, trimmed at the edges with bold joinery, were inset with muscular chimney stacks which drew the eye up to the moorland beyond, which looked down on a town satisfying and harmonious, blending into the landscape.
51. Two developments in the town centre show how good design can be acceptable adjacent to traditional build.



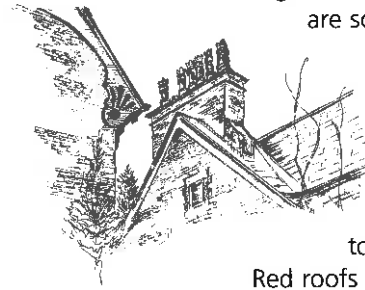
Woods Mews, Little Lane

The first is Woods Mews on Little Lane which is a high density development of terraced houses, and the other is Annandale Court

on Wells Road where the original facade of the British Legion Club has been incorporated into another high density development which blends well with its surroundings. Modern innovative design can also be appropriate, such as in the attractive Booths supermarket.

52. Traditionally buildings in Ilkley were erected from local stone, and stone is therefore the preferred material for new build, conversions and extensions. However, in areas of the town where brick has predominantly been used in the past it should be accepted, provided it is of a colour that blends well with stone. Red brick, not being a local material, is unacceptable.

53. Roofs are an important architectural feature in Ilkley, as the surrounding hills provide panoramic views of the town. The normal colour should be grey to blend with the original stone or slate roofs. As there are so many varying shades of grey it is important



that the material being considered for use should be submitted to the Planning Officer prior to approval being granted.

Red roofs of e.g. Rosemary clay or Roman tiles may be acceptable in certain circumstances where there are similar roofs in the area.

54. It is important that for new build and extensions:

- a. Design should be of high quality and have regard to the character and appearance of the location, and the vista which they help to create. Plans drawn up should be specifically for Ilkley.**
- b. Siting and scale should be in harmony with adjoining buildings.**
- c. The proportions of the parts of the building, including the roofscape, should relate to each other and to the adjoining buildings. Flat roofs are only acceptable in exceptional circumstances.**
- d. The materials used should blend and harmonise with the area and adjoining buildings.**
- e. Good innovative design should be accepted where it enriches Ilkley's architectural heritage. Competitive designs should be sought for prominent developments.**
- f. The impact of telecommunications masts should be minimised.**

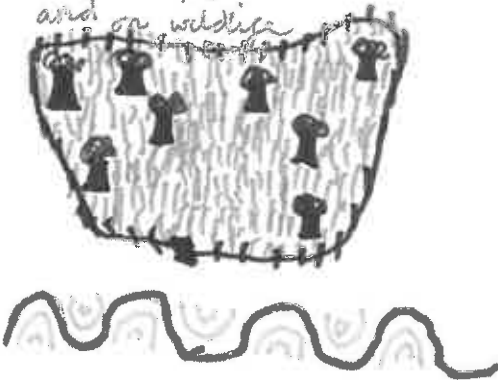
55. The key issue is how to preserve what is good, and encourage sensitive new development, without stifling the continuing prosperity of Ilkley. Since so much of the town's economy depends on its attractiveness to visitors, prosperity and conservation can largely go together. It is not necessary to spoil Ilkley in order to ensure its continued success. Indeed, such success is, in large measure, dependent on the retention of its character.

Conservation and Listed Buildings

56. Much of the centre of Ilkley is included in a Conservation Area last defined in 1982. In addition, the town contains some 100 listed buildings and other structures, some, like Myddleton Lodge, Low Hall and Heathcote, of considerable architectural significance. Listed buildings and scheduled monuments are at Appendix A. However, listed buildings alone do not represent a comprehensive picture of our heritage, which is better reflected by groups of period buildings, particularly those adjacent to listed buildings. These groupings need to be protected by Conservation Area status to ensure sensitive development.

Alice

*I want to see people
not building on nature
and on wildlife*



Conservation Areas

57. In November 2000 the Group submitted recommendations to Bradford Council for the enlargement of the Conservation Area in Ilkley and the establishment of Conservation Areas in Ben Rhydding and Middleton. (This expanded recommendations made in February 1999 by Ilkley Civic Society.) It is important for the future of Ilkley that these are acted upon urgently, to halt the demolition of older houses and to control more effectively any infill, using Government Guidance PPG15, in addition to UDP policies. On 2 August 2001 the Keighley Area Planning Panel approved for public consultation proposals to enlarge the existing Ilkley Conservation Area. These included most, but not all, of the Group's proposals. The Panel undertook to consider proposals for other parts of Ilkley within the next year.

58. The proposed new Conservation Area boundaries, shown in Appendix B, contain many of the houses and developments which reflect the growth of Ilkley and the



Low Hall

strong features and character of the area. This mainly Victorian and Edwardian heritage is highly valued by residents and visitors, and must be retained, and adequately maintained to prevent the deterioration which has occurred in similar property in parts of Bradford and Leeds.

59. Recent new building in the west of Ilkley is spoiling the character of the area, with hedgerows being removed and replaced by fencing or plain walls. What were screened gardens have been replaced by large blocks of houses with insufficient space between for landscaping. Developments with large double or even triple garages with playrooms above create excessive mass.

a. The existing Ilkley Conservation Area should be expanded, and Conservation Areas created within Ben Rhydding, and Middleton, without delay, as proposed in Appendix B.

60. Trees form an important part of the vistas in and around Ilkley.

a. A policy should be formulated for the replacement of all trees which reach the end of their natural life. The planting of new trees should anticipate the demise of older ones in order to ensure continuity.

b. Any new development should include tree planting, or show why it is not appropriate.

These recommendations apply to Ilkley as a whole, not just the Conservation Areas.

The Town Centre

61. Most Town Centre shops are within the existing Conservation Area, but there is a current lack of enforceable standards on the colours, size and design of shop front logos. A Council Design Guide, incorporating a Shop Front Policy, should be adopted, to give a cohesive, though not uniform, "Ilkley Style" and "feel" to the shopping centre, and reflect the age and design of the buildings. This needs to be progressive, so as not to be unduly onerous on the establishments affected.

