

Q and A Responses - Session 13: Wharfedale – 9th March 2021

Session Questions / Matters Raised	Response
<p>What plans are there for expanding local infrastructure, such as school places, parking, and healthcare provision, to cope with hundreds of new houses? This is especially a concern for Ilkley, given that many residents of Addingham and Burley-in-Wharfedale also rely on Ilkley's facilities.</p>	<p>The Council appreciates the importance of assessing and facilitating the provision of improved services and infrastructure to match the proposals for housing and economic growth. It is involved in an ongoing process of liaison and discussion with service providers and utility companies including close working internally with the Council Education Service. A Local Infrastructure Plan (LIP) has been produced and is available on the Local plan website.</p> <p>It should also be stressed that more work will be done between now and the finalisation of the plan in about a years' time. The LIP is a live working document.</p>
<p>Stockeld Road, Ilkley: what consideration has been given to the visual impact on the heritage site of the Old Bridge opposite the proposed new houses, and what consideration has been given to the risk of the houses flooding?</p>	<p>This has been considered through the site assessment process in regards to heritage impact and flood risk. This is set out in the site allocation pro forma in section 5 of the plan.</p>
<p>Of the 11 local service centres, why has Addingham been given the highest proportion of targeted housing allocation (over 10%) based on current housing stock, especially as 5 of the 8 identified sites are in the green belt?</p>	<p>The distribution of growth is based on a number of factors including available land supply, green belt review, environmental constraints, settlement hierarchy, and site assessment process. The resulting housing distribution as set out in strategic policy SP8 aims to achieve a balance of sustainable growth in the District based on planning judgement. It should be noted the current settlement target for Addingham in the adopted Core Strategy is 200</p>

	<p>dwellings. Therefore, the proposed target is a reduction on the adopted development plan.</p>
<p>Please provide specific information about the capacity of Ilkley Grammar School to accommodate the additional pupil places arising from the proposed new houses</p>	<p>The Council appreciates the importance of assessing and facilitating the provision of improved services and infrastructure to match the proposals for housing and economic growth. It is involved in an ongoing process of liaison and discussion with service providers and utility companies including close working internally with the Council Education Service. A Local Infrastructure Plan has been produced and is available on the Local plan website.</p> <p>It should also be stressed that more work will be done between now and the finalisation of the plan in about a years' time.</p>
<p>Highways network how will reduce impact of cars?</p>	<p>This will be achieved through the plans sustainable transport policies and locating development in accessible locations close to public transport, facilities and services. In addition, the plan proposes number of improvement to pedestrian and cycle routes, including the Wharfedale Greenway.</p>
<p>What are the prices of the affordable homes that will be built? How much of the housing will be affordable?</p>	<p>Policy HO5 affordable housing proposed a target of 40% of new homes on greenfield sites in Wharfedale to be affordable. Affordable homes must meet the definition in national planning policy:</p> <ul style="list-style-type: none"> a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider,

	<p>except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</p> <p>b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.</p> <p>c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p> <p>d) Other affordable routes to home ownership: is housing provided for sale that provides a</p>
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	route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent).
When we get to Burley could you elaborate on Scalebor and how access vehicle and pedestrian will be granted from Moor Lane please.	This is set out in the site pro forma in Section 5 of the Plan for Burley. Currently access is intended to be achieved via William Fison Ride/Ron Lawton Crescent.
You mention this is about 'Ilkley' but 91% of this proposed housing is in Ben Rhydding. The site on Wheatley Grove is 2km away from Ilkley. What thought has been given to the increased car usage this would result in from the 130 dwellings?	Comment noted. Ben Rhydding is part of the settlement boundary for the principle town of Ilkley, both sites are located accessible to Ben Rhydding train station. Highways have been considered through the site assessment process and further technical evidence in the form of the District Transport Model will be used to inform the plan preparation going forward.
Is this plan also tying into regeneration of central Bradford and Leeds areas. E.g. similar to Welsh Street in Liverpool	The plan has the regeneration of Bradford city centre as a key priority.
Given that more people will be working from home or local hubs in future, should we not be putting more emphasis on the local facilities for temporary office space to drop into, with more cycle facilities etc, and less emphasis to longer distance public transport?	Noted. This will need to be monitored going forward by transport planning officers and WYCA. It is anticipated that a level of demand will return for train use for work and leisure following easing of current lockdown restrictions but exact details/evidence are currently unknown.
how much will council get in Council Tax revenue from these sites?	This is not known at the Local plan stage and is not considered a relevant to any decision to allocates sites within the Local Plan.

