

Development Control
New Town House
Buttermarket Street
Warrington WA1 1XL

6 - SEP 2016

26th August 2016

PLANNING APPLICATION 2016/28492 - PEEL HALL WARRINGTON

Dear Sir,

I wish to object to the proposed planning application 2016/28492 - Peel Hall Warrington.

- The applicant cannot demonstrate that the proposed access arrangements serving the development are deliverable or sustainable.
- The existing playing fields/open space at Mill Lane is not owned by the applicant, and Warrington Borough Council have confirmed that they have negotiated a 7 years lease for the fields to continue in their present use.
- Insufficient access points for the proposed volume of traffic.
- Insufficient safe pedestrian access.
- Vehicle and pedestrian safety compromised to suit development.
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This outline planning application should be refused, the applicant cannot demonstrate that the proposed development is sustainable as a whole or compliant with NPPF.

The proposed development would not promote sustainable means of transport as promoted in the Framework.

The applicant is not in control of all areas of the proposed development and therefore cannot demonstrate the achievability and deliverability of the the proposal.

This application should be refused.

Yours faithfully

Peter & Debbie Jackson.

Address: 35 MILL LANE, HOUGHTON GREEN,
WARRINGTON, WA2 0SX.

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[Redacted Signature]

Address: The Drablies 5 Radley Lane
WA2 0TD

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Yours faithfully

(██████████)
(Gareth Griffiths)

Address: 53 NEWHAVEN ROAD, ORFORD

..... WARRINGTON WA2 0NP

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Yours faithfully,

[Redacted Signature]

GRANAM HOLT

[Redacted Signature]

Lorraine Holt

Address: 22 LOCKERBIE CLOSE, WARRINGTON
CHESHIRE WA2 0LU

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Address: Pawel Bate
39 Lockerbie Close War 04T

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Address:

 (Catherine Reyle)
31 Lockhartie Close, Cinnamon Brow WA2 0LT

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Address:

Peter & Carol Royle
33 Mill Lane, Houghton Green,
Warrington, WA2 0SX.

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Yours faithfully



Address: 20 LOCKERBIE CLOSE
CINNAMON BROW, WARRINGTON WA2 0LU

6 - SEP 2016

37 Mill Lane,
Houghton Green,
Warrington,
WA2 0SX

1 September 2016

Development Control,
Warrington Borough Council,
New Town House,
Buttermarket St,
Warrington,
WA1 1XL

Dear Sir,

Re Planning Application 2016/28492 – Peel Hall Warrington

I wish to object to the above planning application, the main reasons for my objection are as follows:

1. The proposal for a satellite town in this area of Warrington should not come from the developers. If such a project is required it should come from the Town Council/Planning who are paid to look after the interests of the people of Warrington.
2. The proposal does not meet the requirements of the NPPF in many areas particularly traffic and environment.
3. The proposal devastates the area of countryside and open space of which there is already a shortage and reduces the number of playing fields when there will be an increase in people.
4. Traffic for 1200 new homes would mean an increase of approximately 2,000 plus vehicles on the roads in the area. In my opinion the roads in the area are not suitable for this increase and it will cost Warrington Council to make changes to present road layouts.
5. The proposed project would almost certainly increase crime in the area both during and after construction.
6. The proposal would mean an increase in children along the side of the M62 motorway, this would be extremely dangerous.
7. This proposal does not align with the proposed local plan and core strategy to develop brown field sites in the town before developing new green areas.
8. Satnam Millennium are well aware of the feelings of Warrington people regarding the development of Peel Hall but continue to bully and use their financial interest against the wishes of the Council and the people.

Yours Faithfully

T Ryan



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Yours faithfully


RICHARD PEAKE

Address: 23 Elm Road
..... WINWICK WARRINGTON WA2 9TW

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Yours faithfully

Address: 62, COLDSTREAM CLOSE.
CINNAMON BROW, WARRINGTON, WA2-0LL

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Address: 55, COLDSTREAM CLOSE
CINNAMON BROW WAR'OLT

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Yours faithfully *MRS MRS Glanville x David Son*

Address: *22 Fern Rd Winwick WA2 9TW*

.....

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(GRACIAM MILLER)

Address:

21 ELM ROAD, WINWICK, WA2 9TW

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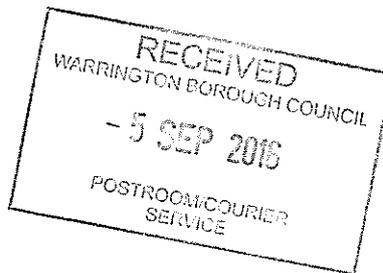
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Yours faithfully

LEAHNA SUTTON
Address: 2 BIRCH AVE WINWICK
WARRINGTON

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7. Mill Road

Winwick

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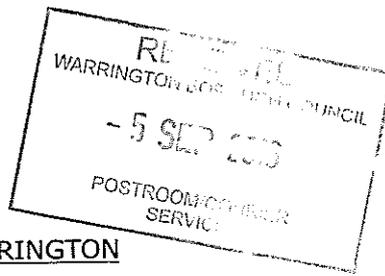
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Address: 2 Elm RD Winwick
WARRINGTON WA2 9TW

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..... WARRINGTON WA2 9TN.

