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Re possible development of fields accessed from Red Lane and then along Bridle Track to Hillfoot Farm as shown on the Plan R18/105.

I attended the consultation event held at Bridgewater school and was able to chat with some of the team. It appears to me that the plan number reference R18/105 has not been included in the plan and hopefully it will not be included in it for many of the reasons I have listed below.

The bridleway also known as the Delamere Way is a well-used route by walkers, some walkers with children, some walkers with dogs, rambles, joggers and horse riders. It is also the gateway to the Walton Recreation Park where it is almost possible to escape any conflict with motorised vehicles.

I understand that as many as 495 houses are proposed for this site, which has not yet been included in the 60 page plan.

If the application were successful, which access is proposed to be used for -

- a) Construction vehicles
- b) The occupants of the finished houses to come and go?

My understanding is that all vehicles will use the Bridleway/Delamere Way from Red Lane and then use the next 100 metres to the site entrance.

The whole of this section of the Bridleway is in private ownership. Also the continuation of the bridleway, as far as Hillfoot Farm is also in private ownership.

The bridleway at any point along its whole length from Red Lane to Hillfoot Farm is not wide enough for two vehicles to pass one another going in opposite directions and there aren't any passing places.

The proposed development would destroy a natural beauty spot and wild life habitat, which is an amenity to the local residents.

It is also part of the gateway to the wonderful amenities of Walton Hall, Gardens and recreation facilities for young and older persons.

Our lovely countryside is disappearing; we have already lost rural footpaths to present development.

There has been loss of wildlife. There will be less hedgerows and loss of valuable agricultural land.

Badgers are in existence around this proposed housing development area.

The bridleway is unsuitable for a full size refuse lorry to empty the black, blue and green refuse bins of **three properties.**

What size of refuse vehicle might be used to empty the blue, green and black bins of an additional **495 properties** over how many days accessed from the bridleway?

The exit of Red Lane onto Whitefield Road is preceded by having to negotiate a single-track bridge which spans the Bridgewater Canal.

This bridge I believe is a listed bridge and cannot be widened.

When turning right out of the Bridleway to go up the gradient of Red Lane are two narrow points on this road.

One is just after Birchdale Road and the other narrow point is just past Warren Road where again two cars cannot pass each other, effectively reducing Red Lane to a single track road and obviously not suitable for an extra 750 vehicles to be using Red Lane / Kingsley Drive/Warren Drive/Roads of the residential occupants from 08:30 each day. **(750 vehicles based upon some homes not having a car, whilst other homes may have one/two cars from 495 houses).** All the side roads off Red Lane have vehicles parked on pavements reducing those roads to single track roads albeit in both directions. Some residents of Red Lane park their extra vehicles on the pavement along Red Lane. The whole of Red Lane area would become congested every day. Red Lane is already used as a 'rat run' at peak times to cut out Stockton Heath village.

Is there a new medical centre being proposed, as I believe the Stockton Heath Medical Centre is full. Are any additional schools being proposed to accommodate the children from 495 new houses? Is there likely to be another Drs Surgery to be built near to the 495 homes being proposed?

How far away, on which plot of land to serve the proposed 495 houses, would the much needed schools and Drs surgery be built? Would they be within walking distance or further away so that car rides would have to be employed, causing more pollution and more congestion at peak times.

Where would all the surface water go once the area for 495 houses is concreted over - could the existing three residences of the Bridleway be flooded as they only have soakaways? The Bridleway floods now whenever there is a storm and that is just surface water from the fields that hasn't soaked in. Currently, the proposed usage of the land (R18/105) that lies in the flood plain of High Warren Reservoir would be much more of a flood risk (when concreted over) to the existing residents at the bottom of the hill on the Bridleway. Would this proposal include putting in drains and sewers along the Bridleway to Red Lane? The output of the drains/sewers would not climb the gradient of Red Lane without assistance along Red Lane towards Birchdale Road, so the downhill gradient option could be used towards Red Lane Bridge, which spans the Bridgewater Canal? Could the drains/sewers be routed underneath the Bridgewater Canal?

I cannot see how this extra volume of traffic created by the proposed 495 houses could possibly be absorbed into the existing roads of Red Lane and the surrounding roads without causing traffic standstills.

I am strongly opposed to the above development, using the green belt land for the proposal on the Plan R18/105.

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