

Appendix DT/10

Meeting Notes 11th February and 29th March 2019

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Own Buses (which was supported by Warrington highways) and local opposition in general resulted in Option B being withdrawn at the inquiry.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
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 - 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

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- 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.

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- 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.

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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.

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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.

From: Colin Griffiths <colin@satnam.co.uk>
Date: Tuesday, 2 April 2019 at 13:19
To: "Davies, Michael (Planning)" <mdavies@warrington.gov.uk>
Subject: RE: Peel Hall - PR/2019/04233 - meeting - 29th March 2019

Mike,
Here is a combined list, can we agree this please?
Many thanks,

Action Points (to be completed by end of w/c 01/04):

AD – provide link to new WMMTM16 Local Plan forecasting report and appendices
MT/AD – to confirm what traffic survey data is held by WBC within Peel Hall study area (including M62 Junction 9)
AD - Provide scheme concept for four arm junction provided at A574/A49 junction used in 2017 forecasting report – not this is not a confirmed or committed scheme in the Local Plan Forecast Models
MD (MB) - to confirm Local Plan assumptions for Peel Hall profile and access strategy as agreed at the last meeting
MT – to send sketch for second through route proposal (B2)
AD – to provide draft flow chart of responsibilities/lines of communication for use of WMMTM16 for Peel Hall modelling
FB – confirm date on traffic data held for Balater Drive/Blackbrook Avenue junction; Capesthorpe Avenue/Blackbrook Avenue junction; and A50/Hilden Road and Poplars Avenue junctions.
AD – confirm completion of M62 Junction 9/A49 signal upgrade
AD – provide confirmation of AADT and AAWT (18 hour) factors used in Local Plan for air quality (agreed PH air quality and noise assessments to use the same factors)
FB – submit draft proforma to WBC for use of WMMTM16
FB – submit draft scoping note for use of WMMTM16
HTP – confirm air quality requirements regarding assessment of local centre.
AD - Provide details of period of road works currently underway and web-link to road works.

For Clarification- AADT data required for AQ modelling could be provided by AECOM as part of output from modelling exercise, subject to HTP specifying such. AECOM had previously applied conversion factors to WMMTM16 model output for Local Plan purposes which were likely to be acceptable

Previous minutes – GC agreed that cordoning the Saturn model to obtain input data for a Vissim model would be an acceptable approach to take.

Regards
Colin

Satnam Group
T +44 (0) 1242 227159
M +44 (0) 7932 042253
F +44 (0) 1242 227160
17 Imperial Square, Cheltenham, Glos., GL50 1QZ
United Kingdom

Skype name: colingriffiths1

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From: Davies, Michael (Planning) [mailto:mdavies@warrington.gov.uk]

Sent: 29 March 2019 16:57

To: Colin Griffiths <colin@satnam.co.uk>

Subject: Peel Hall - PR/2019/04233 - meeting - 29th March 2019

Colin –

My notes of ACTIONS for WBC, as follows:-

- Provide sketches for two options set down in Scoping document for connections onto A49 - through route to Mill Lane and non-through route
- Provide scheme concept for four arm junction provided at A574/A49 junction used in 2017 forecasting report – not this is not a confirmed or committed scheme in the Local Plan Forecast Models
- Provide link to Local plan Modelling report, including appendices
- Produce draft Note for discussion on roles and responsibilities in relation to traffic modelling – WBC/AECOM/WSP/HTp
- Provide details of development assumptions in Local Plan Forecast Models
- Provide diagram showing Zone connectors used for Peel Hall in Local Plan Forecast Models
- Provide details of any survey data available in Peel hall Area, including M62 Junction 9
- Provide details of period of road works currently underway
- Provide link to WBC web page with Road works
- Reflect on need for inter-peak model and advise HTp accordingly

My notes of clarifications (if needed):-

- AADT data required for AQ modelling could be provided by AECOM as part of output from modelling exercise, subject to HTp specifying such. AECOM had previously applied conversion factors to WMMTM16 model output for Local Plan purposes which were likely to be acceptable