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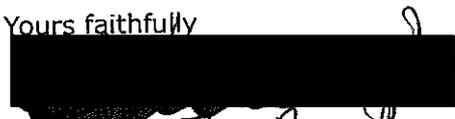
This outline planning application should be refused, the applicant cannot demonstrate that the proposed development is sustainable as a whole or compliant with NPPF.

The proposed development would not promote sustainable means of transport as promoted in the Framework.

The applicant is not in control of all areas of the proposed development and therefore cannot demonstrate the achievability and deliverability of the the proposal.

This application should be refused.

Yours faithfully



Address: 17, Birch Avenue, Winwick
..... Warrington WA2 9TN

Development Control
New Town House
Buttermarket Street
Warrington WA1 1XL

26th August 2016



PLANNING APPLICATION 2016/28492 - PEEL HALL WARRINGTON

Dear Sir,

I wish to object to the proposed planning application 2016/28492 - Peel Hall Warrington.

- The applicant cannot demonstrate that the proposed access arrangements serving the development are deliverable or sustainable.
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This application should be refused.

Yours faithfully
Dr David Hamon
Ms Helen Kendrick.

Address: 11, Birch Avenue, Winwick,
Warrington, WA2 9TN

Development Control
New Town House
Buttermarket Street
Warrington WA1 1XL

26th August 2016



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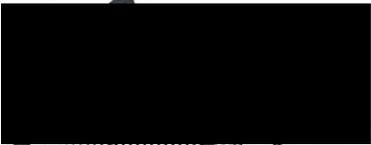
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This application should be refused.

Yours faithfully

Address: 

Adam Mayes
15 ECM ROAD, WINWICK, WARRINGTON, WA2 9TW

Development Control
New Town House
Buttermarket Street
Warrington WA1 1XL



26th August 2016

PLANNING APPLICATION 2016/28492 - PEEL HALL WARRINGTON

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The applicant is not in control of all areas of the proposed development and therefore cannot demonstrate the achievability and deliverability of the the proposal.

This application should be refused.

Yours faithfully

Address:

15 Birch Avenue, Winwick, Warrington, WA2 9TN

(Mr & Mrs Stowell)

Development Control
New Town House
Buttermarket Street
Warrington WA1 1XL

26th August 2016



PLANNING APPLICATION 2016/28492 - PEEL HALL WARRINGTON

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The proposed development would not promote sustainable means of transport as promoted in the Framework.

The applicant is not in control of all areas of the proposed development and therefore cannot demonstrate the achievability and deliverability of the the proposal.

This application should be refused.

Yours faithfully

Address: Mr. Mrs G Coley
27 Birch Ave Winwick Warrington WA2 9TS

Development Control
New Town House
Buttermarket Street
Warrington WA1 1XL

26th August 2016



PLANNING APPLICATION 2016/28492 - PEEL HALL WARRINGTON

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This application should be refused.

Yours faithfully *MR + MRS JAVIELS.*

Address: *236 NENTON ROAD, WARRINGTON*
WA2 8QL

Development Control
New Town House
Buttermarket Street
Warrington WA1 1XL



26th August 2016

PLANNING APPLICATION 2016/28492 - PEEL HALL WARRINGTON

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This application should be refused.

Yours faithfully

Address:

MR & MRS. P. HAYES

BOWLING GREEN FARM

MILL LANE

Maurice White
The Hollies
Sandy Lane West
Orford
Warrington
WA2 9SB

Phone: [REDACTED]
Email: [REDACTED]



2nd September 2016.

WBC Development Management Team
New Town House
Buttermarket Street
Warrington
WA1 2NH.

Ref. Planning Application 2016/28492

Dear Sir/Madam,

I wish to make representation regarding the planning application on Green Belt land submitted by Satnam Millennium Ltd., for up to 1200 homes together with associated developments at Peel Hall.

Taking into account that each home will have at least one car, that is at least another 1200 vehicles frustratingly being funnelled into Cinnamon Brow, Winwick Village, Poplars Avenue etc., all in an effort to get onto the M62 or M6, onto or across the A49 (Winwick Road) heading for who knows where.

Owing to the volume of traffic, we currently have difficulty getting out of, or into, our road (actually Top Sandy Lane). Funneling another 'X' amount of vehicles into the area will create even more problems for local residents on what is at various times of the day nothing less than a Car Park. It is not unknown for vehicles heading down from the various Poplars Avenue access points to be queued along Cleveland Road, Sandy Lane and Cotswold Road all trying, with their added pollution, to access Sandy Lane West heading for either the Fordton Retail Park, Winwick Road (A49), Cromwell Avenue, Winwick Quay, Callands or Westbrook. Why would you want to put more vehicles into an already heavily congested area, which, in turn will increase pollution around a limited road infrastructure? I can actually prove that there is air pollution in the area by the alarming contamination of the leaves of our holly hedge alongside Sandy Lane West, contamination, which we are constantly monitoring.

