

Additional statement in relation to BRADFORD LOCAL PLAN CORE STRATEGY
PROPOSED MAIN MODIFICATIONS - SCHEDULE OF MATTERS, ISSUES &
QUESTIONS FOR EXAMINATION.

This statement provides further background to my earlier representations in relation to the following MIQs identified by the Inspector.

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MATTER 3: REVISED SPATIAL DISTRIBUTION OF DEVELOPMENT

Section 3c).

My concerns relate to the sustainability of the scale of development being envisaged for Wharfedale (including Menston, Burley in Wharfedale and Ilkley) in general and for Burley in Wharfedale specifically.

There have been a number of additional housing schemes in Burley in Wharfedale in the past 15 years or so; including the A65 bypass “infill” and the Scalebor Hospital development. Burley is already the size of a small town but its facilities are more appropriate to a small village.

The settlement’s sprawl means that few people are willing or able to walk to its centre and parking issues mean that Burley struggles to support more than a handful of shops. A number of “rat-runs”, including two which pass schools (Rose Bank and Langford Lane) are indicative of the pressure on the main routes through the village and represent some danger and inconvenience to residents.

Thus Burley is already at risk of losing its “village feel”, further substantial development will exacerbate this position.

In terms of the sustainability of any future development, the principal concerns of those Burley residents known to me relate to infrastructure – specifically **education, healthcare and transport**.

When it comes to education and healthcare I have no evidence to offer other than the concerns of my friends and neighbours that these provisions are already under pressure. However, on the subject of transport infrastructure I can relate my own observations and concerns as follows.

Transport - Road

- The A65 through Burley is already a busy trunk road with bottlenecks at either end of the Wharfe Valley and an accident blackspot at “Manor Park Bends” (in Burley).
- Commuting by road to Leeds is already impractical which is why so many residents of Burley and the rest of Wharfedale commute by rail (see below).
- Commuting by road to Bradford is possible but difficult with journey times approaching 1 hour at peak times.
- Links to Airedale (the nearest industrial concentration) consist of already busy B-roads or the A65 via the existing bottleneck at Shipley.

Transport - Rail

- Many residents of Burley and other villages in Wharfedale commute by rail into Leeds and Bradford.
- Commuter trains between Ilkley and Leeds are already overcrowded with passengers boarding at Guiseley being forced to stand at peak times.
- Parking at and around the stations in Wharfedale is already saturated and a nuisance to residents.
- Irrespective of any appetite of rail operators to expand services (which has not been established) there is little potential for them to do so given
 - there are already 7 trains towards Leeds and Bradford in the peak hour (7.45-8.45)
 - platforms are not long enough to facilitate more carriages on each train

Conclusion

In short, the 250% **increase in Burley’s apportionment, from 200 to 700**, change the proposals from being challenging to **unsustainable in terms of the impact on infrastructure and the nature of the village**.