

Re: Local Plan

Dear Sirs, We are objecting to the draft local plan for the following reasons: -

- We were told that the plan is purely illustrative. How can we make a considered response if this is the case?
- It seems that growth predictions for new homes offer no sound evidence to back them up and are well beyond government targets.
- The loss of green belt is not properly justified and nor has the environmental and ecological impact been adequately assessed. There is no acceptable case nor special circumstances for the release of the green belt for development. For example, the Fidler's Ferry site is not included, the decommissioning of which will happen during the lifetime of the local plan. The proposals for the Appleton Thorn Ward appear to infringe some of the policies of the Neighbourhood Plan. If this is the case and development is to go ahead, then the intentions of The Localism Act 2011 are undermined and need to be highlighted at central government level.
- The massive commercial warehousing on the border of Appleton Thorn Village will not only change the rural character of the landscape but will produce horrendous traffic complications contributing to substantial loss of air quality and noise and light pollution as will the increased traffic on the A49, A56 and A50.
- The source of funding for the additional infrastructure to support the increase in the number of houses, commercial premises and the traffic generated is unclear and there is no evidence of a serious attempt to justify or cost them. The most likely outcome is that the houses will be built before any infrastructure is in place.
- Similarly, the transport plan appears to be an outline of ideas and a wish list of transport systems with limited detail and scant information as to the amount and the source of funding necessary to bring them to fruition. For example, the plans to address crossing the Manchester Ship Canal are vague and given the scale of development south of this waterway the bridges will bear a greater number of extra crossings every year. There is no plan to improve the A49 north from the M56 nor any definite proposal to improve the ability of the residents of South Warrington to access the town more effectively or reach the Hospital and Railway stations, all north of the town, without exacerbating the traffic chaos already experienced at Bridgefoot.

In conclusion we are of the opinion that this plan is over ambitious, not fit for purpose and doubt that is deliverable nor does it contain sufficient detail on which to make real judgements.

Judith and Keith Brown

