

WARRINGTON BOROUGH COUNCIL  
RE: LOCAL PLAN CONSULTATION

With regard to the proposed future development in Lymm.

Lymm's infrastructure is already struggling to cope with its existing population: residents regularly having to wait up to 3 weeks for an appointment to see a nurse is just one illustration. But the roads and link roads feeding the village are of equal concern. Lymm has no rail links and its bus service is poor, infrequent and restrictive. So with poor public transport all of the pressure is on the roads. Lymm's village characteristics are such that it has a peripheral network of lanes from outlying areas which were not built for the volume of traffic currently using them, with poor surfaces, many pot holes etc.

Of particular interest to us is the possibility of new housing development on land at Heatley. Rushgreen Road, Sandy Lane, Stage Lane, Burford Lane underpass and Warrington Lane is the preferred route to Altrincham from the north side of Lymm.

Sandy Lane is mainly single file due to parked cars, and worse still at school time; Stage Lane is almost single file in places, has no footpaths (and I have enquired on many occasions if it would be possible to create them as it is extremely dangerous for pedestrians, especially children and parents walking to pre-school and school), regularly becomes an overflow carpark for Spud Wood, it's 30 mph speed limit is regularly abused (our requests for the portable vehicle speed indicator to be used as a deterrent have been fruitless), drainage on the north side of the lane is none existent, causing excess water from the lane adjacent to my property to run directly onto my land; the Burford Lane underpass cannot cope with the volume of traffic using it, evidenced by the necessity to resurface it every few years, and the fact that it regularly floods in bad weather, causing chaos on surrounding lanes; Warrington Lane boasts possibly the worst road surface in the area, again is almost single file along the first section due to parked cars from local businesses, and is prone to flooding further along.

New housing development in the Sandy Lane, Stage Lane, Mill Lane, Spring Lane area would compound these already numerous difficulties. Access to new properties from any of these lanes would be difficult and cause additional traffic issues (concerns have previously been expressed by the Council Planning Department that the building of an integral flat above our garage might increase the traffic load on Stage Lane and cause access difficulties).

Lymm's proximity to the M6, the Manchester Ship Canal and Thelwall Viaduct means that it is the obvious diversion or alternative route if there are any problems on the M6 between junctions 19 – 21. Warburton Toll bridge is the only other bridge over the Ship canal creating the route from High Legh, Burford Lane and the underpass, Mill Lane, Birchbrook Road, and Townfield Land. These Lanes then become gridlocked as evidenced recently when the viaduct was closed for emergency repair work. Almost the entire village was at a standstill for a number of hours.

New schools, Doctors surgeries etc can be built but if the road system and surfaces are not of an appropriate standard, and off road parking is inadequate then further housing development will further hinder the general flow of traffic and make it even less safe for pedestrians.