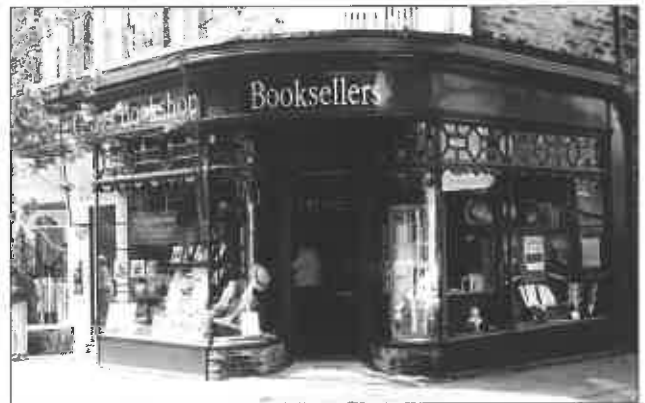
- a. There should be a return to period features where these have been removed.
- b. All existing traditional details to window frames and doors and including recesses should be retained.
- c. Shop fronts should be constructed in timber where possible, but modern materials should be considered provided they retain the style and features of the properties.
- d. The incorporation of blinds and canopies complementary to the building and surrounding properties should be encouraged where appropriate.
- e. Signs should be of painted timber rather than perspex or plastic.
- f. Projecting signs should be positioned in line with the fascia board and should be top hung.
- g. Internally illuminated signs should not be allowed.
- h. External illumination of signs should be discreet and not mask architectural details.
- j. Limits should be set on the size of shop front fascia signs. They should be in harmony with the proportions of the shop front and should not interfere with the upper floor frontage.
- k. Decoration on shop/business windows fronting the street should satisfy the design guidelines in the proposed Shop Front Policy.
- m. Permitted colours should be limited to give consistency and to be more appropriate to a Conservation Area, e.g. dark blue, green, cream, rather than garish or fluorescent colours.

n. Security grilles should be internal and appropriate to a Conservation Area.

p. The upper storeys of shop premises should be well maintained and the conversion to flats encouraged.

q. Alterations to premises abutting the car park should enhance the area by following the foregoing guidelines.

r. Landlords of empty shops should be obliged to keep them in good condition.



Street Furniture within Conservation Areas

62. At present there is a serious lack of cohesion in the visual planning of the town centre, with mixed styles and proportions for signs, signage in poor condition, and lack of an overall system or plan. This underlines the case for coordinated planning.

a. Litter bins and seating should be of "Heritage" style.

b. Advertising on telephone boxes should be prohibited to minimise their intrusion.

c. The Victorian and early 20th century post boxes should be retained.

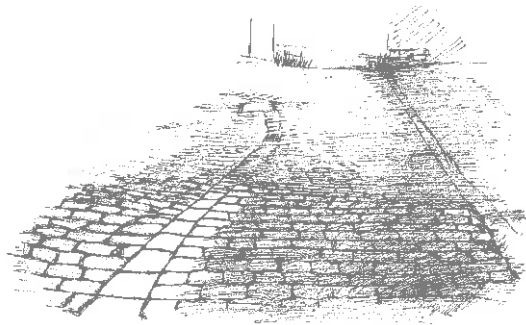
d. Road signs should be kept to the minimum. Finger posts directing visitors should be provided as part of the renovation proposals for the central area; they should be effective in number, coordinated and in scale with their location.

e. Well designed street name signs should replace low quality pressed aluminium ones; the absence of street signs in some cases should be rectified.

63. Town Centre maps within the central car park and near the bus and railway stations indicating the different shopping areas of the town would minimise the need for "A" boards outside shops.

a. "A" boards are hazardous to pedestrians, and should be discouraged.

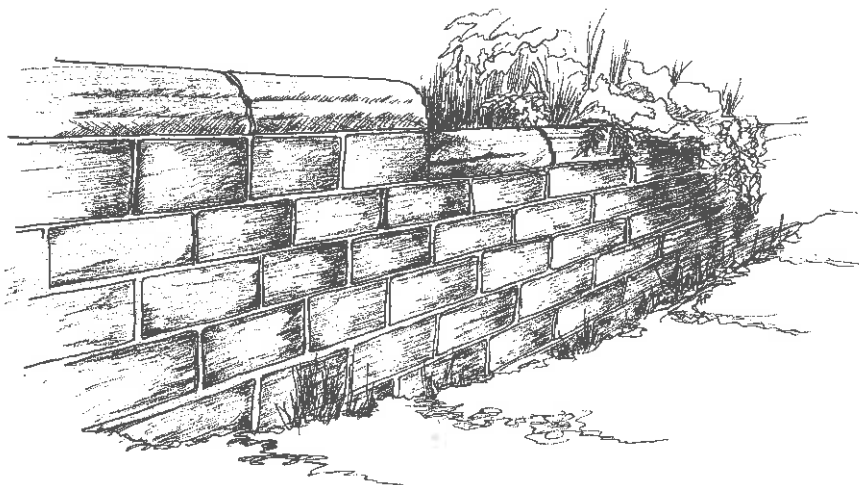
b. Illuminated advertising signs on the pavements should not be allowed.



Planning of the Central Area

64. In the light of the foregoing:

a. A coordinated plan should be drawn up for the central area of Ilkley, covering street furniture, shop fronts, pavements, signage, on and off street car and coach parking. This should form the basis of Bradford Council's proposed Vision for Ilkley as an urban centre. The business community, the Parish Council, the Civic Society and other interested parties should be consulted during the plan's formulation.



Other Hard Landscape Features

65. Locally quarried stone and cast and wrought iron (often from Bradford foundries) make an important contribution to the townscape.

a. Iron manhole covers, gully pot covers, coal hole covers and basement grates should be preserved wherever possible, particularly in Conservation Areas.

b. Original stone boundary walls, particularly dry stone, and boundary railings should be preserved, especially in Conservation Areas.

c. As part of the proposed coordinated plan for the town centre, high quality natural paving should be preferred for the town's main shopping streets.



Density

66. Much of the character and appearance of Ilkley and the surrounding Wharfe Valley is influenced by the density of buildings. The open spaces within the town and the large gardens associated with many properties add significantly to the aesthetic appeal of the area. Landscaped spaces and mature gardens between buildings contribute to the overall feel of Ilkley as a country town. On the other hand, areas of high density in or relatively close to the town centre already exist, and redevelopment there at similar densities may be acceptable provided design standards are high, such as in the proposed redevelopment of the Grove Hospital.

67. The pressure on land for building in Ilkley is greater than it has ever been. Owing to the shortage of available building land, coupled with the buoyancy of the housing market in the last few years, a stage has been reached where the larger Victorian or Edwardian house can often command a higher value as a building site than as an existing house, with the result that these houses will be demolished and the sites redeveloped in a different character, which will in turn produce a domino effect as people appreciate the higher values which can be obtained. If the character of the town is to be maintained, it is essential that planning policies do not permit wholesale redevelopment at higher densities. Because of Planning Policy Guidance (PPG) 3, which encourages high density development of 30 - 50 dwellings per hectare, a key device for avoiding such wholesale redevelopment at higher densities would be the extension of the existing Conservation Area to all the Victorian and Edwardian areas of the town, particularly those areas which adjoin the Moor and the Green Belt or the major recreational and woodland areas such as Panorama and Middleton Woods. The overuse of sites can radically alter the appearance of an area, leading to undesirable urbanisation and lack of amenity.

a. The density of any new development should mirror that of the surrounding area.

b. New buildings should not overshadow the existing major features of the town. Within an area one particular building should not be allowed to dominate.

c. Both the mass and height of new buildings should be in proportion to the surrounding properties. Height differences of more than one storey between adjacent properties should be avoided.

68. The green spaces between buildings, including those associated with schools, contribute to the character of the town and to the long distance views of Ilkley from the Wharfe Valley and the moors.

a. The effect of proposed development from different viewpoints across the valley should be considered. Sufficient space should be allocated between adjacent properties to permit adequate landscaping in order to preserve the open and wooded aspect of the town.

69. Any infill development will increase the building density within an area.

a. The number of infill developments should be restricted in order to preserve green spaces and the overall appearance of the town.

