

AGENDA FOR THE MEETING

11 FEBRUARY 2019

Committee Room 1, Warrington Town Hall, Sankey Street, Warrington

11am

Attendees – Warrington Borough Council

Mike Davies & Martha Hughes – WBC Development Management

Andy Farrall – WBC Executive Director of Economy, Regeneration, Growth & Environment

Mike Taylor & Alan Dickin – WBC Highways

Richard Moore – WBC Environmental Protection, Air Quality

Michael Bell – WBC Planning Policy

Paul Clisby – WBC Legal Services

Ben Laverick – Highways England

Gavin Coupe – Atkins (for Highways England)

Attendees – Satnam Planning Services Ltd

Colin Griffiths - Satnam Planning Services Ltd

Dave Tighe / Fiona Bennett- Highgate Transportation

Lesley Goodall - Miller Goodall

Dave Starkie - The Appleton Group

1. Legal Challenge to appeal decision now submitted.
2. Intention is to resubmit application ASAP as,
 - a. Housing shortage still exists,
 - b. Inspectors comments are technical and can be overcome,
 - c. Misreading / misrepresentation of HE position forms part of the challenge. But we are working with them in any event (see later).
3. Description of development will be slightly amended to remove employment development. Will be,

Outline planning permission for a new residential neighbourhood including C2 and C3 uses; local centre including food store up to 2000m², A1-A5 (inclusive) and D1 use class units of up to 600m² total (with no single unit of more than 200m²) and family restaurant/pub of up to 800m² (A3/A4 use); site for primary school; open space including sports pitches with ancillary facilities; means of access and supporting infrastructure.

- Confirm extent of any demolition in description?
 - Planning application fee
4. Application site will be as shown on plan 140367-D-002. Same as considered at the appeal.
 5. EIA will be updated and resubmitted as free-standing new EIA.
 - a. New chapters for
 - i. Transport
 - ii. AQ
 - iii. Noise
 - b. All other chapters are to be updated to reflect latest information.
 - c. New updated Parameters Plan (Option A only) will be submitted.
 - Amount & distribution of public / children's play space – proportion to be located along M62 corridor [IR para 14.17]
 - Identify any quantitative improvement of playing fields / sports provision as well as qualitative improvement [IR para 14.10]
 - d. Warrington Highways, revised approach.

- e. Highways England position / requirements.
 - f. AQ, revised approach, including On-site monitoring
 - g. Noise, revised approach.
 - h. Ecology, GMEU to be contacted in relation to what updated surveys they require.
6. Deliverability issues, HE, update re co-working.
 7. Phasing and the sequencing of delivery of various elements of proposals
 8. S106: new S106 to be presented, largely based on accepted version last time.
 9. Update on Local Plan matters.
 10. Planning Performance Agreement.
 11. Future contact meetings.
 12. Future timeline / timetable.

NOTE OF PRE-APPLICATION MEETING, PEEL HALL, WARRINGTON

DATE AND TIME: Monday 11 February 2019 at 11:00

PRESENT: Colin Griffiths – Satnam Planning Services Ltd (CG)
Dave Tighe and Fiona Bennett – Highgate Transportation (DT and FB)
Dave Starkie – Appletons (DS)
Lesley Goodall – Miller Goodall (LG)

Mike Davies & Martha Hughes - WBC Development Manager (MD/ MH)
Andy Farrall, WBC Exec. Dir. of Economy, Regen., Growth & Enviro. (AF)
Mike Taylor & Alan Dickin – WBC Highways (MT and AD)
Richard Moore – WBC Environmental Protection, Air Quality (RM)
Michael Bell – WBC Planning Policy (MB)
Paul Clisby – WBC Legal Services (PC)
Ben Laverick – Highways England (BL)
Gavin Coupe – Atkins (for Highways England) (GC)

Transport

- 1 MB said that Peel Hall will be allocated in the draft Local Plan with a commentary that confirms that highways mitigation measures will need to be agreed before development of the site can come forward. The Council has made assumptions around infrastructure costs for its viability appraisal and Satnam have the opportunity to provide any additional viability evidence.
- 2 AD said that WMMTM16 was being finalised to support the draft Local Plan with sites such as Peel Hall included.
- 3 MT requested that we revisit the through-route option (Option B).
 - 3.1 DT said he was concerned that at the appeal Warrington highways / Highways England made it clear that they had fundamental objections to the design of the signal junction and the TPO of the trees on Poplars Avenue made such a route impossible and when combined with the objection from Warrington's Own Buses (which was supported by Warrington highways) and local opposition in general resulted in Option B being withdrawn at the inquiry. MT clarified that there was no fundamental objection to the

principle of a signal junction but that it had never been modelled appropriately to demonstrate that the proposed design was satisfactory.