Satnam's stance will probably be that there is no intention to direct vehicles across from Poplars Avenue etc, but since Cromwell Avenue and it's associated developments were built it has been nothing less, and will remain even more so, a 'rat-run' for motorist's and vehicles of varying sizes accessing the area. I speak from experience having resided here at The Hollies for some thirty-four (34) years. Taking another point, how will the various building teams and materials get to the development site(s)?

2.

Should? permission be granted, what is there to stop Satnam selling off the land to one or, heaven above, various national building companies who will deny any or all knowledge of any restrictions put in place?

With full planning permission it would make someone a very comfortable and handsome profit whilst we, North Warrington residents, are left to deal with the aftermath.

I would therefore ask that this application again be denied whilst taking into consideration the two (2) specific points I have hi-lighted, namely:-

1. Development on Green Belt land.
2. Traffic volume, congestion and pollution.

You may wish to acknowledge receipt of this letter or reply to the various points raised, which, in turn, means I look forward to hearing from you in due course.

Yours sincerely,

A black rectangular redaction box covering the signature area. A thin arrow points from the right side of the box towards the right margin.

Maurice White.

1 - SEP 2016

Dear Sir

We wish to object to the proposed planning application ref 2016/28492 recently submitted to the council by Satnam Millennium Ltd.

1 This application is a major planning scheme and will have a serious major impact on the existing area and community, without providing any long term and substantial public gain. No positive improvements to people's quality of lives, the conditions in which we work or travel are provided by this proposal. The discussions carried out by the applicant at the consultation meeting have not been listened to and our opportunity to be involved is non-existent.

2 There is no real positive growth associated with the scheme, it doesn't create it is purely for short term gains, there is no real prosperity or feel good factor for the existing general public. The scheme is undeliverable and unsustainable. The proposal simple destroys and damages the existing community instead of protecting and enhancing it.

3 The site entrances/exits are appalling for a scheme of this magnitude and the extra volumes of traffic will overload the existing outlet or discharge points, at Winwick Road (Aldi - A49/Sandy Lane West), Poplars Ave - both directions and Delph Lane/Blackbrook Ave/ Enfield Park Road, causing chaos despite what tables, reports and experts say. The natural and existing access point into the site via Ballater Drive, has been totally ignored (in all respects- WHY) in favour of a new link road carved thro valuable public open space and to make matters worse a new island introduced a matter of only 100 yards from the existing Mill House island. Ballater Drive with it's existing island is a ready made access into the Peel Hall site and should be used for at least one of the access points. With regards to the other 2 access points these are also planning blunders and are totally unacceptable. The traffic pressure at the outlet points and subsequently the discharge points will serious and adversely impact all concerned and these will outweigh any perceived benefits. Insufficient access points for the proposed volume of traffic

4 The existing playing fields/open space at Mill Lane is not owned by the applicant and Warrington Borough Council have confirmed that they have negotiated a year lease for the fields to continue in their present use.

5 Insufficient and safe pedestrian access

6 Traffic from the proposed development will adversely affect the highway safety to all surrounding areas including, Houghton Green Village, Cinnamon Brow, Poplars and Hulme,

Winwick Village, Croft Village, Fearnhead and Padgate and the current road infrastructure could not cope with these volumes.

7 No increase in number of sports pitches to accommodate 576 extra children. Insufficient sports pitches/open space for all areas affected by the development.

It is also worth noting that all school placings are generally underestimated. Take for example Chapelford Community Village where one year on from the opening of a purpose made school, extensions to add classrooms had to be made to increase the intake from 1 class to 3 classes.

8 Unacceptable proposed phasing for the school build to accommodate 576 extra school children in an area already oversubscribed

This outline planning application should be refused, the applicant cannot demonstrate that the proposed development is sustainable as a whole or compliant with the NPPF

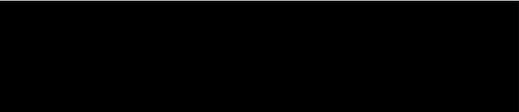
The proposed development would not promote sustainable means of transport as promoted in the Framework

The applicant is not in control of all areas of the proposed development and therefore cannot demonstrate the achievability and deliverability of the proposal.

This application should be refused.