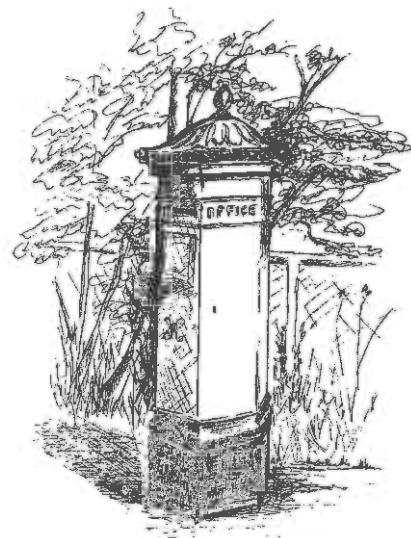
b. Use of infill land solely for the construction of buildings should be controlled, with ample space allocated to landscaping.

c. Building up to boundaries should be restricted, in order to reduce the impact of the development and prevent the hard built environment from dominating an area.

d. Density of infill should reflect the surrounding area. The height and mass of new buildings should not dominate neighbouring properties.

e. Existing boundaries (e.g. hedges, railings etc.) should be retained to maintain the character and consistency of the area.

f. Hedges and walls should be used instead of fencing; overgrown hedges should be retained and pruned into shape following best practice.



Proposed Planning Guidelines Applicable to Ilkley

70. Whilst current planning guidelines go some way to controlling development, they are written for Bradford as a whole. For Ilkley more specific guidance is needed which relates to the special requirements of the area.

Planning Applications

71. Planning applications containing clear and concise details of the proposed development will help in the interpretation and planning process.

a. Developers, architects and plan drawers should demonstrate that due consideration has been given to the nature of the development in the context of the surrounding area and the effect it may have on local amenity or character, and that the proposed building has been designed specifically for Ilkley.

72. It is important to show how the proposals impact on the surrounding properties and how the development as a whole complements the existing setting and landscape.

a. Landscaping proposals should be produced as part of any planning application. Plans should indicate the extent and nature of the external works, and should show the existing and proposed levels.

b. Landscaping should allow for the preservation of any significant trees or features such as springs and watercourses. Large changes in level resulting in the need for major earthworks or retaining walls should be avoided.

c. The relation of the new property to the surrounding buildings and area should be demonstrated by the inclusion within the application of appropriate photographs, plans, elevations and perspective drawings. In some instances computer aided virtual perspective drawings should be submitted. Scaffolding or profile poles outlining the height and other dimensions should be erected on site, as is the practice in many other European countries.

d. Up to date site plans must always be used.

e. Where planning permission is required for the cleaning of stone this should only be granted where the result is not likely to destroy the patina which enables the building to fit in with its neighbours and the moorland background.

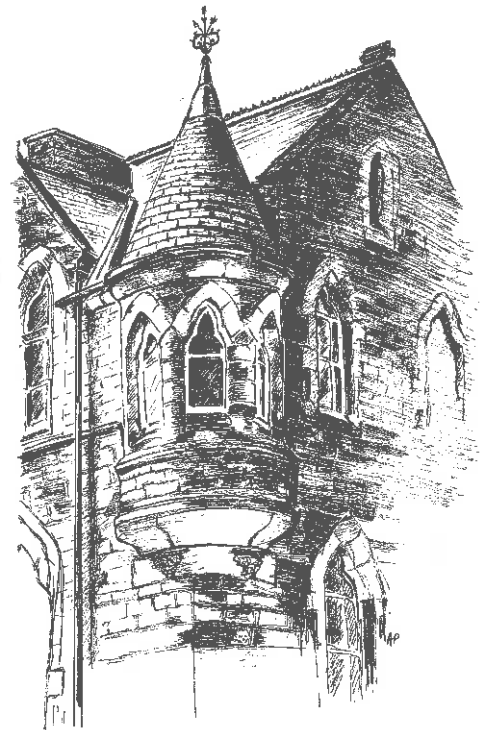
73. The amount of detail within a full application should allow resolution without the need for conditional approval.

a. Drawings should show boundary treatments, drainage plans and any earthworks or major changes in level requiring structural engineering works.

b. Details of external pavements, lighting, street works and arrangements for site access should be included in the application.

c. Developers should demonstrate the case for the demolition of existing buildings. Statements should be provided on the re-use of any materials and on the preservation of the existing landscape.

d. Up to date photographs should also be provided.



Materials

74. The choice of inappropriate materials can nullify good planning in other respects.

- a. For significant developments sample panels of materials should be submitted prior to approval.
- b. The style of new building should be sympathetic to the surrounding properties. Where stone is used it should be coursed and not random.
- c. Materials used in the construction of new developments should normally be similar in appearance and nature to those present in the surrounding buildings. Outside Conservation Areas good artificial stone will be accepted, provided it matches the surrounding buildings.
- d. The use of traditional materials should be encouraged in order to preserve the overall appearance of the town.
- e. Because roofs are an important architectural feature in Ilkley, and widely visible from the surrounding moors, samples of material must be submitted before planning permission is granted.

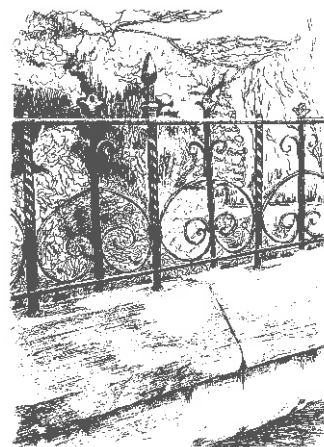
75. Modern construction materials which reflect advances in building technology may be permitted provided that quality and external appearance are not compromised. See Appendix C.

- a. The colour of roofing materials in particular should be controlled in order to preserve the overall appearance and long distance views of the town. The use of brightly coloured or highly reflective roofing materials or solar panels should be avoided.
- b. Glass, and rendering where appropriate, may be used as a lightening effect to relieve the solidity of stone.

Conversions

76. Many of the older properties in Ilkley have been the subject of alterations in the form of extensions, attic conversions, conservatories and porches. There has been a recent trend towards the conversion of buildings for multiple occupancy and for construction of several new dwellings within the grounds of existing properties. In several areas garages have been added or installed in converted basements.

- a. These types of alteration should be appropriate to the style and appearance of the original building.
- b. Porches, garages and extensions should be constructed of similar materials to the existing property. Roof pitches, windows, fire escapes and architectural details should be in keeping with those of the main building and the general style of properties in the surrounding area.
- c. Extensions which dominate the overall appearance of a property or radically alter the space between buildings can give the appearance of solid building mass over a large elevation. Several adjacent developments of this nature can significantly alter the character of an area and should not be permitted.
- d. It is particularly important to allow realistic provision for car parking and vehicular movement within the property curtilage, so that the additional car parking associated with increased occupancy does not impact on the surrounding roads.
- e. The symmetry of terraced buildings should not be compromised.



Additional Special Guidelines for Conservation Areas

77. In order to ensure sympathetic alterations and new building which do not detract from the valued setting and content of Conservation Areas, the building guidelines at Appendix D should apply.



