

**Stretton NDP (Respondent 0457) Comments on:**

**Joint Statement document by Homes England, Miller Homes and WBC. East-West Connectivity between the SEWUE (MD2) / SEWEA ( MD6)**

**Our previous comments both at Reg 19 submission and during the various EIP matters have highlighted the disastrous consequences to the effect upon Stretton Village of proposed transport and accessibility plan. However:**

1. It is noted that this document mainly addresses the detail of MD2 clause 27e, specifically to the eastern area of the SEWUE and the benefit to the SEWEA, that mainly being:
  - a) Safeguarded land for future mass transit corridor in two sections of the 'D' Link and a third section leading to Grappenhall Lane and beyond.
  - b) Connections to the A50
  - c) Associated pedestrian and cycling provision.

As such however, it is clear that this document is far from comprehensive with respect to the implied title of East-West Connectivity. It is also noted that Policy MD2 Clause 27 does not include, in any sub-clause, provision for a mass transit route or safe guarded land applied to the western area of the SEWUE at the proposed junction of the A49. This exclusion of a mass transit route, and/or safeguarded land to the A49 must be upheld in further development of the local plan.

2. It is also noted that there is no detail or drawings whatsoever in this document regarding any connectivity of the Strategic Link route at the indicative location along the A49. We have already previously stated our major concerns regarding the effects on Stretton from subclauses 27d and 27f.
  - a) That the proposals in 27d are unsound and need review. The anecdotal possibility of using Spark Hall close as a two way Cat and Lion relief road is both impractical and unsound.
  - b) That proposal 27f should consider and include the alternative connection, as previously submitted, of the strategic link route to start from M56 J10 and not a connection along the A49. This is all tied into the green belt argument in respect of land parcel R18/088 not having exceptional circumstance for release from the green belt, all explained in Matter 6a and clearly explained in the Stretton NDP Reg 19 submission.
- 3) The major concern with the complete lack of clear transport planning in the Stretton Area leads us to believe that the wider intention of the Local Plan is to allow

alternative access from M56 J10 to the SEWEA using the Strategic link road and the east / west connectivity to the A50, thus allowing HGV movements throughout a residential corridor. This concept is in totally unsound, and which is clearly in contravention of the NPPF and the Highways Design and guidance manuals.

All these strategic link routes should have vehicle weight restrictions placed on them to limit the increase in air pollution, noise and vibration and to reduce the potential destructive effect upon our local villages and residential areas.

John Appleton

For and on behalf of Stretton NDP.