

## 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.

## HS2

The report is remiss in that it makes no provision for the effect of the new HS2 railway line which will run to the south and east of Lymm. When this line is built it will have a significant impact upon the roads which enter the village from this direction. The levels of the route as such will demand that the track will run along a high embankment of a viaduct. This will allow the line to cross over the ship canal close to Warburton. A wide land corridor between the line and Lymm probably 200 – 400 metres will be unattractive for housing, because of noise and disturbance issues, but might be suitable for commercial or industrial use. There is absolutely no consideration of this in the report.

## New Lymm relief Road

One option to relieve traffic congestion within the village would be to build a new relief road to the north between Rushgreen Road and the ship canal. The cheapest option would be to route a road along the line of the old railway, but this might be too narrow and unpopular to provide a viable solution. A more long term solution would be to build a new road through farmland from Birchbrook Road ( A6144 ) skirting the village and rejoining the A6144 west of the M6 (see attached plan.) This would not be a cheap option but would provide a long term viable solution. In the construction of the road close to the River Bollin it would be necessary to provide elevation of flood defences, but in doing so it could release further land for housing to obviate building elsewhere.

## Funding

I believe that any commercial housebuilding consent should have a substantial associated 106 agreement attached to ensure that developers make a realistic contribution to the requisite infrastructure upgrade occasioned by their proposals.

## Lymm Overview

Unless significant infrastructure improvement is planned then development could possibly be best accommodated in areas where pressure on the roads is lowest. Therefore the sites adjacent Higher would be best suited to carry further traffic. ( R18/076, R18/111 ) Those sites close to the M6 to the south west of the village would have a lesser impact upon the village if developed, but Cherry Lane would have to be substantially upgraded to cope. This road is a fast link road from the M6 and has two dangerous bends on its length.

All the sites which abutt the Bridgewater canal are sensitive and if developed would cause huge local protest and resentment, as well as significant traffic problems. ( R18/132, R18/119, R18/120, R18/117 ) Their loss as open greenspace would significantly damage the landscape and character of the village and subsume the community of Oughtrington within an urban sprawl. Their would be significant loss of an amenity much valued by the communities of Rushgreen and Oughtrington. Development of these areas would cause irreparable damage to Lymm. It should be avoided.

The development of the outlying sites to the east of the village (R18/070, R18/071, R18/011) would serve to create further urban sprawl of the village in virgin greenbelt farmland.

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LYMM RELIEF ROAD.  
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