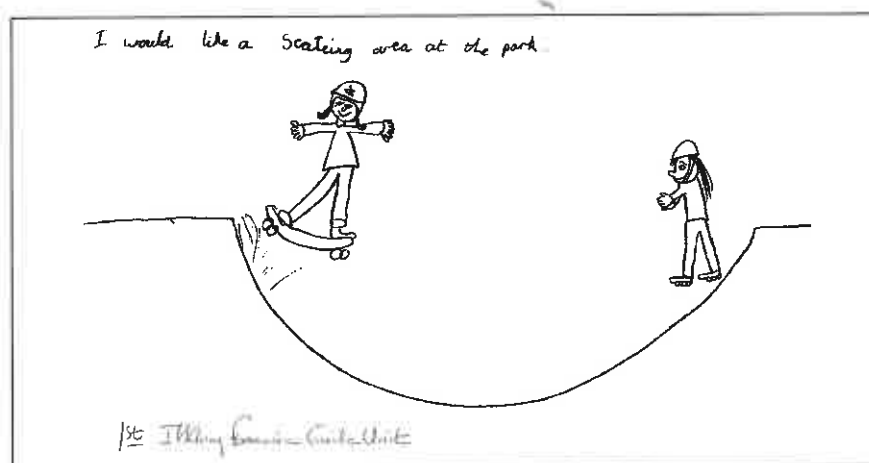
Economic and Social Environment

78. Ilkley's present business and commercial activities reflect its early beginnings as a tourist/hospitality destination related to its local waters and attractive location in Wharfedale, and as a residential location for people working in Bradford and Leeds.
79. The tourist and residential foundations led in turn to the development of supporting retail, hotel and restaurant/café activities, and in recent years significant office based employment has developed. Some organisations are based on activities dispersed to Ilkley during the Second World War (International Wool Secretariat and New Zealand Wools), others were attracted by large residential property, and others have developed from businesses established by local residents.
80. The research and development activities formerly undertaken in the International Wool Secretariat premises have been transferred overseas and part of this site is being developed for housing. In recent years some industrial sites have changed use, as businesses have restructured or closed.
81. Ilkley's history has also influenced the structure of the population. The tourist origins and related facilities have attracted many retired residents. Commuters to Bradford and Leeds, largely of professional and managerial occupations, make up the majority of the balance. Over 30% of the population is above the statutory retirement age; probably 35% of residents are retired. Fewer than 25% of families have children of school age compared with 35% in the Leeds and Bradford metropolitan districts.

Leisure

82. Ilkley offers an enormous number of leisure activities, including sport, uniformed groups, walking, art, music, literature, historical groups, a civic society, gardening, bridge, chess, a camera club, wildlife, bee-keeping, computer clubs and many others. The recently remodelled Ilkley Playhouse hosts excellent dramatic presentations, and the Kings Hall and Winter Garden are used by many visiting and local groups to provide a wide range of entertainment and exhibitions.
83. There is, nevertheless, a perception that not enough is provided for young people, at prices they can afford.
84. A survey of the schools carried out some three years ago, and views collected by the Group from local uniformed organisations, suggest that the facilities most sought after by young people are a skateboard area, better swimming pool facilities, a bowling alley and a cinema/studio. A skateboard area is already under consideration.

a. The upgrading of the swimming pool and the possibility of a studio cinema and a bowling alley should be investigated. A sports hall might be provided in conjunction with a local school.



Employment

85. Most residents of working age are employed outside Ilkley; yet over 60% of those working in Ilkley commute into the town. The total number of jobs in Ilkley is estimated to be around 3000, the main sources of employment being retail, hospitality, services for local residents and offices. Bradford Council employ around 300 people in Ilkley.
86. Retailing provides a relatively large source of employment. Ilkley's strength in retailing is based both on national retailers and on successful, specialist, high quality independent businesses which serve both the local and tourist communities. They attract visitors and in turn provide customers to other visitor dependent retail and hospitality businesses.
87. Ilkley is therefore a destination retail centre benefiting from high spending local residents and visitors from neighbouring conurbations attracted by an excellent balance of quality shopping and hospitality. However, its continuing success is dependent not only on the range of shops and hospitality businesses but also on the quality of the architecture, parks and public gardens, and pedestrian and transport facilities, including parking.

a. The quality of architecture, parks and public gardens has an important bearing on Ilkley's commercial success, and must be maintained.

88. Ilkley's growth in the early 19th century was based on the successful development of several large hydros promoting the water cure to visitors. Of these only Craiglands survives as an hotel. Several smaller hotels continue to thrive together with a number of bed & breakfast establishments. Most hospitality businesses are directed towards day visitors and local residents, who benefit from a large range of restaurants, cafes and public houses.
89. Numerous former large private houses have been converted into nursing and residential homes.

90. Ilkley has a large number of office based jobs, few based in purpose built offices. The majority are either above shops or in large former residential property. The only large purpose built office blocks are the IWS headquarters on Valley Drive and Riverside Business Park on Leeds Road. The use of converted property reflects the small size of the majority of the office based businesses. Many

of these office jobs are in the town centre, creating conflict with retail businesses by putting pressure on car parking.

91. Provision within the Ilkley area for local contractors' workshops/stores is essential to support the local population. There has been a tendency for some of these smaller low cost premises to be converted to housing and other uses.

a. Adequate provision at a realistic cost should be made for small businesses.

92. Ilkley's capability to increase employment opportunities within the town needs to be safeguarded, but encroachment into the Green Belt should be avoided by optimising the mix of land allocated for employment and housing. Because house prices are so high many young people have to leave Ilkley.

a. Land allocated for employment and housing should be reviewed from time to time so as to ensure the best location of each within the town, without change to overall mix. No further Green Belt land should be allocated for employment purposes.

b. Provision should be made for affordable housing, especially for Ilkley's young people.

93. Perhaps the most significant recent change in employment patterns has been home working, which can improve life style, encourage family life and individuality and reduce travelling.

a. Working from home should be encouraged wherever feasible and consistent with planning laws.



Roads, Traffic and Circulation

94. The A65 trunk road runs through Ilkley on an east - west axis, with parallel residential roads south of this. There is no road outlet to the south, and only minor roads to the north. The A65 is at times congested and on still days there is visible traffic pollution.
95. Proposals for transport improvements in Ilkley cannot be considered in isolation from other policies. Transport is best considered as a supporting function for all other activities in the town and the surrounding area. While the setting and heritage of Ilkley comprise its main attraction, good transport links are vital for residents and visitors alike.

Public Transport

96. Ilkley is a constituent part of the West Yorkshire Passenger Transport Executive (Metro) area, with subsidised travel on trains and buses representing some



of the best value-for-money deals in the UK. The local transport plan produced by West Yorkshire Passenger Transport Authority aims to increase the attractiveness of public transport.

97. The Wharfedale railway line from Bradford and Leeds terminates in Ilkley. A major improvement to service was made in 2001, when new 3-car trains commenced operation with additional cars to be added in the near future. This, together with the completion of the Leeds First scheme, will be an important factor in enticing road users onto the trains, so additional provision for car parking is essential.

a. A more frequent evening service to Leeds and Bradford is recommended.