Yours Faithfully

Leland David Jennings

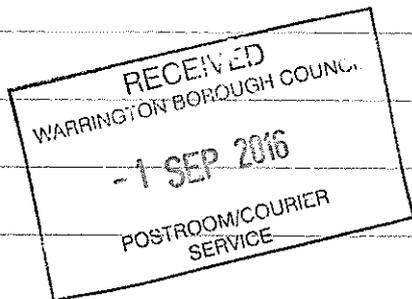

And
Margaret Jennings



59 Mill Lane
Houghton Green,
Warrington
Cheshire
WA2 0SX

Dear Sir or Madam,

Please Please save
our Peel Park having lived in Coppenstone Rd
for 78 years have seen greenbet walks + woods
dissappear (Polly Holmes, Dead Wall + Turkey
Jack woods) now they want to take Blue Bell
Wood Radley Common last year whilst walking
in Peel Park, I saw and heard a skylark
which was wonderful please leave it there



W.B. COUNCIL 327 GRASMERE AVE
PLANNING DEPT, ORFORD
NEW TOWN HOUSE WARRINGTON
WA2 0JZ

DEAR PLANNERS !

WE DON'T WANT THE
PROPOSED SITE "PEEL HALL PARK"
TO BE TAKEN AWAY
FROM US, AS YOU KNOW IT
IS ONE OF OUR LAST GREEN
SPACES IN THE WARRINGTON AREA
SATNAM SHOULD BE TOLD
THIS, WE DON'T WANT THEM
HERE.

I ONLY HOPE OUR "PLANNERS"
LISTEN TO THE PEOPLE OF
WARRINGTON, HAVE WE NOT
GOT ENOUGH SHOPS, ETC
IN ORFORD, AS WELL.

SAVE OUR LAND AND
COUNTRYSIDE



TO

117 WINDERMERE AVE:

WARRINGTON

ORFORD

BOROUGH COUNCIL.

WARRINGTON

1st Sep 2016. 6 - SEP 2016 WAZ ONE

Again SATNAM intend to build on the only green belt land in Orford. This is not a pretty estate or attractive in any way. The only relief is the Peel Hall area which lends us to believe we  in the countryside. The area is appreciated by children and adults alike. I see many of them pass my house, especially at week ends and school holidays, to take a stroll in the 'countryside'. Not for long it would seem if SATNAM and the

council have their way.
The area is teeming with
wild life another good
and real reason to leave
it alone. This area is
priceless to local
residents and their
views should be the
main consideration in
this matter.

Yours sincerely


CAROL L. HOWARD.

INCOMING EMAIL

From: devcontrol
To: Mountain, Melissa
Date: 14/09/2016 07:30:14
Subject: FW: Peel Hall Development - planning application 2016/28492

Sent: 13 September 2016 17:17
To: devcontrol
Cc: WarringtonNorth.CLP@gmail.com; Broomhead, Steven
Subject: Peel Hall Development - planning application 2016/28492

I wish to register my objection to the proposed development at Peel Hall on the grounds of loss of green space, increased traffic congestion and future access problems for myself and my neighbours. Proposed drinking establishments and take-aways do not add value to the area (there are already sufficient numbers of these). I fail to see how such a large development will not impact greatly on the flooding of my local area. Surely replacement of green fields by tarmac will increase water catchment and increase the potential for flooding downstream on the local waterways? There will surely be an impact on the local transport infrastructure. Are there plans to increase passenger accommodation on buses and particularly trains? Birchwood and Newton to Manchester trains are already overcrowded!

Yours faithfully
Alan J Crozier
46 St Andrews Close
Warrington
WA2 0EJ

INCOMING EMAIL

From: devcontrol
To: Mountain, Melissa
Date: 14/09/2016 07:31:14
Subject: FW: Comment on Planning Application 2016/28492

From: [REDACTED] **On Behalf Of**
devcontrol@warrington.gov.uk
Sent: 13 September 2016 17:33
To: devcontrol
Subject: Comment on Planning Application 2016/28492

Application Number 2016/28492

Name: Councillor Michael Matthews

Address: MYDDLETON HALL FARM, Delph Lane, Winwick, Warrington, WA2 0RQ

UPRN: 200000985939

Comments: As Chair of Winwick Council I have been asked to make the following comments in relation to the proposals submitted. The Council wishes to lodge and initial objection on three grounds. 1) In relation to land use the Council is not convinced that the release of this site is required in order to meet the reasonable housing needs within the Borough. The Parish Council has however asked the Borough Council to confirm its position on what it considers to be a reasonable housing need given the challenge that was made to its proposed core strategy and is in effect seeking an update from the Borough in relation to its view on the need to release this site. The Council is extremely concerned (see points 2 and 3) that the release of this site would have a negative impact on; the local highway network, local ecology around its Radley Common and Radley Wood reserves and the local 'greenbelt' and 'greenfield' land within the Parish. 2) The applicant's traffic study appears to do little more at this stage than present some junction designs. The Council is very concerned in relation to the detail of the traffic and highways information supplied. The Council is concerned that given the lack of public transport links to the site the impact on local roads and the wider network would be unacceptable at peak flows and would fail any basic sustainability test under the NPPF. Those heading south will cause a severe strain on small local roads and those heading west and north can only do so by using parts of the network that are already congested (Birchwood Way) or have a poor safety record (Delph Lane). Those heading west will be using a junction off the A49 that does not meet modern highway's standards. The applicant seeks to mitigate this impact by offering bus infrastructure but there is no guarantee an operator would run services along this infrastructure given such services are deregulated. 3) Ecological impact: The Parish Council owns and manages two land assets in the area (Radley Wood and Radley Common) as nature reserves as such there are many species of bird including raptors that nest in our assets but forage for food across the current area proposed for development. This does not appear to have been accounted for in the ecological report. The Council also disputes the findings of some of the surveys as species marked as absent have been recorded as present by our local volunteers. As a minimum the applicant's experts should be asked to obtain the species lists known to be present and reconsider the impact of the

