

### **General comments on the Warrington/Lymm development plan**

1. Proposed housing density for new build in Warrington(Garden City) appears to be aimed at 20 houses per hectare. This is very low and pitches the type of houses to be built as high cost detached & semi-detached rather than in the “affordable housing” bracket. Increasing density to 30 per hectare (or more) would reduce the need to remove green belt land from the outlying settlements and would tie in to government aims for increased housing.
2. Of the outlying settlements reviewed in the “settlements Profile” document, Lymm is already by far the largest village in the area with local infrastructure under increasing pressure and little room to expand.
3. An additional 500 houses in Lymm will introduce up to 1000 children into local schools. Of the four local primary schools, two are unable to expand and the remaining two are strictly limited in their ability to expand. The plan makes provision for one additional primary school which is unlikely to be enough.
4. The plan makes for no additional provision for high school places. Lymm High currently hosts approximately 2000 pupils and is full. There is no expansion space available on the site without losing playing fields. Additional high school provision would need to be factored in to the plan in order to accommodate the increase in housing going forward.
5. There is a dearth of suitable playing fields (in particular football pitches) within Lymm. There are two junior football clubs (Lymm Piranhas & Lymm Rovers) catering for children ranging from U7s to U18s. There are often two or three teams in each age group each with matches over the weekend – they currently struggle to find pitches. In the U10s-U12s age group, the nearest suitable pitches for “Home” games are located at Partington in Trafford. The number of teams is likely to increase as the population expands, increasing pressure further. If Lymm is to expand, further provision of community pitches must be factored in to the plan.
6. The Council assessment of outlying settlements estimates the 2017 population of Lymm as 11,192. However, the 2011 Census listed the population as 12,350. The council estimate of current population is therefore 10% down on the 2011 estimate – despite the fact that the population has been increasing in the last six years as more houses have been completed. A reassessment of pressure on available services needs to be undertaken prior to any decisions being taken.
7. Parking within the village is limited and constantly busy. Increased provision needs to be made available in order to allow the village centre to be accessed by those wishing to shop there if the centre is not to be destroyed. Village centre businesses are already struggling

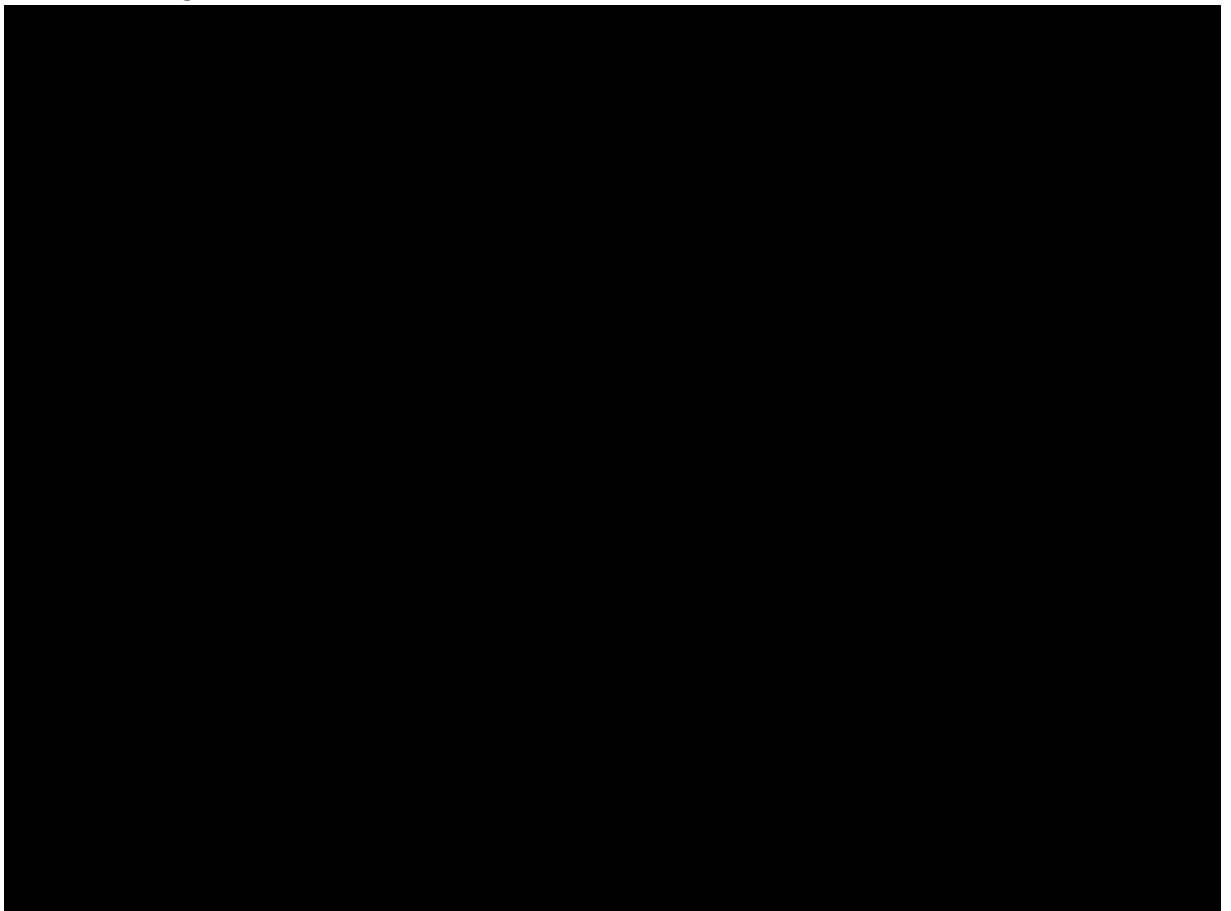
due to the high rates set by the council and if not careful there will soon be only charity shops left.