98. There are bus services from Ilkley to Leeds, Skipton, Keighley and Otley, with less frequent services to the Dales, but notably no direct link to Bradford. Some bus services are frequently subject to serious delays. The town has four, very lightly used, routes served by Disability Discrimination Act-compliant midi buses, and also there is an on-demand Access Bus for less mobile people.

a. Real-time bus information should be provided at Ilkley bus station.

b. Local bus timetables should coincide with train arrivals and departures and be extended to cover the morning and evening commuter and school peaks.

99. Taxi and private hire services are provided from the Brook Street taxi rank.

a. Better signage for taxis should be provided at Ilkley station.

Congestion

100. School journeys are a major problem in Ilkley, with three private (preparatory) schools at out-of-town locations. Additionally, many children from Ilkley attend Addingham Primary School.
101. Secondary education journeys have increased, with children attending Ilkley Grammar School from the surrounding villages. Many children travel to state and private schools in Menston, Leeds, Bradford, Skipton and Harrogate.

a. As a basic principle, overall traffic reduction is a priority, and this should be achieved through walk to school policies, integrated public transport and improved bus and train services.



102. Many Ilkley commercial premises take deliveries direct from vehicles parked in the street, causing congestion and damage to paved areas. There is a further tendency for goods vehicle drivers to use the A65 as a night-time trans-Pennine route in preference to the Aire Valley or M62, causing noise disturbance to those living along this route.

- a. **Consideration should be given to introducing peak hour restrictions on loading/unloading in Leeds Road, Skipton Road, Station Road and The Grove. However, due consideration should be paid to the practical needs of retailers.**
- b. **No through traffic of heavy vehicles should be allowed on The Grove between 8 am and 7 pm.**
- c. **Large commercial developments should have ample provision for deliveries and servicing in addition to visitors' car parking and disabled access.**
- d. **Deliveries to commercial properties should be carefully controlled and restricted if necessary to avoid undue disturbance to adjacent occupiers particularly outside daytime operating hours.**

Pedestrians

103. While Ilkley attracts many able-bodied walkers, many of the residents are elderly. The town centre traffic arrangements take this into account, with pedestrian crossings which do not have a time limit. The main shops (with notable exceptions) are in a fairly compact, level area. Pedestrian crossings have textured pavement surfaces.

- a. **The lights at the main Ilkley cross roads should be phased to cater for north/south and east/west pedestrian crossings.**
- b. **A new light-controlled pedestrian crossing should be provided at Skipton Road prior to the new school opening. Additional crossings west of here should also be considered.**

104. Access across the railway footbridge between Springs Lane and Railway Road is difficult for the elderly because of steep steps on the north side.

a. **The footbridge over the railway should be modified to give access to the platforms on the station and provide a ramp at the north side. Maintenance and cleaning should be improved.**

b. **Modification to the wide Tesco entrance in Springs Lane, including a pedestrian island, would increase road safety.**

Cycling, Riding and Walking

105. Ilkley is a popular centre for mobile recreation. It is situated on the Yorkshire Dales Cycle Way and the West Yorkshire Cycle



Way, which are well used - particularly at weekends, and there is an important network of footpaths, of which the most important are the Dales Way and its feeder footpaths.

106. Riding is a popular activity in Ilkley, and horses are occasionally encountered on the road. Many of the riders, although well supervised, are young and inexperienced.

a. **Funds should be made available for more dedicated cycle tracks and bridleways.**

Roads

107. Opinion is divided on the benefits or otherwise of the construction of a bypass. Any decision needs to be based on research into traffic patterns and densities and on an evaluation of the planning and environmental implications, but financial constraints rule out the possibility of a bypass in the near future.

108. On the B6382 route (Wheatley Lane to The Grove) there is conflict between the needs of traffic and pedestrians. Excessive speed on Bolling Road is an issue.

a. **Aesthetically designed traffic calming measures should be introduced.**

b. **Greater consideration should be given to pedestrians.**

c. **Speed limits in the town should be enforced.**

Parking

109. Car parking in Ilkley takes place in designated off street areas, and on most streets. There are public off street car parks at Hawksworth Street (the central car park) and Railway Road. There are also off street car parks at Ilkley and Ben Rhydding railway stations, and some retail and other commercial premises, primarily at the three supermarkets.

a. The central car park should be up graded, to provide a pleasant townscape, as part of the proposed integrated plan for the town centre. Eyesores like the attendant's hut should be removed or replaced by something more appropriate.

b. The hard and soft features of other car parks should also be redesigned as necessary.

110. There is on street car parking along streets in the town, primarily Brook Street, New Brook Street, The Grove, Railway Road and Station Road. There is also designated on street parking for taxis on Railway Road, Brook Street and Station Road. There is parking for one coach only on Railway Road. Much car parking also takes place on residential streets near the town centre.

111. Car parking is at a premium in the town centre. It detracts from amenity and causes pollution. On the other hand its availability is essential for the life of the town as a centre for both recreation and retail shopping. Improving car parking and related pedestrian facilities is becoming increasingly urgent if the future success of Ilkley as a quality retail centre, with a buoyant business and commercial community, is to be maintained. Car parking in the town centre by rail commuters to Leeds

and Bradford adds significantly to the congestion, since it is nearly all on street, and thus potentially at the expense of those working or shopping in, or visiting, Ilkley.

112. The aim should be to ensure that parking related to railway services should as far as possible be separated from other parking; that the visual impact of parking is minimised; and that, in general, pedestrian circulation should be given priority over cars.

113. Provision for the parking of buses and coaches in the centre of Ilkley should be improved and more clearly defined.

a. There should be a comprehensive review of the provision of on and off street parking to balance the needs of residents and of those parking for both short and long periods.

b. Plans for a station park and ride facility at Ben Rhydding should be implemented as a matter of urgency. The options considered should include the possibility of extending the existing car park westwards.

c. As a short term solution, bus and coach parking should be located on Railway Road and, to facilitate this, the car park off Railway Road should be free of charge. Coach parking on other residential roads should be discouraged.

d. Parking on pavements should be discouraged.