development on local species. The Council would like to reserve right to comment further as more information on these three areas becomes available and does not rule out commissioning its own studies into these issues. Mike Matthews (Chair Winwick Parish Council)

Form Reference Number: 243727

13.09.16 17:33:10

INCOMING EMAIL

From: devcontrol <devcontrol@warrington.gov.uk>
To: Mountain, Melissa <MMountain@warrington.gov.uk>
Date: 14/09/2016 07:31:14
Subject: FW: Objection to development at Peel Hall (2016/28492)

Attachments:
(1) Representations on 2016-28492.docx(23 B)

Sent: 13 September 2016 17:42
To: devcontrol
Subject: Objection to development at Peel Hall (2016/28492)

Please find attached an objection to Planning application 2016/28492 relating to Peel Hall by Satnam MilleniumLtd.

If you are unable to read the attachment or have any questions please refer to the sender at this email address as soon as possible and certainly before the deadline for objections has been reached.

Regards,

Philip Mart

Representations about Proposed Development Application made to Warrington Borough Council

Application Number	2016/28492
Proposal	Major Development: Outline planning application for a new mixed use neighbourhood comprising residential institution (residential care home - Use Class C2); up to 1200 dwelling houses and apartments (Use Class C3); local centre including food store up to 2000 square metres (Use Class A1); financial & professional services; restaurants and cafes; drinking establishments; hot food takeaways (Use Classes A2- A5 inclusive); units within Use Class D1 (non- residential institution) of up to 600 sq. m total with no single unit of more than 200 sq. m; and family restaurant/ pub of up to 800 sq. m (Use Classes A3/A4); employment uses (research; assembly and light manufacturing - Use Class B1); primary school; open space including sports pitches with ancillary facilities; means of access and supporting infrastructure. (All detailed matters other than access reserved for subsequent approval.) (Application is accompanied by an Environmental Impact Assessment).
Location	Land at Peel Hall; Land South of M62 bounded by, Elm Road; Birch Avenue; Poplars Avenue; Newhaven Road; Windermere Avenue, Grasmere Avenue; Merewood Close, Osprey Close Lockerbie Close, Ballater Drive and Mill Lane, Poplars & Hulme, Warrington
Applicant	Satnam Millennium Ltd

The present document is a Representation within the meaning of Article 33 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (S.I. 2015/595) as it applies to the application.

This representation is made by a private individual resident in the Borough of Warrington:

Philip Mart

1 Montana Close, Chapelford, WARRINGTON. WA5 8GB

Nature of Representation:	Objection
----------------------------------	-----------

Reasons:

The proposal is consistent and complete but flawed in its traffic assumptions. The trip generation levels used in the Transport Assessment appendices are too low and invalidate the work on junction capacities including the subsequent inputs to VISSIM.

The Transport assessment also assumes that because money is included in Section 106 proposals for a school it can rely on internalisation of journey demand because the school is in place. This is a false assumption since the council can renegotiate the Section 106 agreement with a successor in title to delay its availability and thereby increase the traffic flows.

Many of these journeys will in any case continue as work related journeys via another school not in the development. Warrington Borough Council has a history of delaying expansion of primary school capacity up to and beyond the last possible moment.

The assumption given in paragraph 6.3 of the Transport Assessment and supporting information in Appendix 23 regarding trip containment within development is unsafe. The development date of the local centre retail facilities cannot be guaranteed to be within the traffic assessment period. In general the traffic needs should be designed without the ant assumption that facilities will arrive on-time or early since historically they do not.

The Authority has chosen to agree to the use of trip generation data based on the Omega housing application. This may seem fair from the perspective of equality of treatment for the application but it is wrong in that those figures should not be used for Peel Hall and in any case are probably too low for use anywhere in Warrington.

The figures for trip generation come from the use of TRICS data for 13 sites chosen by the applicants agents, as well as 2011 census travel to work origin and destination distribution for Medium Super Output Area Warrington 009; which covers Kingswood and the northern part of Callands. These results will presumably have been added to VISSIM to give the resulting flows on the rest of the highways network. The output from that step is not available in the Omega application or the present application.