8. Parking provision for visitors/tourists also needs to be increased. Lymm has, since Victorian times, received a high proportion of visitors, mainly at the weekend. The dam is a particular hot spot with minimal parking facilities. Cars are often parked nose to tail along the main road from Lakeside Road to St Mary's church and along Crouchley Lane past the rugby club.
9. Lymm has a relatively high proportion of cyclists. However, with narrow roads and no cycle tracks this is increasingly dangerous, especially for those cycling to work and for children. Increased provision is required. In particular, cycle tracks are required across the village to allow families and children to safely access the Trans Pennine Trail. Cycle safe zones will be needed from all residential areas both to the village centre and the TPT. This will help increase the incidence of cycling with a corresponding improvement in fitness and possibly reduction of cars accessing the village centre.
10. The village centre is within a designated Conservation area. In addition to the village traffic entering the centre, the Village high street is used as a cut through from Urmston/Partington to the M6 motorway. It is consequently very busy and at times not a particularly easy, pleasant or safe place to shop. With a proposed increase in traffic the high street businesses could actually suffer a further loss of clientele leading to business closure. The town centre needs to be pedestrianised to make it safe and keep it thriving – as on village celebration days (Duck Race, Victorian Day etc.) to great effect. This would help to ensure the protection of the conservation area.
11. An additional 500 dwellings will put excessive pressure on the existing road structure. The council assessment of local Highway Network states that there are no significant issues during peak time however, this is not the case. Roads to the centre of the village – Rushgreen Road, Eagle Brow, Rectory Lane etc are narrow and can be extremely busy and slow moving. The main A56 (Higher Lane) – although a 30 limit – is often treated as a racetrack to the motorway and is the main access route for the High School. At school drop-off/pick-up time it is consequently a very congested area with both school busses and private vehicles accessing the high school.
12. The village roads can be very busy at the best of times but with the M6 often closed or stationary, the village becomes completely gridlocked due to traffic cutting between junction 20 & 21. There is a similar (but less frequent) impact due to the closure of the M56. If 500 houses are added to the village, there will need to be a ring-road provided to relieve the village at these times.
13. There are two doctor's surgeries in Lymm, both of which are at full capacity with no room for expansion.