- 3.2 DT said that if officers wanted Peel Hall to come forward based on Option B then the draft Local Plan should clearly say so.
 - 3.3 AF/MD/MH confirmed that the TPO of trees did not necessarily prevent such a route coming forward as such a decision would be made in planning balance and such a decision would over-rule the TPO.
- 4 FB asked what the position of WBC was with respect to the verge around the A49/Poplars Avenue junction that is not public highway and if it could be made available for future road widening by WBC.
 - 4.1 AF/PC agreed that this approach was acceptable in principle and would not form a ransom-type situation. AF stated that Satnam could be put in touch with the Council's Property Team as and when necessary.
- 5 DT confirmed that the replacement of the employment land on a traffic flow basis would result in around 150 residential units using the western Poplars Avenue access. MD to confirm WBC's position with regard to employment need.
- 6 In order to reduce the impact on the area to the south of Poplars Avenue, MT suggested that the access strategy is altered so that no traffic is loaded directly onto Poplars Avenue and as such a circular route is provided in the site with all access from the eastern side of the site.
 - 6.1 DT said that traffic using the Blackbrook Avenue access would still filter through the area to the south of Poplars Avenue and that any access strategy coming forward would include some residential units being accessed from Poplars Avenue. AF/CG confirmed that any scheme at Peel Hall should include permeability to the south and not be seen as a segregated or separate area. MT agreed that site needed to be permeable particularly for pedestrians, cyclists and public transport and accepted that there still may be an impact on the Poplars Avenue area but that if there was no direct vehicular access to Poplars Avenue then that impact may be reduced given the alternative routes available.
- 7 DT asked when Warrington's model would be in a position to test the Peel Hall proposals. AD said that the forecast model they were working on for the forthcoming draft local plan would be ready in March 2019 and was expected to be available for testing sites such as Peel Hall from late March. AD confirmed that the 2016 base model was available for use now and that the current forecasting models are 2026 and 2036, with the ability of intermediate forecast years to be created as required.
- 8 A discussion then took place regarding assessment years to be tested. The result was as follows:

- 8.1 Base 2016 – no development
 - 8.2 2018 – no development (required for Air Quality)
 - 8.3 2022 – opening year (no development; 120 houses; full development to define mitigation for HE at J9) - no through route Option A (also required for Air Quality)
 - 8.4 2022 – opening year (no development; 120 houses; full development to define mitigation for HE at J9) - through route Option B (also required for Air Quality)
 - 8.5 2027 – five years after opening (no development; 600 houses and LC) – no through route Option A
 - 8.6 2027 – five years after opening (no development; 600 houses and LC) – through route Option B
 - 8.7 2032 – 10 years after opening (no development; full development) – no through route Option A
 - 8.8 2032 – 10 years after opening (no development; full development) – through route Option B
- 9 From the above it was agreed that neither 2026 nor 2036 are required as assessment years. As such, a request for using WMMTM16 is not reliant upon completion of the current WBC modelling report. Scoping note incorporating points 1 - 8 to be provided by HTP as part of the protocol for using WMMTM16.
- 10 MT to confirm that AADT figures will be provided for the Air Quality work directly from the WMMTM16 model.
- 11 MD set out that Alan Dickin would be the best person to provide details of the assumptions used for the Peel Hall site within WMMTM16, including development profile, access strategy, trip rates and loading points.
- 12 AD confirmed that the most up to date WMMTM16 LMVR was as previously supplied to HTP but would be supplied to LG and RM so that they can confirm that the roads they require to be tested are contained within the model.
- 13 GC proposed that there was a need to check the validation and calibration achieved in the Peel Hall study area within WMMTM16. There may be need to cordon the model but this will be dependent upon the outcome of the previous tasks and the subsequent use of the data. Highgate Transportation to undertake the aforementioned tasks and to confirm, or otherwise, that the WMMTM16 is suitable for use in producing input data to more detailed modelling. This will need to be agreed with WBC and Highways England.

- 14 CG queried the use of the draft Local Plan as the basis of the transport assessment work, particularly given the inclusion of greenfield sites and other schemes that are no yet committed development. It will be important to understand what is going to be included for within each of the WMMTM16 runs in each assessment year.
- 15 MD / AF accepted the principle that Peel Hall should be modelled without the proposed green belt release sites and will check the developments included within the WMMTM16 to confirm which are committed and which are to be removed as they are draft allocations only.
- 16 GC commented on what level of growth would remain in the model if sites removed. On this basis, WBC / AECOM will need to confirm what growth rates will be applied (detail / year) for the proposed assessment years to be run for the Peel Hall development testing.
- 17 HTP to use the existing Peel Hall VISSIM model for the A49 corridor as a start point to assess 2022 and 2032, with and without full development, as per HE guidelines and provide to WBC and HE for review at appropriate stages. This includes a review of the updated base model and associated LMVR.

Planning Matters

- 18 MD confirmed main areas for discussion and further work are mainly highways and air quality, in the light of the appeal decision.
- 19 MD to send a link to CG to outline the proposed planning performance agreement.
- 20 It was confirmed by MB/MD that the land supply position remained largely as it was at the inquiry, and that the principle of housing on this site was agreed, in the context of points 24 to 28, below

ES

- 21 Scoping application for ES to be submitted to WBC in the next few weeks.
- 22 ES to include and conclude mitigation and deliverability.
- 23 Subject to scoping ES likely to focus mainly on Highways, Noise and Air Quality. Character of the area to the south is to be set out in a free-standing report, with the indicators, noise, AQ, traffic etc noted in the ES. 1. All non-ES issues will be in freestanding reports.