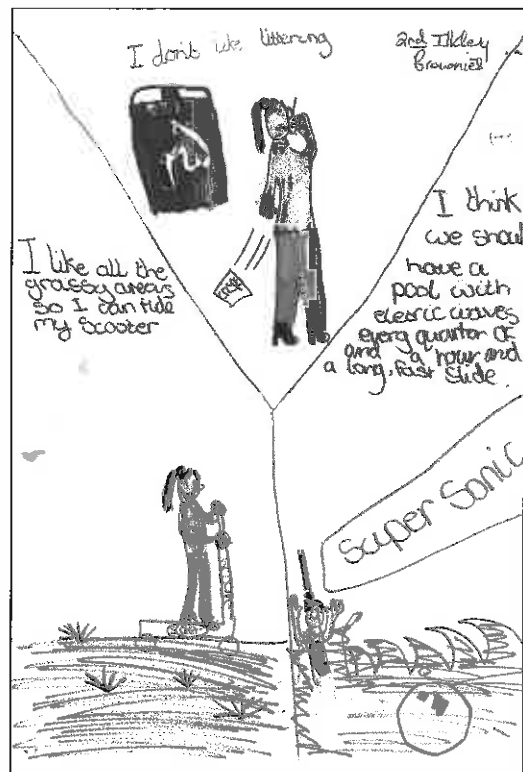


Education

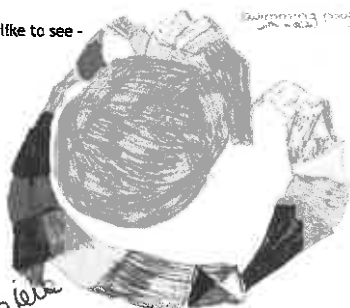
114. All schools in Ilkley have a high reputation for achievement, which attracts new residents to the town.
115. All pre-school facilities (up to 5 years) are at present private although there are plans for state nursery education to be provided at Ashlands Primary School. However, parents of 4 year olds and some 3 year olds can receive help with fees in the form of a government grant. There are eight pre-school groups registered with Bradford Council's "Early Years and Childcare Service", six in Ilkley and two in Ben Rhydding.
116. There are four state primary schools (from 4 to 11 years), and three private primary schools, all of which take pre-school children also.
117. Secondary schooling for Ilkley (and Addingham and Burley-in-Wharfedale) is provided by Ilkley Grammar School, founded in 1607 and now an 11 to 18 Voluntary Controlled co-educational comprehensive school within Education Bradford. The school has approximately 1,500 on the roll; some 260 are in the sixth form. There are nearly 100 teaching staff.
118. The Lower School (Years 7 and 8) is temporarily situated on the site of the former Ilkley Middle School on Valley Drive, Ben Rhydding. The remainder of the school is on the main site on Cowpasture Road in Ilkley (although there are further playing fields off Coutances Way, Ben Rhydding). Facilities include a swimming pool and a sports hall. A building programme is planned, to establish the school on one site by September 2002. The playing fields off Coutances Way will be retained. The pavilion needs to be upgraded.
119. The buildings on the Cowpasture Road site are extensively used outside school hours. Various groups use the swimming pool and sports hall. The main buildings are used by Bradford College for Adult Education classes, and for the very popular Ilkley Music Centre.
120. The school plans to improve the facilities of the sports hall; this will enable a wider range of activities to be offered within the curriculum and for the community. The playing fields off Coutances Way are used by some local sports clubs.

121. The main issue is that future requirements should be assessed accurately and provision made for the facilities, particularly buildings, required.

- a. Any new school built in Ilkley should cater for the expected expansion of school numbers.
- b. Such new primary school building should also include sufficient nursery provision to cater for the proposed government directed nursery education.
- c. Accommodation should also be available for any future government initiatives.
- d. Before any residential planning applications are agreed the impact on local schools should be considered.
- e. The future of the Valley Drive site to be vacated by the Grammar School should be reviewed in the light of Ilkley's educational, housing and recreational needs, before any decision to dispose of it is taken.



In Ilkley I would like to see -



Name :

Robbie

Rombalds Rainbows

Appendix A

Listed Buildings and Scheduled Monuments in Ilkley, Ben Rhydding and Middleton

(Grading in Brackets)

Ben Rhydding Drive	Gib Field Farm House (Grade II) Barn to south-west of Gib Field Farm House (II) Mount Stead (II) Mount Stead Cottage (II) Wall running north from Mount Stead Cottage to Mount Stead (II)
Bridge Lane	Nos 14 and 16 (II)
Brook Street	Crescent Hotel (II) Outbuilding of Crescent Hotel (now Nos 2 and 3 Crescent Court) (II)
Carter's Lane	Grange Farm House (II) Annexe to Grange Farm House (II) Outbuilding abutting Grange Farm House to the north (II) Barn to north of Grange Farm yard (II)
Castle Yard	Manor House (I)
Church Street	Parish Church of All Saints (B) 3 stone crosses (now inside church) (I) 7 headstones grouped south-west of Church of All Saints (II) Nos 10 to 18 and Nos 19 and 21 (II) No 37 (Box Tree) (II)
Clifton Road	Wheatley Lawn (II)
Cemetery Road	Northern and Southern Chapels at Ilkley Cemetery (II)
Heath Park	Pier at north-east of garden of No 1 (II) Pier at north-west of garden of No 11 (II)
Kings Road	Heathcote (II*) Courtyard and entrance walls to north of Heathcote with piers and gates (II*) Heathcote Cottages (II*) Outbuilding to north-west of Heathcote (II*) Terrace on south side of Heathcote, with steps and fountains (II*) Apse on boundary wall east of Heathcote (II*) Apse on boundary wall west of Heathcote (II*) Steps, piers and sundial in garden south of Heathcote (II*) Piers and gates forming south entrance to garden of Heathcote from Grove Road (II*)
Langbar Road	Myddelton Lodge (I) Gazebo to south-east of Myddelton Lodge (II)
Leeds Road	All Saints Church Hall (Operatic House) (II) All Saints First School (II) Wheatley Grange (II) Walling to drive entrance north of Wheatley Grange, west section of which extends almost to north-east corner of house (II) Outbuildings enclosing the farmyard of Wheatley Grange on north, west and south to the west of the house (II) Barn south of Wheatley Grange, adjacent to house and in same axis (II)

Longcroft Road	Wheatley Cottage (II)
Middleton Avenue	Post box at junction with Denton Road, on north-east corner (II)
Parish Ghyll Drive	White Farm (II)
Queens Drive	Arden Lea (II) Gateposts and piers to Arden Lea (II)
Queens Road	Church of St Margaret (B) St John's Flats (II)
Roman Road	White Wells (II)
Rupert Road	Low Hall (II*)
Skipton Road	Netherwood House (II) Outbuilding next to Netherwood House on north-east (II) House to north-east of Netherwood House (II) Outbuilding abutting house north-east of Netherwood House to east (II) Lister's Arms Hotel (II) Former stables of Lister's Arms hotel (II) Old Grammar School (II) Hollin Hall Farm House (II) Outbuilding to east of Hollin Hall Farm Yard by stream (II)
Station Road	Ilkley Station (II) Town Hall (including Public Library and the King's Hall) (II) Winter Garden (II)
The Grove	United Reform Church (II)
Wells Road	West View (Nos 3 and 4) (II) Railings and gates of front gardens of West View (Nos 3 and 4) to north, south, and west and between gardens (II) West View (Nos 6 and 7) (II) Railings and Gate to front garden of West View (Nos 6 and 7) to west and north (II) West View (No 12) (II) Wells House (II) Westwood Lodge (II)
Wheatley Lane	Wheatley Hall (II)

Scheduled Monuments

Site of the Roman Fort

Three pre-Conquest cross shafts in Ilkley Parish Church

Cup and ring marked stones, Swastika Stone, Woodhouse Crag, and numerous earthworks on the Moor.

