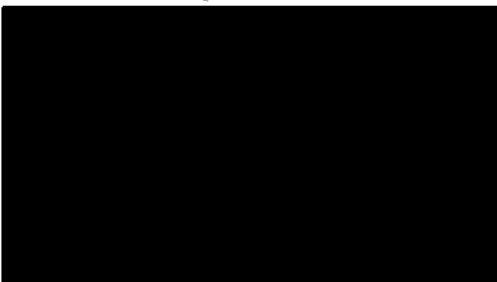


28th September 2017

**Warrington Borough Council Local Plan Review - Lymm - Personal comment**

*Please find attached a letter with my own personal observations & comment regarding the local plan review. I have endeavoured to be objective, impartial and constructive in my comments. It is evident to me that the plan cannot be considered in isolation and that all relevant infrastructure issues, particularly traffic, need to be addressed otherwise the exercise would be seriously flawed. I hope that my comments are helpful in this difficult task that you are undertaking.*

*Yours faithfully*



## **Warrington Local Plan 2017 – Comments 20 September 2017 ref Lymm**

### **Introduction and Context**

From an initial reading of the document it appears that this document is predominantly a desk-top study with the intention of matching numbers to a perceived need. The perceived need being the estimate by central government of potential future population growth within the Borough and the demand for housing and employment. Can these projections be confirmed or challenged to a model that suits local need rather than purely a government guesstimate ?

Within the 'Call for Sites' section representations are made from developers and landowners seeking to develop various sites, - this is akin to inviting wolves to dinner. It is unsurprising that the majority of these sites fall within green belt where developers can achieve maximum land values. Stripping these sites of their green belt protection would hand the developers an asset increase of £1M per acre, and giving them the ammunition to contest any planning decisions in the courts. They would walk all over the council yet again ! **It is timely that Jeremy Corbyn in his keynote speech to the Labour Party Conference on the 27<sup>th</sup> September 2017 said that local development plans should be designed to suit community needs and not Developer's profits.**

The development sites indicated on the plans would appear to arise from proposals from developers and landowners, their motives are profit and NOT philanthropy. ! This developer led planning should be carefully considered and tempered in favour of local need. Many of the proposals are based upon a quantitative assessment rather than a qualitative assessment and this needs to be rebalanced.

### **Community and social Infrastructure**

The proposals adopt certain assumptions that the existing infra structure can accommodate the proposed demand without change or improvement. This is erroneous, the local primary schools are working at full capacity and unable to accommodate increased numbers. Doctors surgeries are struggling to cope with demand.

### **Highways and Traffic**

A significant problem with Lymm is that the major roads ( except Higher Lane ) pass through the village centre. This is similar to Warrington Town centre, but whereas major road improvements to alleviate this problem are being considered for the town centre – western relief road, - non are proposed or mentioned for Lymm Village. The A6144 Rushgreen road is a major cut through for traffic going to and from Trafford, and also an increasingly popular route for goods traffic travelling from the M60 through Partington / Carrington heading for the M6 and the port of Liverpool. This is an increasing problem . Several of the areas of search would discharge directly onto Rushgreen Road and into the village, - further complicating traffic problems. Similarly Pepper Street in Lymm is a very old road, very narrow and cobbled in places and discharges directly into the Village centre at the Cross. At least one of the areas of search is accessed directly from Pepper Street and would only serve to exacerbate an already difficult traffic problem.

It should be noted that whenever there are closures on the M6 and traffic is diverted through Lymm this leads to hours of gridlock in and around the village.