**Comments on development of Green Belt Parcel LY22 (r18\_076 Land East of Crouchley Lane)**

14. The proposed parcel of land in LY22 and site 2901 in particular currently makes a strong contribution to protecting the openness of Green Belt land under paragraph 79 of the NPPF and forms the boundary to the village at it's highest point along the Sandstone escarpment. Releasing this land from Greenbelt will contribute greatly to green belt encroachment and will promote urban sprawl towards High Leigh.
15. Proposed access to the site is off Crouchley Lane. This is a narrow country road and is very close to a sharp downhill bend. There is only a single narrow footpath and the area is bounded by numerous mature trees making widening of the road difficult. This road is neither suitable for access by construction traffic or as an access point for an approximate 500 hundred cars (2 per household average).
16. Proposal R18\_076 states that Crouchley Lane has a pre-existing wide junction with the M56 – this is correct. However, the road narrows rapidly after the car park for Lymm Dam and narrows again after the Rugby Club/Manor Road entrances. On busy days, particularly Sundays with many visitors to the Dam and hundreds of players at the rugby club, roadside parking spills down Crouchley lane past the proposed site entrance.
17. It is highly likely that traffic from this site would utilise Crouchley Lane & Mag Lane as a rat run to the A50 and M6 Jnct 20/ M56 Jnct 9. These are narrow country Lanes and would require significant widening in order to accommodate this traffic. This would necessitate a major impact to green belt land along the shared border between LY22 & LY23 and would extend impact into the greenbelt beyond these sectors to where Mag Lane meets the A50 (OS 687843)
18. The proposed secondary access onto High Lane is at a very busy point on a fast road. This is particularly true at busy school drop-off and pick-up times. Higher lane has, in some places, very narrow pavements and no crossing points which make crossing and walking along this road with young children very hazardous.
19. The land proposed in R18\_076 is categorized as good to moderate farmland and has been in constant use for crop growing for over 100 hundred years. With the challenges of climate change, population growth and Brexit, Britain will, by necessity, have to produce more home grown food than at present. It is not therefore viable or sensible to remove good quality, well utilised, farmland for housing. My understanding is that a past planning application from the Rugby Club to use site 2901 for Rugby pitches was refused as the land could not be taken out of farming. This decision should still apply today.
20. The land is an important haven for wildlife. Bats (protected species) are frequent visitors to the gardens bordering the field. Construction work will likely scare away the bats and remove their habitat. They will be unlikely to return once the land is lost.

21. Similarly Buzzards, Kestrels and Woodpeckers(among other bird species) are also regularly seen overhead and visiting the gardens.
  
22. The centre of the Northern boundary for LY22/site 2901 features the Grade 11 listed Lymm Water Tower. This sits atop a gently rising slope from the South and was originally designed to resemble a castle on a hill. This is an important local landmark which is clearly visible from several miles and the long range views from across open countryside should be protected along with the right of way leading to it across LY22. Since being decommissioned as a working resource it has been converted into an internationally recognised, multi architectural award winning residence. Section 66 of the Listed Building and Conservation area Act states that the setting within which a listed building sits must be taken into account when considering any planning application. In the case of Lymm Water Tower, it's setting on the edge of clear open land(see picture below) is an intrinsic part of the quality of this listed building and would be destroyed by encroaching development. It is suggested in report r18\_076 that an area of public open space could be positioned alongside the water tower to preserve the views. This would however, have to give significant clearance to the side of the tower and would have to extend over the full length of the approaching public right of way and would therefore reduce the economic potential of the site for housing.



Looking east towards Lymm Water Tower from Manor Road

23. Given that the tower is over 100ft tall, it has a commanding view over the entire site 2901. Any properties constructed on this site would therefore be overlooked by the water tower which may reduce the economic viability of the development.
  
24. The centre of Lymm Village and the Dam is a designated conservation area. The north-western segment of site 2901 lies within the 250m buffer zone around the conservation area. The buffer zone exists to restrict further development within protected areas and should therefore be maintained as green belt. In submission r18\_076 Arup state that due to modern residential development on Manor Road this segment only makes a weak contribution to maintaining the setting and special character of a historic town. However , given that the houses on Manor Road were initially built In around 1920, they pre-date the award of the Conservation area in 1971 and the inclusion of the segment of parcel 2901 should therefore be maintained as buffer zone land.
  
25. Submission r18\_076 states that the site 2901 is 50 m from Lymm Rugby Club with associated rugby, football and squash pitches. This is incorrect whilst the rugby club has rugby pitches and squash courts, there are no football pitches and no provision for football.

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