If an analysis is done for the ONS Output Areas that are wholly within Chapelford, as an example of recent new residents in Warrington, the tendency to be economically active is higher than Warrington 009 and the destinations for travel to work are also rather different, see Appendix 1.

If one looks at the developments data offered from the proprietary TRICS database one finds a surprising number of bungalows in the mixed housing sites chosen. It is possible to use the physical locations given in the TRICS data to find Census data on Travel to Work information for those areas. This allows a comparison of car usage for travel to work and levels of economic activity amongst the population in the areas represented by the TRICS data. For the areas chosen in TRICS the economic inactivity level was of the order of 26% whilst for Chapelford it was down at 19% (for persons aged 16-74, and study being an active occupation in both cases). Car driving as the means of travel to work was down at 71% compared with over 80% in Chapelford.

Whilst Chapelford shows higher total use of the M62 both East and West than Warrington 009 newly released census data shows that for car drivers Warrington 009 is at the Eastern edge of the Merseyside Travel to work area. The area around Peel Hall and all of Warrington North to the east of the A49 is in the Manchester Travel to Work area for car drivers. This adds to the evidence that Peel Hall and Omega should not share TRICS and distribution data because the data is not equally applicable to both areas as well as being too low in general. This new data is in an alternative Travel to work area analysis with maps which was published by ONS on 1st September and can be found on the following link:

<http://ons.maps.arcgis.com/apps/MapSeries/index.html?appid=397ccae5d5c7472e87cf0ca766386c2>

The publication itself including links to the data can be found here:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/traveltoworkareaanalysinggreatbritain/2016>

On the maps of Alternative TTW areas choose item 4 for method of travel to work and select Car Driver. You should then zoom in on Warrington and you will see that Whilst Warrington 009 is in the area of Warrington where journeys west dominate that reverses to East on the east side of the A49. So using the Warrington 009 data for Peel Hall is a manifest error.

So in summary:

The TRICS data over represent economically inactive persons and has an under representation of driving a car as the method of travel to work.

The origin destination analysis used is flawed in that it under represents the use of Motorways

It uses the wrong destination analysis because it is well known to differ on either side of the A49. This is because of well understood delay issues between M62 J8 and 11.

For these reasons the analysis of the effect on local junctions presented in the application and the undisclosed analysis of the wider road congestion issues based on the provided data are likely to understate the congestion issues.

The application should not be approved without reappraisal and proper disclosure of the traffic data.

Annex 1

The following data is taken from the Travel to Work Origin and Destination Date from the 2011 Census. The data used was at the Output Area level which is the lowest granularity available but does not indicate mode of travel.

It is intended to derive a set of data for recent new home take up in north Warrington and therefore likely to be representative of the new residents at Peel Hall. It would be appropriate if the selected TRICS data source is compatible with these residents.

The Origin Output Areas were chosen to cover groups of dwellings which are wholly contained within the Chapelford development. This data is therefore representative of the travel destination of people moving in to Warrington housing when there was a limited supply of alternative sites close to motorways. To a degree this is what might be expected to be close to the pattern associated with Peel Hall, especially at the latter stage of development when Omega Housing is becoming less available.

Destination	Percent	
	Travellers	Persons
At Home		200
Offshore Installation		1
No Fixed Place	6.3%	132
Outside UK		4
Warrington	43.3%	910
Liverpool	7.3%	153
Halton	5.4%	114
Manchester	5.3%	112
St. Helens	4.0%	84
Knowsley	2.9%	61
Trafford	2.9%	60
Cheshire West and Chester	2.5%	52
Salford	2.3%	49
Wigan	2.3%	48
Cheshire East	1.9%	40
Wirral	1.0%	22
Sefton	0.9%	19
West Lancashire	0.9%	18
Bolton	0.8%	17
Flintshire	0.6%	12
Stockport	0.6%	12
Tameside	0.5%	11
Rochdale	0.5%	10
Preston	0.4%	9
Leeds	0.3%	7
South Ribble	0.3%	7
Oldham	0.3%	6

Chorley	0.2%	5
Total including not shown destinations		2103
	93.7%	

(The total number of persons, both travelling and non-travelling, was 2314)

The data given above is only for the top 25 Local Authorities and the actual data shows over 800 destinations from Chapelford's 12 Origin Output Areas. There are four special destination groups for Home workers, workers with no fixed workplace, those working abroad and Oil Rig workers. For the purposes of traffic distribution the no fixed place workers should be taken into account and allocated according to the known distribution of those destinations likely to be under two hours travelling time.

A first look at the data shows a much greater fraction of traffic likely to use the M62 in both directions than implied by the data in the Omega planning application which is re-used for Peel Hall.