The Old Bridge

Appendix B: Map of Conservation Areas - See inside back cover

Appendix C: More detailed Planning Guidelines

Materials

- C1 Materials such as exposed, reinforced or precast concrete elements, pantiles, exposed steelwork, rainscreen cladding, composite or profiled metal cladding and aluminium standing seam roofing are not seen as appropriate except in special circumstances.
- C2 Window types and materials should be similar in appearance to those in the surrounding properties. Sizes should be in proportion to the mass of the new building and to the size of windows in adjacent buildings.
- C3 Large windows, patio doors and conservatories should be restricted to private areas and not be allowed to dominate the main elevation of the building.
- C4 Dormer windows should meet with Bradford Council's supplementary planning guidance.

Miscellaneous Details

- C5 Soil and vent pipes should, where practical, be located towards the rear of properties and below the roof line. Satellite dishes should also be below the roofline and matching the background colour of the building, particularly in conservation areas.
- C6 Bin storage should preferably be at the rear of properties. Should front storage be unavoidable then a suitable enclosure should be provided either freestanding or incorporated into the building. Construction should be in a similar style to the main property and of similar materials.
- C7 External meter cupboards should be located away from the main elevation and painted in muted colours in order to reduce impact.
- C8 Ridge terminals for flues are acceptable outside Conservation Areas.
- C9 The architectural details of new buildings should be similar to those of surrounding properties and not exaggerated.

External Works

- C10 No infill should be permitted where there is a danger of altering the water courses and endangering existing properties and their gardens, unless due precautions to divert and reinstate the courses can be achieved.
- C11 Kerbs, edgings and paving styles should be in keeping with adjacent properties and with the area as a whole. Re-use of traditional stone kerbs, pavings and gateposts removed during demolition, site clearance, or during the creation of new accesses, should be encouraged. The use of asphalt paving should be avoided.
- C12 Large areas of solid paving or hardstanding should be broken up with appropriate landscaping or decorative features.
- C13 External lighting should reflect the architectural style of the surrounding area. High lux levels that create light pollution or impact on adjacent properties should be avoided. Security lighting must be carefully positioned and controlled to prevent nuisance to neighbours.
- C14 Original stonework, paving and cast iron features and boundaries should be preserved wherever possible.

Appendix D: More Detailed Guidance for Conservation Areas

- D1 The use of any material that is unrepresentative of the local architecture should be avoided. Colours of materials should also be similar to those already present in the area.
- D2 The use of stone or slate tiles should be encouraged. Good quality flat concrete tiles or resin bonded tiles of an appropriate colour are an acceptable alternative.
- D3 Timber and painted cast iron gutters and fall pipes, gargoyles and chimney stacks should be preserved. Guttering should be timber, painted cast iron or aluminium, but good simulated materials may be accepted. Replacement guttering should utilise the existing supports on stone corbels or cast iron or steel brackets. Removal of supports should be avoided.
- D4 It is important in Conservation Areas that only natural stone - wherever possible reclaimed stone - should be used. Attention should be paid to the colour, texture and coursing, to get a good match to the existing or surrounding buildings. For buildings of traditional design, window heads, jambs and sills should be in natural stone. The use of PVCu should be avoided.
- D5 In order to maintain the character of the town centre, rendering should only be used selectively, as a decorative feature.
- D6 The removal of chimney pots should be discouraged. Chimney liners can be terminated in appropriately detailed flue vents. Flue terminals should be incorporated into chimneys or located on the side or rear elevations below the ridgeline.



Appendix E: Acknowledgements (Professional qualifications have been omitted)

The Ilkley Design Statement Group is drawn from members of the Ilkley Parish Council, Ilkley Civic Society and interested members of the public. The Group is non-political and all of the members are volunteers. The Group has been funded through grants and donations. The research, consultation and production work was undertaken by the sub groups listed below:

Chairman David Cartwright
Treasurer Cllr Brian Mann
Secretary Cllr Kate Brown

Sub Groups

Editorial	David Cartwright, Cllr Kate Brown, Ray Gray, Helen Kidman, Ann Peacock, Wilfred Shaw.
Executive Committee	David Cartwright, Cllr Kate Brown, Helen Kidman, Cllr Brian Mann, Ann Peacock, Wilfred Shaw.
Exhibitions and Illustrations	Alex Cockshott, Cllr Kate Brown, Mark Johnson, Ann Peacock, Denise Shillitoe, Cllr Pat Stevenson.
Finance	Cllr Brian Mann, Barbara Cussons, Cllr Pat Stevenson.
Fund-raising Events	Rosemary Cartwright, Cllr Julia Collington, Barbara Cussons, Sylvia Mann, Cllr Brian Mann, Joan Peters, Cllr Pat Stevenson.
History and Conservation Area	Cllr Kate Brown, Alex Cockshott, Graham Peacock, Edith Ridgway, Denise Shillitoe, Bob Tilley.
Production	Cllr Brian Mann, Cllr Kate Brown, David Cartwright, Ann Peacock, Cllr Pat Stevenson.

Special thanks are due to:

Bradford Metropolitan District Council, particularly Jon Ackroyd, Stephen Bateman, Martyn Burke, Andy Haigh, Chris Hughes, Cllr Martin Smith, Martin van Zeller.

Derek Allen (Oxenhope Village Design Statement), Bob Appleyard, Mike Atkinson, David Blackburn, Mike Braithwaite, Dr Jim Burton (Chairman, Council for the Preservation of Rural England - Yorkshire and the Humber Region), Chris Clair, John Cockshott, Alan Drew (Ilkley Pages), Dr Mike Dixon, Cllr Pauline Dixon, Vincent Dobson, Steven Dyke, Roy Fox, Jim Horsley, Nick Howard, Peter Laycock, David Leather, David Margerison, Colin Moore, Michael Noble, Tim Ratcliffe, Mike Ridgway, Jeremy Slater, Bruce Speed (Burley Community Council), Geoffrey de Vere, Bob Woodward (Auditor).

1st Rombalds Rainbow Unit, 1st Ilkley Brownie Guide Unit, 2nd Ilkley Brownie Guide Unit, All Saints Church, Arriva Trains, Ben Rhydding Primary School, Christchurch, Clarke Foley Centre, Countryside Agency, English Heritage, Ilkley Business Forum, Ilkley Civic Society, Ilkley Council for Voluntary Service, Ilkley Gazette, Ilkley Parish Council, Ilkley Playhouse, Ilkley Public Library, Ilkley Town Hall staff, Ilkley Wharfedale Rotary Club, Olicana Historical Society, Quarmby Construction Co Ltd, Radio Leeds, St Margaret's Church, Target, Telegraph & Argus, Twentieth Century Society, Victorian Society (West Yorkshire Group), Wharfe Valley Times, Wharfedale Naturalists Society, Yorkshire Post.

Design Statement Exhibitions and Consultation Exercises

1 April 2000	- Open Public Meeting at Ilkley Town Hall
9 May 2000	- Press Launch at Ilkley Town Hall
22 - 27 May 2000	- Then and Now Millennium Exhibition, Clarke Foley Centre
17 June 2000	- Exhibition and Public Consultation, Christchurch
June 2000	- Questionnaires
13 - 17 June 2000	- Display at Ilkley Public Library
26 October 2000	- Ilkley Civic Society Meeting
9 November 2000	- Ilkley Parish Council Open Meeting
12 - 17 March 2001	- Display at Ilkley Public Library
16 - 17 March 2001	- Exhibition and Public Consultation, Clarke Foley Centre
21 April 2001	- Tea at Christchurch, small exhibition
2 June 2001	- Tea at Christchurch, small exhibition
8 June 2001	- Community Lunch, Christchurch, small exhibition
29 June 2001	- Exhibition, Presentation of Draft Design Statement and Question Time
8 July 2001	- Cheese and Wine Lunch, Ilkley Playhouse

Plus extensive poster and leaflet campaigns, press releases, newsletters and regular updates at both Parish Council and Civic Society Meetings.