who own the sites? Can we know this information?	Sites are owned by a range of private individuals, companies, registered Providers, communities or are in public ownership. Detailed ownership information cannot be shared in accordance with GDPR .
Have all the brownfield sites in Ilkley really been explored? What about the old wool secretariat on valley drive?	The council considers that it has explored all available land supply within the settlement as evidenced through the Strategic Land Assessment available on the council's website. The council has also issues a call for sites for more land opportunities to be identified through this consultation. Further information / details of available brownfield sites is welcome.
How are the 100s of objections analysed, weighted and acted upon. What can make a difference for an allocation to be amended.	The council must respond to key issues raised in relation to relevant planning matters and the soundness of the plan. The consultation responses will be detailed in a full consultation statement. It is important for representations to focus upon material planning considerations.
Not just in Ilkley, but the villages too?	See above
how do you deal with representations?	See above
Have you assessed the impact of the increased population on the water treatment works?	<p>The Council appreciates the importance of assessing and facilitating the provision of improved services and infrastructure to match the proposals for housing and economic growth. It is involved in an ongoing process of liaison and discussion with service providers and utility companies including close working internally with the Council Education Service. A Local Infrastructure Plan has been produced and is available on the Local plan website.</p> <p>It should also be stressed that more work will be done between now and the finalisation of the plan in about a years' time.</p>

will there be regeneration of the City Centre?	This is a key ambition of the plan. See details in Section 5 City Centre.
Regenerate existing areas too?	Noted.
Use of empty homes?	May be subject to further analysis / review – particularly if there is sufficiently clear evidence that longer term empty properties will be brought back into use.
The Council website states that Wharfedale has ‘moderate sensitivity to change’. Who decides this and how? How is that measured?	It is unclear which part of the evidence base this comment is referring to. This could relate to landscape sensitivity which is considered through the landscape character SPD or green belt review (parcel and site specific) which has been undertaken as part of the evidence base for the local plan the methodology of which is available to view on the council’s website.
Agree Green sites very important. Exactly why regenerating existing housing to make it suitable for today's standards is crucial. How many houses are still out of the housing stock today?	Noted – see comments in relation to empty homes.
If additional sites identified by the consultation, eg PDL, would they not just be added to the target rather than reducing or removing an existing greenfield allocation - therefore cramming in more development with associated pressures?	This depends on a range of factors including land supply across the District to meet need. The council will consider and assess any additional land supply within in preparing the next stage (Regulation 19) Draft Local Plan. Once the plan is adopted new supply from within settlements will be additional to the site allocations identified as these are minimum targets. The council has already included a windfall allowance for the District (see above) when setting the Housing requirement.
Use of PDL? Can we reduce target if have brownfield sites?	This depends on a range of factors including land supply across the District to meet need. The council will consider and assess any additional land supply

	<p>within in preparing the next stage (Regulation 19) Draft Local Plan. Once the plan is adopted new supply from within settlements will be additional to the site allocations identified as these are minimum targets. The council has already included a windfall allowance for the District (see above) when setting the Housing requirement.</p>
<p>I note that a number of sites in Burley-in-Wharfedale (and indeed other settlements) have been assessed and rejected, as detailed within the Site Assessment Update Report and Strategic Land Assessment.</p>	<p>A range of sites have been assessed and either rejected or put forwards as preferred options.</p>
<p>Is there any further analysis underpinning this work and the conclusions reached regarding the reasons for non-allocation set out within the summary tables? If so is this information available to review? Thanks.</p>	<p>Sites have been assessed in accordance with the site assessment methodology available on the council's website. Further technical details on site assessment considerations will be set out at the next plan preparation stage (Regulation 19) Draft Local plan,</p>
<p>What about the trees in the fields on Coutances way. Its true that if trees are felled more flooding occurs. If the planning goes ahead could the trees remain?</p>	<p>This is recognise in the plan and site allocation pro forma Section 5 (IL3/H) which states Development to protect and incorporate existing trees/hedgerows within site and increase the tree cover</p>
<p>Do you have any idea as to how many residents this will add to the population?</p>	<p>This can be calculated using average no. of people per households in the district – generally either 2.3 / 2.4 people per dwelling – but Bradford has had historically a higher household multiplier – circa 2.6.</p>
<p>Also, I note that only 4 of these sites have been subject to assessment within the SA/SEA (The two preferred housing sites and 2 additional sites). Is there a reason why not all rejected sites have been subject to assessment in the SA? Thanks.</p>	<p>The SA assesses the reasonable alternatives. Other sites may have been rejected earlier in the site assessment process due to key constraints and are therefore not considered a reasonable alternative at this stage.</p>
<p>Did you say that the sun lane nature reserve would be protected?</p>	<p>Yes.</p>

Why is only part of the site at AD5 proposed rather than the full site	The norther part is protected through the Addingham Neighbourhood Plan and currently has access constraints.
How will vehicle access be carried out for Scalebor House site? What access route will there be? Will it use main road access?	This is set out in the site pro forma in Section 5 of the Plan for Burley. Currently access is intended to be achieved via William Fison Ride/Ron Lawton Crescent.
AD7 how access Turner lane and Silsden Road? New road to connect the two?	The council will consider this through further technical highway evidence as part of the plan making process.
AD5 Scale of development why only part of site?	See previous answer the site is currently severely constrained in terms of narrow access
What do you do with the stored chat comments?	The chat information has been copied and then stripped of any personal information and forms part of the Q&A response note.
Why has Addingham target increased when all other Wharfedale sites dropped? It's the least sustainable	See previous comment
From a Wharfedale perspective, why use green belt land? Why not other sites? Thinking about the environment agenda from the Government.	The council's approach to demonstrating exceptional circumstances exist to consider release of Green belt land to meet identified housing need is set out in strategic policy SP5: Green Belt. This is in In accordance with NPPF paragraph 137, which requires that before concluding that exceptional circumstances exist, the local planning authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development.
Why use fringe areas? Doesn't sit well should use other site first.	See previous comment