The problem is that it is the accesses to outgoing strategic and trunk routes which have the congestion issues in Warrington rather than the road junctions local to the development. The data above is from a total number of households which is comparable with the Peel Hall development, in fact 1468 dwellings. What is needed is some form of strategic plan to address these problems using infrastructure contributions, it does not mean that any one development should not proceed but overall the increases need to be addressed by the Local Authority because the local road network is beyond total capacity in places. The planning application for the shops at the former Fiat warehouse demonstrated that Winwick Road is already operating at above 100% capacity which is the cause of the queues which resident already suffer.

Travel mode data from the Census for the same OAs is shown below and shows an over whelming use of the car.

Mode	Fraction
Train	3.0%
Bus	3.2%
Taxi	0.2%
Motorbike	0.5%
Driving	84.8%
Car Passenger	4.0%
Bicycle	1.1%
Foot	3.0%
Other	0.3%

INCOMING EMAIL

From: devcontrol
To: Mountain, Melissa
Date: 14/09/2016 07:32:14
Subject: FW: Comment on Planning Application 2016/28492

From: [REDACTED] **On Behalf Of**
devcontrol@warrington.gov.uk
Sent: 14 September 2016 02:25
To: devcontrol
Subject: Comment on Planning Application 2016/28492

Application Number 2016/28492

Name: Mrs Susan Richards

Address: 20 Buttermere Crescent, Poplars And Hulme, Warrington, WA2 0NL

UPRN: 100010269710

Comments: I write in connection with the Planning Application 2016/28492 I am a local resident and strongly object to the proposed development of Peel Hall as I feel if this were to go ahead it would have a devastating effect on not just the immediate area but the whole of North Warrington. The narrow roads surrounding the site would struggle to cope with the extra traffic involved. Many of the roads are already difficult to get through due to parked vehicles and ultimately the traffic would join an already seriously congested A49 or Blackbrook Ave. This would then have a knock on effect on all traffic entering or leaving Warrington. This would cause extra pollution in an area already surrounded by motorways where the air quality is poor and with the last bit of green space taken away quality of life for all the residents would surely go down. There is also a concern with such a large development that flooding could occur. Please consider these objections and say No to this planning application Regards Sue Richards

Form Reference Number: 242499

14.09.16 02:24:51

INCOMING EMAIL

From: devcontrol
To: Mountain, Melissa
Date: 14/09/2016 07:32:14
Subject: FW: Satnam development plan

Sent: 13 September 2016 18:47
To: devcontrol
Subject: Satnam development plan

I am emailing to declare my objection to the plan number 2016/28492

I feel there is little need for yet more badly constructed homes in the area and feel open space is much more appropriate for the families currently living in the area. Roads are already congested schools are all ready over filling and it really just isn't needed.

Elizabeth Preston-Hill

INCOMING EMAIL

From: devcontrol
To: Axford, Philip
Date: 28/10/2016 11:19:28
Subject: FW: Peel Hall

From: John Calder
Sent: 25 October 2016 14:25
To: devcontrol
Subject: Re: Peel Hall

On 1 Sep 2016, at 17:45, John Calder <> wrote:

I strongly object to the proposed planning of Peel Hall.
The roads in and around the proposed development are
already
woefully not fit for purpose.
If you don't believe me have a drive around the proposed
areas during rush
hour, better still incorporate it with school term.

John Campbell Calder

INCOMING EMAIL

From: Warrington North Labour Party <warringtonnorth.clp@gmail.com>
To: devcontrol <devcontrol@warrington.gov.uk>, Broomhead, Steven
<sbroomhead@warrington.gov.uk>, Burrows, Lucy
<lburrows1@warrington.gov.uk>, Bell, Michael <mbell1@warrington.gov.uk>,
Farrall, Andy <afarrall@warrington.gov.uk>
CC: Barr, Councillor Bob <bbarr@warrington.gov.uk>, Carey, Councillor Peter
<pcarey1@warrington.gov.uk>, Flaherty, Councillor Jean
<jflaherty@warrington.gov.uk>, Grime, Councillor Joan
<jgrime@warrington.gov.uk>, Keane, Councillor David
<dkeane@warrington.gov.uk>, McCarthy, Councillor Tony
<tmccarthy@warrington.gov.uk>, Mitchell, Councillor Cathy
<cmitchell@warrington.gov.uk>, Morgan, Councillor Les
<lmorgan2@warrington.gov.uk>, Mundry, Councillor Karen (Hidden 15/06/07 SORO
<kmundry@warrington.gov.uk>, Wheeler, Councillor Judith
<jwheeler1@warrington.gov.uk>, Woodyatt, Councillor Sheila
<swoodyatt@warrington.gov.uk>, Wright, Councillor Steve
<stevewright@warrington.gov.uk>, O'Neill, Councillor Terry
<toneill@warrington.gov.uk>
Date: 12/12/2016 11:10:12
Subject: Planning Application 2016/28492 - Objection from Mr Kevin Rapson

<META HTTP-EQUIV="Content-Type" CONTENT="text/html; charset=utf-8">
<div dir="ltr">Please find below a formal objection to the above planning
application from Mr Kevin Rapson, a resident of the Burtonwood and Winwick
ward.<div>
</div><div>For the avoidance of doubt, the attached document
represents individual objection</u> to the
application.