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Regards,

Mike Davies
Development Management
Economic Regeneration, Growth and Environment Directorate
New Town House, Buttermarket Street
Warrington WA1 2NH
Tel: 01925 442813
Email: mdavies@warrington.gov.uk
Web: www.warrington.gov.uk

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Action Points (to be completed by end of w/c 01/04):

AD – provide link to new WMMTM16 Local Plan forecasting report and appendices
MT/AD – to confirm what traffic survey data is held by WBC within Peel Hall study area (including M62 Junction 9)
AD - Provide scheme concept for four arm junction provided at A574/A49 junction used in 2017 forecasting report – not this is not a confirmed or committed scheme in the Local Plan Forecast Models
MD (MB) - to confirm Local Plan assumptions for Peel Hall profile and access strategy as agreed at the last meeting
MT – to send sketch for second through route proposal (B2)
AD – to provide draft flow chart of responsibilities/lines of communication for use of WMMTM16 for Peel Hall modelling
FB – confirm date on traffic data held for Balater Drive/Blackbrook Avenue junction; Capesthorpe Avenue/Blackbrook Avenue junction; and A50/Hilden Road and Poplars Avenue junctions.
AD – confirm completion of M62 Junction 9/A49 signal upgrade
AD – provide confirmation of AADT and AAWT (18 hour) factors used in Local Plan for air quality (agreed PH air quality and noise assessments to use the same factors)
FB – submit draft proforma to WBC for use of WMMTM16
FB – submit draft scoping note for use of WMMTM16
HTP – confirm air quality requirements regarding assessment of local centre.
AD - Provide details of period of road works currently underway and web-link to road works.

For Clarification- AADT data required for AQ modelling could be provided by AECOM as part of output from modelling exercise, subject to HTP specifying such. AECOM had previously applied conversion factors to WMMTM16 model output for Local Plan purposes which were likely to be acceptable

Previous minutes – GC agreed that cordoning the Saturn model to obtain input data for a Vissim model would be an acceptable approach to take.

Regards
Colin

Satnam Group
T +44 (0) 1242 227159
M +44 (0) 7932 042253
F +44 (0) 1242 227160
17 Imperial Square, Cheltenham, Glos., GL50 1QZ
United Kingdom

Skype name: colingriffiths1

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From: Davies, Michael (Planning) [mailto:mdavies@warrington.gov.uk]

Sent: 29 March 2019 16:57

To: Colin Griffiths <colin@satnam.co.uk>

Subject: Peel Hall - PR/2019/04233 - meeting - 29th March 2019

Colin –

My notes of ACTIONS for WBC, as follows:-

- Provide sketches for two options set down in Scoping document for connections onto A49 - through route to Mill Lane and non-through route
- Provide scheme concept for four arm junction provided at A574/A49 junction used in 2017 forecasting report – not this is not a confirmed or committed scheme in the Local Plan Forecast Models
- Provide link to Local plan Modelling report, including appendices
- Produce draft Note for discussion on roles and responsibilities in relation to traffic modelling – WBC/AECOM/WSP/HTp
- Provide details of development assumptions in Local Plan Forecast Models
- Provide diagram showing Zone connectors used for Peel Hall in Local Plan Forecast Models
- Provide details of any survey data available in Peel hall Area, including M62 Junction 9
- Provide details of period of road works currently underway
- Provide link to WBC web page with Road works
- Reflect on need for inter-peak model and advise HTp accordingly

My notes of clarifications (if needed):-

- AADT data required for AQ modelling could be provided by AECOM as part of output from modelling exercise, subject to HTp specifying such. AECOM had previously applied conversion factors to WMMTM16 model output for Local Plan purposes which were likely to be acceptable

Previous minutes – GC agreed that cordoning the Saturn model to obtain input data for a Vissim model would be an acceptable approach to take.

Regards,

Mike Davies
Development Management
Economic Regeneration, Growth and Environment Directorate
New Town House, Buttermarket Street
Warrington WA1 2NH
Tel: 01925 442813
Email: mdavies@warrington.gov.uk
Web: www.warrington.gov.uk