

From: [REDACTED]
To: [Local Plan](#)
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Having read the revised plan I still think it is unsound for the following reasons:

- A large proportion of the residential and employment developments are located away from the town centre. Whilst there is no detail about the types of employment opportunity that will be available in the large area of Greenbelt at the M6/M56 junction, commonly referred to as 6/56, many are likely to be low skilled/low paid warehousing jobs and employees will be unable to live locally. The increase in residential and employment traffic resulting from the plan will mean increased reliance upon roads and bridges that are already congested and over capacity. For example in south east Warrington are the 2 Bridgewater canal pinch points at Lumb Brook and Grappenhall Bridge Broad Lane/Chester road junction. The latter is a particular concern as many of the St Wilfred primary school pupils residing between Chester Road and Knutsford Road use this route to walk or cycle to school. We already know the pavement along this road is inadequate, too narrow, with pedestrians/children having to walk in the road to pass each other and increasing car movements without adequate provision of off-road pedestrian and cycle routes will exacerbate this problem. Whilst the plan indicates some new roads there is no clarity on exactly where these will be or how the cost of construction will be met. In addition, there is a lack of consideration in the plan for improving provision of sustainable transport routes particularly for the sites proposed outside of the town centre, where is the commitment to public transport or provision of cycle lanes or improved pedestrian routes required to contribute to achieving NetZero?. Therefore when considering transport infrastructure in its current state the Plan, and negligence to actually specify actions to contribute to NetZero, cannot be considered as sound or deliverable.
- In addition the plan does not consider how statutory air quality targets will be achieved in light of the predicted increase in vehicle movements.
- The plan gives no detail about how health centres or leisure services, such as public leisure centres and community sports facilities that will be required to service the needs of the increase in population associated with new housing will be developed or funded. Again, in the absence of this information it is not proven that the plan is sustainable.
- The Plan identified large areas that are currently within Greenbelt for development (1400 acres). The number of new homes to be built is higher than the most recent growth estimates for the town predict and more recent calculations suggest a smaller future population than has been used for the plan, can these optimistic growth projections still be justified post Brexit and COVID? Given the uncertainty about the actual number of houses/employment areas needed, and commitment in the plan to focus on regeneration and brown field sites first, is release of Greenbelt justifiable?

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