

[REDACTED]

From: Tom Seabrook [REDACTED]
Sent: 15 November 2021 11:54
To: Local Plan
Subject: Local Plan Response

Dear all,

You will have had a lot of responses about housing numbers etc that I can't reasonably add to.

I wanted to comment about the two sites off Warrington Lane in Lymm. There is no point in saying no development in Lymm as that would be a wasted response.

Although I live on Pool Lane this is not a NIMBY response, I have tried to be objective.

There are two sites due for release from greenbelt, one to the north of Warrington Road and one to the south.

If you were to treat the southern part as two sites, east and west of the public footpath, to develop all three would be a gross overdevelopment for several reasons.

First, it is naïve to assume that all, or even most, traffic heading in or out of these sites will head or arrive from west towards Camsley Lane/Stockport Road. The majority will use Whitbarrow Road and Star/Barsbank Lane for access from/to Lymm and beyond.

Whitbarrow Road is notorious, especially the area around the golf club and from there to the TransPennine trail. It is essentially single track and cannot cope with the amount of traffic currently using it.

Barsbank Lane has a bottle neck at the canal underpass which is single lane. Again, it is not suited to additional traffic without considerable improvements.

Second, the site(s) to the south of Warrington Lane are open grassland with a pleasant outlook, a public footpath and unspoiled wildlife rich pond and wooded area to the southern end. There is no justification for losing this. The draft plan suggests this must be preserved but that is unlikely to be possible in practice.

This area also floods regularly. It slopes down towards Warrington Road and the likelihood is that any run off will be down to Warrington Road, the school, Statham Lodge and the site by Pool Lane. This is already prone to flooding.

The area to the north of Warrington Road is of no special significance really and can almost be considered as infill. Provided there are sufficient infrastructure, especially traffic, improvements then, provided the northern boundary then becomes a lasting hard greenbelt boundary then I can't sustain any real objection. It is noted that there is an extant planning application immediately to the north of this site and to allow that would make a mockery of the proposal that this become a hard and lasting greenbelt boundary. Warrington Road

around the school will also need some kind of enforceable speed restriction and other traffic calming measures though if there is to be additional traffic.

This road is already quite dangerous, especially at school times.

It is noted that proposed numbers and greenbelt release have reduced from the last draft plan. However, to drop the Massey Brook site in its entirety whilst keeping the whole proposed development at Warrington Road is a lazy 'solution'. It would make far more sense to develop the northern site at Warrington Road, preserve the southern part and release the previous site at Massey Brook. This would also spread required additional primary education space between Cherry Tree and Statham Schools which makes more sense than adding it all to Statham.

The simple fact is that the traffic infrastructure in and around Lymm is inadequate and, if additional housebuilding on greenbelt is inevitable, it should be spread out rather than lumped in one place.

Yours sincerely

Tom Seabrook

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