Local Plan Matters

- 24 MB explained that Peel Hall would be proposed as an allocation for housing in the Proposed Submission Version Local Plan. This is to be reported to Executive Board on 11th March and then to Full Council on 25th March. Agenda papers are available 1 week before each meeting. Regulation 19 consultation will be undertaken April to June.

- 25 MB confirmed PH was in the land supply behind the PD Options consultation last year, but that document focused on GB releases. Due to the size of the site, and the infrastructure requirements etc it is highly appropriate to allocate the site in the plan. MB feels the Inspector for the plan will want this to be shown. The site will be assumed to have no completions in the first 5-year period and to contribute thereafter. This is because necessary transport infrastructure improvements have not been agreed and the site cannot therefore be considered to be 'deliverable'. This does not preclude earlier development if infrastructure is agreed through the pre-app / planning application process. Changes in circumstances re timing will feed into the housing trajectory and the timing of expected completions.
- 26 MB confirmed the SA/SEA will be available along with the other background documents when the plan is released. This takes into account Peel Hall.
- 27 MB confirmed the local plan review is being prepared in consultation with senior officers and a sub-group of Executive Members, who are fully aware of the proposed allocation.
- 28 MB stated that Peel Hall forms part of Warrington's non-Green Belt capacity. The Council has to demonstrate it has considered all other options prior to confirming the release of Green Belt land.

Proposed re-application

- 29 Similar description of application (to include demolition of properties for access) was agreed for future application, although this would exclude the employment land proposed previously.
- 30 The need for a re-submission planning fee was discussed, MD setting out he felt a fee was required. CG noted his view but indicated Satnam view was it was an exempt application for up to 1 year following the refusal at appeal.
- 31 Red edge the same.
- 32 CG outlined that it was proposed to omit the employment land from the new application on account of the Inspectors comments on traffic associated with that use. MD to consider this and respond to CG, initial reaction was no issues from a land use perspective.
- 33 CG confirmed the circa 1,200 homes would remain the capacity figure for the site.
- 34 It was agreed that apartments in the area to the south of the motorway were acceptable, from visual, site planning and noise / AQ perspectives.
- 35 MT suggested the application re-look at the through route option. DGT expressed surprise at this request, considering the response from WBC and HE at the inquiry. It was suggested this could be a positive way forward for the site (WBC officers). CG stated that if this was to be investigated the council and its local plan need to propose this route publically. It was noted

by officers that the TPO trees were not essential to be retained if the through route was a good highway solution. AF noted that if any small land areas owned by WBC as other than highways land are required for road purposes no ransom situation would arise.

Landscape / Ecology

- 37 MD suggested Appletons check buffer strip around Radley plantation. Appletons to re-engage consultation with Woodland Trust. MD would like to see a new Parameters/ Masterplan which sets out a revised green infrastructure/ open space strategy for the site, ideally including exemplar treatment with the Woodland Trust area and Radley Plantation. (It is understood that open space will inevitably be placed along the M62 corridor, but that high quality and generous open space should be provided within the residential body of the site).
- 38 Landscape (LVIA) can be stand alone.
- 39 LVIA update to include area to the south.
- 40 Option B - TPO trees do not cause an absolute issue with a through route, these will be re-assessed as part of the planning balance.
- 41 It was agreed that there was no need for anything new to be shown on Parameters Plan from a Homes England perspective.
- 42 WBC / AF would like to see softer plans that sell the scheme and emphasise the landscape and open space benefits.

Air Quality Noise

- 43 LG and Richard Moore (RM) have agreed to work closely on the execution of the AQ assessment. Many technical issues have already been agreed, including the type of model, topography, emission factors, background concentrations, monitoring of NO₂ around the site. Monitoring of NO₂ has commenced, diffusion tubes were installed on 06/02/2019.
- 44 Main issue to agree is traffic data. LG will use traffic flows from WBC's Saturn wherever possible and these may need to be supplemented by counts. WBC to provide the road network to be included within the Saturn model. Once these are received, LG and RM will agree roads to be included within the model.
- 45 Modelling of AQ should be completed asap after the design scheme has been completed; different access arrangements will have different effects on AQ and Highways e.g. access focussed around the western side of the site may be detrimental to AQ but beneficial in terms of highways concerns.
- 46 Scenarios for AQ are different to highways assessments etc. They will be;
 - 46.1 2018 baseline model – this is used to verify (check) the model is running appropriately;

46.2 2022 without development;

46.3 2022 with development.

- 47 This means that data from Saturn will need to be obtained for 2018 and 2022.
- 48 2022 will be modelled as a worst case initially i.e. as if full build out is completed by 2022. LG and RM will revisit if this creates a problem.
- 49 In terms of noise, consultation with Steve Smith of WBC has occurred. Some updated noise monitoring will be completed, and the site modelled using CadnaA. Consultation with Steve Smith will be ongoing.

Further meetings

- 50 It was agreed that a future meeting, once preliminary highways and AQ information / methodology is agreed should be held, circa 4-6 weeks' time.