



I would like to raise my comments / concerns over what I believe to be major conflicts between the numerous documents of the Warrington Local Development Plans that impact upon the Lymm community and neighbouring Grappenhall and Latchford.

Firstly, the extremely short notice given by the Council that plans were to be displayed for public consultation was done during summer holidays when people were on away was very poor practice and served to fuel rumours and distress to many adults of all ages. Long queues of agitated, frustrated and very concerned adults formed at viewing venues. The WBC staff on-site were unable to give answers to many questions being asked probably because the Plan lacked detail. Overall I, and many others at the Lymm venue, thought the viewing somewhat farcical as it served only to raise more concerns.

Secondly, I consider the various proposals have unfairly blighted many properties in Lymm, Thelwall, Grappenhall, Appleton and Latchford because they contain insufficient details to allow residents to accurately assess the full impact of the proposals upon their homes and other properties.

The Warrington Transport Summary Part I: Overview, Project Number: 60433165 dated April 2017 indicates Lymm as a low density area served by 2 "A Roads" making it appears suitable for expansion without the need for improving infrastructure (roads, education & health services, other amenities, etc) within the village.

I do not consider this to be the case because the majority of Lymm residents live in 20th century high density housing estates with narrow roads and little or no off-road parking facility. Many of the newer housing developments are also high density with narrow roads and minimal off-road parking available.

The central core of the village and dwellings is surrounded by greenbelt fields, lake and canal, attracting people into the village for leisure and seeking places to live.

Settlement Profiles - Outlying Settlements July 2017 document include a statement confirming intent to develop 'Weak' Greenbelt land in Lymm for new homes which seems ok looking at the plan on page 42. However I have serious concerns that this would ultimately escalate and used to justify approval for other 'Moderate' and possibly 'Strong' areas to be approved for new house building schemes. Over the years, I've noticed lands, now identified as 'Moderate' or 'Strong' Greenbelt parcels of land, have been neglected and left to deteriorate, and now put forward for development.

I request that all residents of Lymm are made aware of any and all applications to develop any Greenbelt lands, whether or not these are included in the Warrington Local Development Plans.

As regards the roads the village is served a one 'A' Road and two 'B' Roads and several

country lanes, all of which, including the 'A' road, have twisting, narrow sections, often lacking continuous **safe** footpaths. During rush hour or, when surrounding motorways are congested or closed, there is serious congestion on all these roads. In the immediate future, Lymm will be completely surrounded by major transport infrastructure, two busy motorways, the Manchester Ship Canal and HS2 which restricts access to the village and, wherever there is a motorway incident, creating serious congestion on the above roads.

Within Lymm the background noise level from the M6 has increased considerably over the past 30 years and HS2 will add to this very soon – during and after construction. Residents of Lymm will also have to put up with delays to travel times during HS2 construction.

HS2 raises further concern about scope to create new and / or improve existing highway routes into Lymm from Partington and Altrincham as this is not mentioned anywhere. Existing routes are very narrow country lanes which are, currently, totally inadequate, especially at Warburton; adding further population in Lymm will only serve to worsen traffic congestion around Warburton.

South Warrington Urban Extension Framework Plan Document, FINAL JUNE 2017, P33 of South Warrington Urban Extension | Development Framework which depicts a 'Strategic Bus' and possibly 'Strategic Road' from Springbrook continuing along the '*disused rail line*'.

Overall Development Sites Land Use Plan, Project No 60429848 sheet number 06002 Rev E 17/07/17 clearly shows the '*disused rail line*' embankment from Latchford to Bridgefoot as being "Public Open Space". Bridgefoot at the end of Knutsford Rd is closed to vehicles, thus 'thru' traffic would be directed left along Wilderspool Causeway over the '*disused rail line*' above and onto a new road towards Bank Quay Rail Station using part of the '*disused rail line*'.

These two documents conflict over the use of the '*disused rail line*' – is it to become Public Open Space or Strategic Bus and Road. Given the road change to Knutsford Rd at Bridgefoot, common sense tells me the PUBLIC OPEN SPACE will become a Bus Route and Road giving direct access onto the new route past Bank Quay Station from Springbrook.

I am aware of one small section shown as 'Public Open Space' where builders are currently putting up new houses that surely undermines public confidence in many other aspects depicted on drawing >>> Overall Development Sites Land Use Plan, Project No 60429848 sheet number 06002 Rev E 17/07/17

The conflict outlined above serves to add to my concerns about the plans for Lymm **are the plans for 500 extra dwelling, over and above the 100 already under construction the total of new home developments in Lymm or, just 'the tip of the iceberg'?**