Mr Rapson of 94 Myddleton Lane, Winwick,
writes:
"Winwick traffic bad enough, council ought to come and
see what it is like in a morning!"
</div><div>
<div>Kind
regards and best wishes,

<u>Warrington North Labour
Party</u>

CC, Members of the Development Management
Committee
CC. Elected members
for Burtonwood and Winwick Ward</div></div>

Mrs S Kavanagh (on behalf of the residents)
17 Birch Ave
Winwick
Warrington
WA2 9TN

631 801

18th August 2016

To Whom It May Concern

WITHOUT PREJUDICE AND MALICE

Re: We 'the residents' would like to object to the access of the proposed building of 25 houses via Birch Avenue.

Our avenue cannot sustain any more traffic, when the unit (The Alders) was built the government official said once it was built there could be no other access down the avenue, he gave the go ahead under the impression that the unit would only have approximately 18 vehicles per day (please see paragraph 13 and 20 of the appeals process attached) 8am – 6pm weekdays 8am – 12pm Saturdays closed Sunday (paragraph 33 Formal Decision appendix 10).

As often happens, after planning permission is granted they changed the goalposts, now we have up to 40-50 cars numerous visitors, delivery vans, bin wagons, ambulances and police cars, all at daft o'clock as it is now open 24/7 and has children locked in. Also in the appeals process we were informed that parking facilities would be made available to the residents within the grounds of the unit, this is now impossible as a fence and electric gates were erected because its a lock up! Another reason why we cannot sustain more vehicles down Birch Avenue, once we lose the parking spaces opposite the bungalows we will have nowhere, the cars will have to park on the road causing obstructions. As the council do not do residents parking schemes, and there could be an inevitability of yellow lines, would mean no parking facilities what so ever for people who do not have drives,

Also in your infinite wisdom at the top of the field, you have designated it as either units or office facilities, as it is human nature to find the shortest way to work once the “workers” realise that there is access to this building at the top of Elm Road the parking will be even worse. This is already happening at the top of Birch Avenue and Poplars Avenue with the people who work at AAH and very often people who car share going to Manchester and Liverpool.

We have enclosed the Appeals document for your perusal so that if when read, you will understand why we feel that once permission is granted, the proposed plans may not be adhered too.

We feel that no consideration has been given to not only the residents of 30+ years, but also the wildlife, we have Bats (protected species) hedgehogs (protected species) who travel to the gardens of the houses opposite, foxes birds of prey and many more animals, and beautiful flowers at certain time of the year. No consideration has been given for the children who will be living in the proposed houses, as studies found that people who live within 500mtrs of a motorway grow up with significantly reduced lung capacity, and even children who have never experienced asthma are at risk, scientists warn! (theguardian Fri 26th Jan 2007) more recent reports in The Mail on line May 10th 2013, I have also spoken to the CEO of Warrington Hospital who says ' they are concerned'

The people of Winwick Parish, Poplars and Hulme are already concerned about children when they reach high school age, having to travel far and wide for a high school place.

Please find attached a signed petition from Birch Avenue, Elm Road, Newton Road and top end of Poplars avenue,

Yours faithfully



Mrs S Kavanagh
on behalf of the residents

Peel Hall Master Plan Revealed. Petition against buildings and access via Birch Avenue

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BIRCH

Date	Name	Postcode	Signature
01.1.16	James Harrison	WA2 9TN	
01.1.16	Kamila Kubisker	WA2 9TN	
03/01/16	KEN GINNER	WA2 9TN	
04/01/16	John Brown	WA2 9TN	
04/01/16	Michael Brown	WA2 0FD	
04/01/16	Joanne Brown	WA2 9TN	
04/01/16	Jay Brown	WA2 9TN	
04/01/16	Deirdre Skellander	WA2 9TN	
04/01/16			
11/1/16	Chris Ede	WA2 9TN	
	D. S. 700024	" "	
	Dr. David H. H. H.	" "	
	H. H. H. H.	" "	
	M. BENNETT	WA2 9TN	
	D. Bennett	WA2 9TN	
	Kieran Bennett	WA2 9TN	
	Aaron Bennett	WA2 9TN	
	Be Riley	WA2 9TN	
	Tiff Heavens	WA2 9TN	
	Margaret H. H. H.	WA2 9TN	
	Dorothy L. W. W.	WA2 9TN	
	Kelly Dukes	WA2 9TN	
	Jane Green	WA2 9TN	
	Paula Christie		
	Peter W. W.	WA2 9TN	
31/1/16	Renee Kempster	WA2 9TN	
	Sarah Pearl		
	Alex Kempster		
	Emily Kempster		

