

Places for Everyone Representation 2021

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|---|---|
| Family Name | Evans |
| Given Name | Grenville |
| Person ID | 1286310 |
| Title | Stakeholder Submission |
| Type | Web |
| Family Name | Evans |
| Given Name | Grenville |
| Person ID | 1286310 |
| Title | JPA 19: Bamford / Norden |
| Type | Web |
| Soundness - Positively prepared? | Unsound |
| Soundness - Justified? | Unsound |
| Soundness - Consistent with national policy? | Unsound |
| Soundness - Effective? | Unsound |
| Compliance - Legally compliant? | Yes |
| Compliance - In accordance with the Duty to Cooperate? | Yes |
| Redacted reasons - Please give us details of why you consider the consultation point not to be legally compliant, is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. | <p>I believe the inclusion of this site JPA 19 is unsound, unjustified and inconsistent with national policy and fails to meet many objectives within the plan :-</p> <ol style="list-style-type: none"> 1. The plan acknowledges that Rochdale is a deprived area (para 4.44) and needs affordable new homes (para 7.21). This site fails to provide these. 2. Rochdale"s projected housing need can be met from existing and emerging brownfield and town centre sites, where there is good access to trains, trams and buses. This provides both the opportunity for affordable houses and closeness to the new business developments. Rochdale has the highest proposal for new homes in the region at 83% (para 7.31). Clearly switching more of the existing brownfield sites for apartments and higher density housing would reduce the pressure to develop any greenbelt and support the need for more affordable housing. This site fails to achieve objective 2 of the plan 3. The road infrastructure around Bamford and Norden has not been expanded in almost 200 years, during which time many thousands of new houses have been built in the area. During peak times, traffic backs up in every direction - to Rochdale, Bury and Heywood with queues often more than a mile. The most severe congestion is centred around the Queens Park Road/ Norden Road/ Bury Road junctions, where St Michael"s primary school is located. Pollution levels here are already too high, so the likelihood of another 900 vehicles on the roads will exacerbate this. This is contrary to objective 7. 4. The suggestion that more people could be enticed onto public transport through a Bus Rapid Transport arrangement (para 4.52) is fanciful. Already it takes almost an hour on the fast bus from Heywood to Manchester (8 miles). Any buses from Bamford have to pass the already congested Queens Park or Bamford roads so the journey to Manchester (where the majority of |

high paid jobs are) is just too long to attract users. This site fails to meet objective 6 of the plan.

5. There are very few businesses in the Bamford and Norden area other than local retailers. All the current business investment is on the South side of Rochdale and Heywood, meaning that public transport to these jobs would be slow and therefore not practical, pushing more cars onto the roads , creating more queues and pollution.

6. Local primary schools are already oversubscribed and attract many parents onto the roads to take children to school. The plan suggests that some expansion will be necessary but fails to explain how or where this would be, as existing schools are already on fully developed sites. The nearest secondary school is almost 2 miles form the site and travelling to other secondary schools further away would put more pressure on road use. This site fails to comply with objective 9 and more importantly if it were developed would leave open the possibility that the existing adjoining sports facilities could at some time be used for housing in the future as the green belt status would have been removed.

7. The proposal to develop houses on this site appears to be just opportunistic and promoted by major property developers, whose aim is to create profit. At a meeting in 2019 when the previous strategic plan was put forward, none of the landowners expressed any interest in selling. The supporting information in the new plan for this site is vague, woolly and unconvincing. The site is on the extremes of the town and furthest away from exiting town and infrastructure facilities. It is in and area where car use has become essential due to the fact that it is all housing and very few other facilities, most importantly business and jobs. It is greenbelt and should remain so.

Redacted modification - Please set out the modification(s) you consider necessary to make this section of the plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above.

My view is that the proposal JPA 19 does not meet the Places for Everyone objectives and therefore should be removed completely from the plans