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**TO**

Warrington Borough Council,  
Planning Policy & Programmes,  
New Town House,  
Warrington,  
WA1 2NH.

**FROM**

[REDACTED]

28th September 2017

Dear Sir/Madam,

**Warrington Local Plan Review, Site SHLAA 2901, part of parcel of land LY22, to the east of Crouchley Lane, Lymm**

We should like to register our objection to the removal of the above parcel of land (LY22) and specifically site 2901, within the parcel, from Green Belt protection.

Our views are based upon;

**1. GREEN BELT**

The National Plan Policy Framework, published 27th March 2012, reminds us at;

Para'79 That the government attaches great importance to Green Belt. The fundamental aim of Green Belt policy being to prevent urban sprawl by keeping land permanently open.

Para'80 The policy goes on to say that the purpose of Green Belt is,

- \* To check unrestricted sprawl.
- \* To prevent neighbouring towns from merging.
- \* To assist in safeguarding the countryside from encroachment.
- \* To preserve the setting and special character of towns.

Para'81 Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use.

Para'89 A local planning authority should regard the construction of new buildings as inappropriate in Green Belt.

IT IS OUR BELIEF THAT THE NPPF DESCRIBES PERFECTLY THE LAND (LY22) AND SITE 2901 AND IN SO DOING THE COUNCIL'S RESPONSIBILITIES TO PROTECT IT

The view across the land from both the Water Tower and Crouchley Lane is unsurpassed in Lymm. The

odd farm building aside, the aspect across this bucolic setting is unrestricted. Why, apart from financial gain, would any organisation want to destroy such a site with bricks and mortar!

Every day you will see ramblers, dog walkers, joggers and in recent years cyclists using the lane to access the footpaths and fields beyond, through LY22, leading to Crouchley Lane. The numbers, particularly cyclists, are increasing and they are of all ages.

To us, it would seem therefore, that site 2901 and the land LY22 are together making a major contribution to the public's enjoyment of the Green Belt, a view endorsed by the ARUP report in 2016.

When the Green Belt has gone it has gone forever!

## **2. AGRICULTURAL VALUE**

We are no farmers but site 2901 and the adjoining fields appear to be very well managed and productive. Various crops are grown and the land is put to good farming use which is lovely to see and benefits us all.

## **3. HIGHWAYS & ACCESS**

At present the above plots could only be serviced by Crouchley Lane. Crouchley Lane is typical of a winding country lane bounded by ancient hedgerows which meanders through beautiful country side. Its charm lies in its higgledy - piggledy evolved character. It is barely a vehicle's width in parts. If it is planned to build 240 high end houses on site 2901 it is reasonable to think that that could import up to 500 vehicles for the future residents, plus vehicles which will service the site in later years. To accommodate such numbers the lane would have to be widened and street lighting installed. To make the lane into a "highway" with all that would be involved in widening, straightening and ripping out hedges etc would, in our mind be, an act of gross vandalism.

Just supposing development were to happen, how would such traffic safely access an already overcrowded Higher Lane. The volume of traffic on Higher Lane is already colossal. In the mornings, when school is in, it is not uncommon to see stationary traffic waiting on Higher Lane, from the Shell garage to Oughtrington Lane a distance of about half a mile, to access the High School. The volume of traffic on Higher Lane is matched only by the speed of certain vehicles. In the afternoon when the High School finishes Higher Lane metamorphoses into a race track. In pole position are the double decker school buses, full of children, which hurtle towards Warrington seemingly oblivious to any speed limit or understanding of safe driving. Unstable farm vehicles, some with fearsome attachments front or rear, also do very well in the speed stakes as do some HGV's and other vehicles. Higher Lane is an accident waiting to happen and we cannot see how more vehicles entering or leaving it from Crouchley Lane will improve matters.

## **4. CONCLUSION**

Has anyone thought through the added pressure such developments will put on local services e.g., hospitals, surgeries, schools etc not to mention the emergency services.

Why do we need 24,000 houses? At the price that could be charged for 240 houses on site 2901 it cannot be for affordable housing. Could it just be that the Council needs to up its housing stock so that it will be successful in obtaining city status? When are residents going to be let in on the secret, didn't we see enough of change when Warrington New Town was all the go.

If we remove the desire to become a city we remove the need for all the houses. This will leave the Green Belt intact and enable it to ring fence Lymm and Warrington in the way it was intended.

28th September 2017.