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Ilkley Design Statement - Letter from Chairman

I should like to express my thanks to the members of the Ilkley Design Statement Group for their steadfast support throughout the last year and a half, and for the immense hard work many of them have undertaken to bring this quite extensive enterprise to fruition. We are grateful also to those outside the Group who have in any way encouraged or supported the project, not least those officers of the Bradford Metropolitan District Council Planning and Heritage Departments with whom we have worked.

One of the Group's first actions was to propose significant changes to the Ilkley Conservation Area, and we are delighted to see the progress now being made on this issue. We hope that the Council will soon pursue with similar thoroughness our proposals for the creation of conservation areas in Ben Rhydding and Middleton.

The publication of the Ilkley Design Statement marks only the end of the beginning. Our aim is for its recommendations, where they fall within the ambit of planning regulations, to become Supplementary Planning Guidance. We look to our Council to bring this about soon, and we stand ready to do whatever we can to aid this process.

We hope those reading this Design Statement will be sympathetic to the Group's aims, and supportive of what the Group wishes to to achieve.

February 2002

David Cartwright

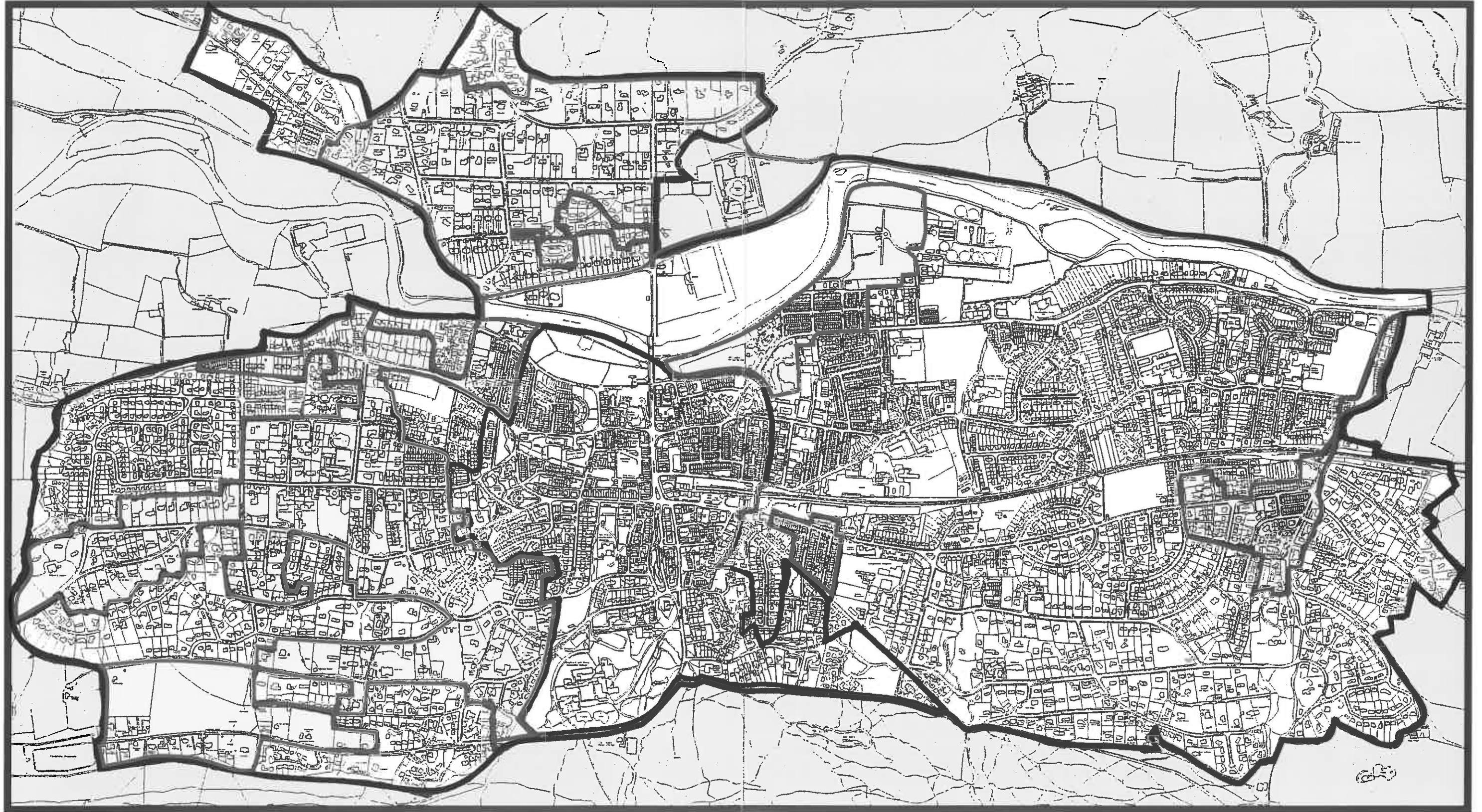
Ilkley Design Statement Group




Chairman: David Cartwright 9 Ghyll Wood Ilkley LS29 9NR

Secretary: Cllr Kate Brown 15 Wells Walk Ilkley LS29 9LH

ILKLEY

(INCLUDING BEN RHYDDING AND MIDDLETON)



-  Green Belt Land
-  Design Statement Group's Proposed Conservation Areas
-  Existing Conservation Area Boundary

ILKLEY "the jewel in Bradford's crown" holds a special place in the affection of Yorkshire folk. Ilkley Moor provides our anthem. The moors, woods and river are a green lung for West Yorkshire, and the playground of childhood memory, whilst its gardens, shops and cafes brighten a day out for many a visitor.

In April 2000 a group of residents old and new who love Ilkley came together with the Parish Council and the Civic Society to voice their concerns over the effect of recent development proposals on the Town. Members of the public were invited to submit opinions and suggestions, and many informed amateurs and busy professionals gave freely of their time and expertise.

This Design Statement is the culmination of their work. It would not, however, have been published without the generous sponsorship of:

**THE NATIONAL LOTTERY AWARDS FOR ALL
KEIGHLEY AREA PANEL COMMUNITY CHEST
ILKLEY COUNCIL FOR VOLUNTARY SERVICE
BETTYS
DACRE, SON & HARTLEY
AND MANY INDIVIDUAL DONATIONS**

We are extremely grateful to them all.

"An excellent, well considered and well-informed statement on Ilkley, with which we are in entire agreement" - The Victorian Society

"We are extremely concerned that Ilkley's character will be irretrievably lost Ilkley is a historic town of national significance and deserves appropriate recognition and protection" - The Twentieth Century Society

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