

**Call for Sites Responses – with particular reference to site R18-111 (Land north of Higher Lane(A56) and bounded by Oughtrington Lane, Lymm**

As resident on [REDACTED] Higher Lane opposite the proposed development, the following are of particular concern and have not been taken into account in the development proposal

**1. Inadequate justification for removal of this site from Green belt.**

Warrington Borough Council assessment is that this site makes a strong contribution (land parcel L21) to the green belt in assisting in safeguarding the countryside from encroachment. There is currently only development along one of the boundaries of this site (Oughtrington Lane) and it is on the eastern edge of the limits of Lymm. This is contradicted by the site analysis submitted by Indigo in this proposal but without supporting evidence. However, in a later reference to deliverability, it is stated that the site is beyond the current settlement limits of Lymm.

**Our submission is that the property should NOT be released from the green belt. What we say in the remainder of this document is without prejudice to that central and principal contention.**

**2. Full implications of the Essar pipeline barely considered**

The Stanlow to Carrington multiple pipeline runs through the centre of the site. This consists of six steel pipes, with a varying wall thickness of 6 -12.4mm with an operational pressure of up to 90Bar. Our understanding is that there is a currently a covenant on the block of land the pipe traverses preventing most forms of development due to the risks. Two of the pipes are currently functional, carrying ethylene and propylene. Very little specific information is given as to the health and safety issues involved in the process of developing the site or, indeed, the desirability of planning residential areas in such close proximity. No detail is given in the proposal about how the covenant will be dealt with (if indeed it can be).

It has been advised that a 30 metre easement either side of the pipeline should be provided which represents a far larger area than portrayed in the proposal. Ethylene and propylene are classified as extremely flammable gases which can be explosive when mixed with air and can be considered a risk in developing the site. Within a pipeline easement zone there are restrictions on planting trees due to roots interfering with the pipes. This would limit the value of the proposed green space over the pipeline.

There are also 4 other pipes currently not carrying any chemicals but these could potentially be used in the future for chemicals of unknown toxicity and risk

**3. Other environmental factors not considered**

In section 7 of the proposal Deliverability 7.11 it states that" there are no environmental factors that would render the site unsuitable for residential development." However there are obvious concerns with the pipeline and no land contamination or stability constraints have been undertaken by technical studies.

#### 4. Under estimation of traffic load and congestion on Higher Lane

There is much comment on the plan to build a new road into the development and the easing of traffic congestion on Oughtrington Lane. We would question the data presented of the automatic classified counts of vehicles, as we believe them to have been collected in an area east of Oughtrington Lane and would, therefore, not have been a true representation of the increase in traffic moving onto Higher Lane. Much of the traffic to Lymm High School comes from the west side of Oughtrington Lane and would not be counted in the area of Whiteleggs Lane where the counts were set up. There could then be a much higher number of vehicles using Higher Lane than has been suggested.

As residents of Higher Lane we are very aware of the high volume of traffic currently using the road in this area and of the disruption caused by any impeding of the carriageway when cars are parked in the area. Additionally as shown by traffic data in the report, the speed limit is routinely exceeded in both directions. The development adds to increase risk of accidents as follows;

- Survey counted over 800 cars/hour at the peak time in the morning and the peak time in the evening. The proposal considers this would jump to over 1000 but as mentioned this does not take into consideration the re-routed school traffic. This additional traffic would of course include many school buses.
- The junction of Whiteleggs Lane with Higher Lane is already dangerous as there is poor visibility both to left and right



Visibility along the A56 looking west from a car positioned at the intersection of the junction



Visibility along the A56 looking east from a car positioned at the intersection of the junction

Residents vehicles and heavy farm traffic have to pull well into the carriageway before exiting the junction. The proposed changes would not improve this situation. In fact the danger of accidents is increased with the additional volume of traffic and also taking into account vehicles exceeding the speed limit.



Vehicle position at junction for clear view to right. For clear view to left vehicle is required to be even further into the carriageway

- Disruption to the flow of traffic occurs regularly on Higher lane in front of the proposed development due to lack of parking in Whiteleggs Lane for residents and visitors. The proposed new road access to Lymm High School would move the bottle neck from Outrington Lane to Higher Lane



Traffic congestion when residents cars are parked on Higher Lane near the junction with Whiteleggs Lane

#### 5. Ecological Constraints poorly considered

In Appendix A of the submission we would question the methodology which lead to the statement that no bats were present within 250m of the site. The study appears to have been carried out in November 2016, a time at which bats would have been hibernating. A true bat survey would be carried out between May and September when bats are active and they would be counted using a bat detector at dawn and dusk. Bats are certainly present in the Whiteleggs Lane area which is well within 250m of the site. It is very likely bats were present on the site in the large oaks on the site opposite Whiteleggs Lane before they were cut down at the end of 2016

#### 6. Landscape and visual appraisal with limited mitigation measures

The development proposal identifies the high negative impact for the residents along south side of A56 but provides no mitigation against this impact. The impact to the residents is

- The total blocking of the wide open view to the NNE of the houses on Higher Lane. The view stretches over 30 km to Scout Moor behind Burnley.



Part of the view from residences opposite the proposed development on South side of Higher Lane looking North

- Significant reduction in value of the properties in question along Higher Lane due to increased traffic and lack of an open view.

#### **7. Access to the village of Lymm much less than other proposed sites**

- The Higher Lane site is significantly further from most of the village facilities, including available primary schools, than alternative development sites in Lymm. The development sits on the extreme edge of the village and would not be as claimed an integral part of the village